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GEORGE B. McCLELLAN, Mayor.

WILLIAM B. ELLISON, CORPORATION COUNSEL.

HERMAN A. METZ, COMPTROLLER.

PATRICK J. TRACY, SUPERVISOR.

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TABLE OF CONTENTS.

Aldermen, Board of—		Finance, Department of—(Continued).	
Public Notice.....	998	Proposals for \$30,000,000 of 4 Per	
Assessors, Board of—		Cent. Stock and Bonds of The	
Public Notice.....	1012	City of New York.....	1011
Bellevue and Allied Hospitals—		Sureties Required on Various Classes	
Proposals.....	1013	of Contracts.....	1012
Board Meetings.....	1002	Fire Department—	
Bridges, Department of—		Proposals.....	1005
Auction Sale.....	1003	Health, Department of—	
Bronx, Borough of—		Proposals.....	1003
Reports of Bureau of Buildings for		Manhattan, Borough of—	
the Weeks Ending January 5		Proposals.....	1014
and 12, 1907.....	998	Report of Bureau of Buildings for	
Brooklyn, Borough of—		the Week Ending January 5,	
Proposals.....	1003	1907.....	998
Public Notices.....	1003	Municipal Civil Service Commission—	
Supplemental Report of the Presi-		Public Notices.....	1005
dent for the Year 1906.....	977	Notice to Contractors.....	1016
Change of Grade Damage Commission—		Official Borough Papers.....	1002
Public Notice.....	1002	Official Directory.....	1000
Changes in Departments, etc.....	998	Official Papers.....	1002
College of The City of New York—		Parks, Department of—	
Proposals.....	1003	Proposals.....	1012
Correction, Department of—		Report for the Year 1906, Boroughs	
Corporation Sale of Buildings, etc.,		of Brooklyn and Queens.....	992
Owned by The City of New		Police Department—	
York.....	1013	Auction Sale.....	1006
Docks and Ferries, Department of—		Owners Wanted for Lost Property.	1006
Proposals.....	1006	Proposals.....	1006
Proceedings of December 3, 4 and 5,		Public Charities, Department of—	
1906.....	995	Proposals.....	1012
Public Notice.....	1006	Queens, Borough of—	
Education, Department of—		Proposals.....	1013
Proposals.....	1002	Rapid Transit Railroad Commissioners,	
Estimate and Apportionment, Board of—		Board of—	
Public Notices.....	1006	Public Notice.....	1006
Executive Department—		Street Cleaning, Department of—	
Public Notices.....	998	Ashes, etc., for Filling in Lands...	1013
Report of Bureau of Licenses for		Proposals.....	1013
the Week Ending January 26,		Public Notice.....	1013
1907.....	998	Supreme Court, First Department—	
Finance, Department of—		Acquiring Title to Lands, etc.....	1014
Corporation Sale of Real Estate....	1009	Supreme Court, Second Department—	
Corporation Sales of Buildings, etc.	1008	Acquiring Title to Lands, etc.....	1016
Notices of Assessments for Opening		Taxes and Assessments, Department of—	
Streets and Parks.....	1009	Public Notice.....	1003
Notices to Property Owners.....	1008	Water Supply, Gas and Electricity, De-	
		partment of—	
		Proposals.....	1005

BOROUGH OF BROOKLYN.

SUPPLEMENTAL REPORT FOR THE YEAR 1906.

The City of New York,
Office of the President of the Borough of Brooklyn,
Brooklyn, January 8, 1907.

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

Sir—The Charter, in section 383, provides that the President of the Borough shall make annual report of the work of his office to the Mayor. In order that I may comply with this provision, the Commissioner of Public Works, the several Bureau heads and the Engineers are now preparing statements which will show this work in detail. Meanwhile, I am able to submit to you as a supplement to the annual report which is to follow, a special statement upon the subject uppermost in the public mind, and the one which has seemed to me so intimately related to the safety and convenience of the community that it was deserving of the greater part of my time and attention.

Transportation has become so necessary a thing in cities, it means so much to every individual member of the community, that the service of it will soon take its place naturally and completely as a function of government, and there is now a public demand that the absolute control of it rest in the hands of the municipal authorities, which has partially undergone an inevitable transmutation into the forms of law. There is nothing revolutionary in this; it is evolutionary, a step-by-step process in line with the whole scheme of our industrial, material and social progress. To illustrate with a concrete example the proposition that a reversion to old methods in this connection would be to sin against the light, we can consider a minute the so-called "McDonald plan" recently submitted to the Board of Rapid Transit Commissioners. The scheme in itself is scientifically sound. It is the only one under advisement now which goes to the point of completion as a continuous service system. If, however, the City's credit were pledged to build this subway for operation by a corporation, it might indeed perform some service for those within walking distance of its stations, but it really would be taking only a small bite of a very large apple: as a general measure of relief it would be practically valueless. If, on the other hand, the City, as it has legal authority to do now, were to expend ten million dollars on the construction of the road, and retain the right to make contracts for operation at so much per mile and per car, with corporations whose lines approximate or intersect the line of the McDonald subway, then indeed would this improvement be of immense value as a solvent of our problem, opening up as it would a channel of circulation to the clogged transportation systems which are fed by the population of every section of the Borough, and eliminating naturally the troublesome two fare factor. It is all the difference between the old method and the new, between planning with a view to the profits of a corporation and planning with a view simply to the public convenience and the proper and uniform development of the entire city. This subject in its application to various transportation lines planned and authorized is treated with regard to details of practice in a letter addressed to the Board of Estimate and Apportionment, which is among a number of communications attached hereto and made a part of this report (see 2-A and 2-B).

Every suggestion of relief from transportation evils interests intensely the Borough of Brooklyn. It is unnecessary to point out the difference between the conditions here and those in Manhattan and The Bronx, due to the difference in conformation. In Manhattan and The Bronx the increase in transportation facilities, while

it has not kept pace with that in population, has shown a tendency to move with it. In Brooklyn the situation with regard to transportation seems almost on a dead centre, while every year superimposes the population of a very considerable city upon our already large population. For instance, the Building Superintendent of this office reports to me that the number of buildings completed in 1906 will house 108,000 persons. This is what makes the work of improving transportation conditions so important in the case of the President of the Borough of Brooklyn. His power in the matter is painfully limited—membership in the Board of Estimate and Apportionment giving him some little weight, and the control of permits for track repair, etc., being a sort of a bludgeon influence; but, whatever his power may be, it is his duty, as it seems to me, to use it resolutely and vigorously. Up to this conception of the obligations of the office I have tried to live during the year; it was in the spirit of it that I dealt with the local transportation corporations, that I corresponded with the Rapid Transit Commission, and advised and voted in the Board of Estimate and Apportionment. It was in this spirit that I acted in connection with the various bridge relief plans advanced. I have not been in full agreement with the proponents of some of them, but I have voted for all of them, surrendering my own views in some instances in the hope that I might be wrong and those who differed with me right as to absolute efficacy of the relief scheme proposed. This was particularly true of the "Bridge loop plan" submitted to the Board of Estimate and Apportionment by the Bridge Commissioner last March. It did not seem possible to me that this loop could be built without a surrender by the City of valuable franchises for no compensation, and while this consideration would have had little weight had I been convinced that the "loop" would solve the problem before us, my doubts on this point gave it added gravity. Another thing which made an unfavorable impression was the atmosphere of humbug and deceit which some of those interested in a financial sense in the project threw over it, and with which they undoubtedly did mislead the great body of its honest protagonists. If the purpose was to do a real public service, there was no need of presenting it in a false light, even if such a need would justify such a presentation. They said that the "loop" was to be temporary. On that ground they asked the City to build it and turn it over to the railroad companies as a gift, surrendering also without compensation a valuable franchise for a third track on the Third avenue elevated railroad to the Interborough Company, without whose consent the "loop" as then considered could not be constructed. How shallow was this pretence as to the "temporary" nature of the proposed franchise was indicated by the arguments used by the Brooklyn Rapid Transit Company and those who spoke for it, when the subway loop project collided with the elevated loop plan. It was urged:

First—That the subway loop would be of no service to the people of Brooklyn if it could not be used by the Brooklyn Rapid Transit Company, which has practically a monopoly of the transportation lines of Brooklyn.

Second—That the subway loop could not be used by the Brooklyn Rapid Transit Company without a complete change in the rolling stock equipment of that corporation, which would in turn necessitate the reconstruction of the elevated system in Brooklyn. This change Mr. E. W. Winter, President of the Brooklyn Rapid Transit Company, said his corporation would not make.

This ingenious argument was conclusive against the underground loop, but it also left the "temporary loop" proposition very wobbly on its poor, weak legs.

Nevertheless, I voted for the plan in the Board of Estimate and Apportionment.

The failure of the plan in the Rapid Transit Board has caused to be revived another which has all the merits and few of the objectionable features of the so-called Stevenson loop. This is the plan for an elevated loop connection through Centre street. It has the former scheme's basic virtue of continuous train operation. Its greater arc makes it far more serviceable to the people of Brooklyn, enabling them to leave and board the trains at points close to Broadway, in Manhattan. Its construction will not involve the use of the Interborough Company's Third avenue elevated structure and the free gift to the corporation of a third track franchise. There is still something of the same old pretence of "temporary tenure" by the operating companies, but the statement of Mr. Winter, at a hearing before the Commission, that his corporation would pay 4½ per cent. as rental, indicates a more honest attitude toward the City on the part of the railroad company. If this attitude shall continue, I believe the City and the company can arrive at a satisfactory settlement as to terms, and the loop can be constructed. Meanwhile, the report of the Burr Commission for bridge relief is to be submitted to the Board of Estimate and Apportionment by the Commissioner of Bridges, and it is to be hoped these plans, if found satisfactory, will be adopted without delay, or that, if they be faulty, their faults will be clearly indicated at once, so that no more time may be wasted. I believe, if the plan is to be adopted, it should be altered so as to take in a portion of the relief plan advanced by Mr. Nels Poulson, of Brooklyn, which plan, with some few slight modifications was indorsed by Mr. R. W. Creuzbaur, Consulting Engineer to the Borough President. A copy of Mr. Creuzbaur's report on this subject is attached hereto. (See Exhibit No. 1.)

The franchise for the operation of a street surface railroad in Livingston street is distinctly related to the bridge relief proposition and involves also the relief of the congested condition of Fulton street. Livingston street was formerly 50 feet wide. The width was increased to 80 feet more than a year ago. The Nassau Electric Railroad Company, one of the operating companies of the Brooklyn Rapid Transit Company, applied for a franchise in Livingston street from Court street to Flatbush avenue, and on Lafayette avenue, from Flatbush avenue to Fulton street. The application was referred to the Bureau of Franchises of the Board of Estimate and Apportionment, and Mr. Harry P. Nichols, the Assistant Engineer in charge of that Bureau, wrote to me with regard to the matter early in 1906. I have always regarded this street as a key street in relation to surface railroad conditions. It is the only down-town street through which a railroad could be run with profit by the City, should the City in the future be authorized by the Legislature to operate a street surface railroad. I suggested to Mr. Nichols that the City ought not to surrender this street, but should build the railroad itself and lease it to any railroad corporation desiring to use it. The Corporation Counsel, to whom the matter was referred, denied the power of the City to do this. I then suggested that the contract with the Nassau Company contain a "non-exclusive" clause, retaining for the City the right to use the tracks either for its own railroad, or consent to the use of them by other railroad companies upon reasonable compensation to the company holding the original franchise. This clause Mr. Nichols inserted in the contract form which he submitted with his report upon the matter on June 19, 1906. The report contained provisions which the railroad company refused in the main to consider. The company's officials objected to the provisions requiring:

First—The Brooklyn Rapid Transit Company to agree to charge a single 5-cent fare for a continuous ride, not only in Livingston street and Lafayette avenue, but on all branch lines (this would mean a 5-cent Coney Island service).

Second—The company to equip its cars so as to run part of the distance by underground and part by overhead trolley power.

Third—The company to pay a large stated amount annually for the privilege granted.

The report of Mr. Nichols was practically ignored by the railroad corporation for several months, until, in fact, I requested that the president of the company be called before the Board of Estimate and Apportionment last November. He then wrote a letter to the Board setting forth the terms suggested by Mr. Nichols, which the railroad company would accept and those which it rejected. The matter was referred by the Board to the Comptroller and the President of the Borough of Brooklyn. Representatives of the company have been in conference with me since that time, and we have agreed upon terms which I think will be satisfactory to the Committee and to the Board. The cardinal points of the agreement are:

First—The City to retain the right to use for its own purpose or consent to the use by other railroad corporations of the tracks and equipment.

Second—The Nassau Company to pay to the City 3 per centum per annum on its gross earnings, such gross earnings, in so far as this grant is concerned, to consist of a uniform rental which the Nassau Company shall charge to all corporations using its tracks and equipment (in Livingston street and Lafayette avenue), whether said companies be subsidiary companies of the Brooklyn Rapid Transit Company or not.

Third—The company to pave with material to be determined by the President of the Borough the roadway between the rails and a strip two feet in width on each side of the tracks, and to maintain such pavement.

Fourth—The term of the grant to be ten years.

In connection with the Livingston street franchise, the railroad representatives have asked that the Board consider a Tillary street bridge connection, and I have requested the borough consulting engineer to take up this matter. What is sought is a track connection with the Fulton street line, striking into the bridge terminal yard just below Tillary street. This connection was requested early in the year by the company at the suggestion of an engineer in this office who had worked out a plan for the division of east bound and west bound cars, so as to avoid the criss-crossing about the Borough Hall, which now adds to the difficulties and danger of transportation.

There has been during the year, and especially in the early part of the year, considerable friction between this office and the Brooklyn Rapid Transit Company relative to permits for the opening of streets for the purpose of the construction of new lines. The railroad companies now combined under the Brooklyn Rapid Transit obtained, about 1893, various franchises from the Brooklyn Board of Aldermen and from the Highways Commissioner or other authorities of the county towns of Flatlands, Flatbush, Gravesend and New Utrecht. The extensions thus provided for were so numerous that one cannot escape the conviction that most of these franchises were obtained not with the idea of using them, but with the deliberate purpose of excluding possible competitors from the streets. The rapid growth of the borough gave a promise of profit from the operation of some of the lines, and, in 1903, the Brooklyn, Queens County and Suburban Railroad Company made application for a permit to open Saratoga avenue for the purpose of constructing a street surface railway. The Commissioner of Public Works refused to grant the permit on the ground that the franchise had lapsed, and the company sued for a writ of mandamus against the President of the Borough of Brooklyn. The case was argued before Judge Kelly in Special Term of the Supreme Court in Kings County, who denied the petition of the corporation on July 18, 1904. The matter was finally taken before the Appellate Division on the railroad company's motion, and that division sustained Judge Kelly. There was another appeal, and the matter was finally determined by the Court of Appeals on May 8, 1906, the opinion of the Court being expressed by Justice Hiscock and reading as follows:

"The railroad company, petitioner and appellant, sought by mandamus to compel the proper authorities of the Borough of Brooklyn to permit it to construct a double track extension of its street surface railroad upon Saratoga avenue, in said borough. The learned Appellate Division has affirmed the order of the Special Term denying this application, upon the ground that the petitioner through inaction had forfeited its franchise and right to construct said extension. This determination involved the decision that the self-executing forfeiture provisions of section 5, of chapter 565, of the Laws of 1890, known as the Railroad Law, applied to street surface railroads, and conversely, that section 99 of said law, applicable solely to said railroads, and which also relates to forfeitures, but is not self-executing, is not exclusive and does not exempt them from the provisions of the other section.

"We agree with the conclusions adopted by the courts below upon this point, and are thereby led to an affirmance of the order appealed from.

"The facts presenting the questions involved upon this appeal are simple and not the subject of controversy.

"The Broadway Railroad Company for many years prior to 1893 had been a street surface railroad corporation owning and operating a double-track street surface railroad on Broadway and other streets in the City of Brooklyn. On May 28, 1893, it caused to be filed and recorded a certificate of extension of its road between certain limits upon Saratoga avenue in said city. On July 24, 1893, the Common Council of said city granted its consent to said railroad company to construct, maintain and operate said proposed extension. In November, 1893, the Brooklyn, Queens County and Suburban Railroad Company, the petitioner herein, was duly incorporated as a street surface railroad corporation, and upon January 16, 1894, being then the lessee of the rights, property and franchises of the Broadway Railroad Company, took a surrender and transfer of all the capital stock of said latter company, which thereby became merged into and with the Brooklyn, Queens County and Suburban Railroad Company, which in turn thereby became the owner of, among other property, the right, privilege and franchise above referred to, to construct and operate the extension in Saratoga avenue. Some time between January 16, 1894, and September 30, 1903, the petitioner obtained the requisite consents of property owners for the construction of said extension, but down to the time of the institution of this proceeding at said latter date it had never taken any steps to commence to complete the construction of the same.

"Section 5 of the Railroad Law above referred to at the time its franchise was granted to petitioner and for several years thereafter, so far as applicable, provided: 'If any domestic railroad corporation shall not, within five years after its certificate of incorporation is filed, begin the construction of its road and expend thereon ten per centum of the amount of its capital, or shall not finish its road and put it in operation in ten years from the time of filing such certificate, its corporate existence and powers shall cease.' This section is found in article I of the Railroad Law, which concededly is applicable to steam railroads.

"Section 99 of said law, so far as applicable at the times in question, provided: 'In case any such (street surface railroad) corporation shall not commence the construction of its road, or of any extension or branch thereof within one year after the consent of the local authorities and property owners, or the determination of the General Term as herein required, shall have been given or renewed, and shall not complete the same within three years after such consents, its rights, privileges and franchises in respect to such railroad extension or branch, as the case may be, may be forfeited.'

"This provision is found in article 4 of said Railroad Law, which relates solely to street surface railroads. From this fact and for various reasons claimed to be deducible therefrom or in connection therewith, the learned counsel for the appellant argues that it repeals or at least excluded the operation of section 5 heretofore quoted upon street surface railroads.

"The importance of this contention so far as this proceeding is concerned is that the provisions of section 5 are concededly self-executing and, if applicable, have forfeited petitioner's rights to its franchise for the extension in question, while the provisions of section 99 are only the basis for forfeiture proceedings which have never been taken.

"Some decisions have been made by this court which at the outset help to guide us to the adverse answer which we have determined to make to the appellant's contention.

"In 1850 the general act to authorize the formation of railroad corporations was adopted, being chapter 140 of the Laws of that year. Chapter 775 of the Laws of 1867 amended said act of 1850, by providing that if any corporation formed under the latter 'shall not, within five years after its articles of association are filed and recorded in the office of the Secretary of State, begin the construction of its road, and expend thereon ten per cent. on the amount of its capital, or shall not finish its road and put it in operation in ten years from the time of filing its articles of association, as aforesaid, its corporate existence and powers shall cease.'

"In Matter of Brooklyn, W. & N. Ry. Co. (72 N. Y., 245), this court held that street surface railroad companies might be incorporated under the general act of 1850, and that the amendment of 1867 just quoted was applicable to them. This decision was made in 1878. The amendment of 1867 is practically the same provision now found in and quoted from section 5 of the Railroad Law. Therefore, we have it as a starting point that as late as 1878 street surface railroads might be incorporated under the general act of 1850 and were subject for lack of commencement and completion of their roads to the self-executing forfeiture provisions incorporated into said act and now found in the General Railroad Law and invoked against petitioner.

"But it is urged that after this amendment was made chapter 252, Laws of 1884, being 'An act to provide for the construction, extension, maintenance and operation of street surface railroads,' etc., was adopted, and that by this act for the first time a complete statutory scheme was provided for the construction, maintenance and operation of street surface railroads and that by a process of repeal or substitution or exclusion this act took exclusive jurisdiction of such roads and terminated any application to them of the Laws of 1850 and especially of the forfeiture provisions therein already referred to. Section 10 of this latter act contained provisions with reference to the forfeiture for non-action of rights, privileges and franchises acquired by a

surface railroad incorporated under the act which have largely been re-enacted and reproduced in section 99 of the present Railroad Law.

"While the contention of the appellant in regard to the effect of this act of 1884, when originally passed, even if correct, might not be controlling in our construction of the statutes as they stood at the time it received its franchise in question here, we have given it such consideration as leads us to the conclusion that it is not well made.

"It is not claimed that the act of 1884 by express terms repealed or prevented the application of the act of 1850 to street surface railroads, and we are, therefore, thrown upon the doctrine of repeal, or exclusion by implication. The general principles are so well settled and familiar as not to require the support of extensive citations that such implied effect upon an earlier statute by a later one is not favored; that when some office or function can by fair construction be assigned to both acts and they confer different powers to be exercised for different purposes both must stand though they were designed to operate upon the same general subject; that the latter act will not be deemed to repeal the former one unless the two are manifestly inconsistent and a clear intention to repeal is disclosed on the face of the latter statute. (Woods vs. Supervisors of Madison Co., 136 N. Y., 403; People vs. Koenig, 9 App. Div., 436.)

"A later statute will not be deemed to repeal or abrogate a former one unless it covers the entire subject and was plainly intended to furnish the only law upon the subject, and to be a substitute for the former enactment. (People ex rel. Ross vs. City of Brooklyn, 69 N. Y., 605; Heckmann vs. Pinkney, 81 N. Y., 211.)

"As we read the two statutes now under review it does not seem to us that, under the general principles above adverted to, the act of 1884 accomplished the purpose claimed by the appellant of withdrawing street surface railroads from the application of the act of 1850, and especially of the provision incorporated into said act by the amendment of 1867. Concededly there was no general repeal of the act of 1850, for its existence continued at least as applicable to steam railroads. Neither do we regard the provisions of the later act as so utterly repugnant to, and inconsistent with, various provisions of the former act, including the one especially under discussion, as to repeal their application to street surface railroads. We think that the Legislature quite conclusively evidenced its intent not to work the result now claimed for the later act when it inserted in section 1 thereof the provision that 'Such corporation (street surface railroad incorporated under said act of 1884) shall also have all the powers and privileges granted, and be subject to all the liabilities imposed by this act or by the act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April 2, 1850, and the several acts amendatory thereof, except as the said acts are herein modified.' Clearly this preserved the continued application of the forfeiture provisions which have now become section 5 of the General Railroad Law, unless the same were plainly inconsistent with, and repugnant to, the provisions of section 10 of said act of 1884. As we shall hereafter attempt to demonstrate, we think this was not the case.

"Again, this court made a decision which has an important bearing upon appellant's contention as to the resulting effect of the various statutory enactments as they existed after 1884 and before 1890.

"In Matter of W. S. A. and P. R. R. Co. (115 N. Y., 442), it was held in substance that chapter 140 of the Laws of 1850 and its amendments authorized the formation and operation of street surface railroads. This decision was made in 1889 or several years after the passage of the act of 1884 which it is now argued assumed exclusive jurisdiction of the incorporation and operation of said railroads, and it was passing upon an application at that date being made under said act for the appointment of commissioners. There was no suggestion that the act of 1884 had become a substitute for the act of 1850 as applied to street surface railroads, but, upon the other hand, the broad language used in the opinion quoted quite exclusively negatives any such idea.

"But now we proceed further to a consideration of the statutory enactments as they had been changed, consolidated and formulated prior to the date when appellant obtained its franchise. Therein we think will be found a refutation of the argument that so far as street surface railroads are concerned the statutory provisions originally adopted in 1884, including the substance of what is now the non-self-executing forfeiture provisions of section 99 of the Railroad Law, have been substituted for or have repealed what were once provisions of the act of 1850, including the substance of what is now section 5 of said Railroad Law.

"The Railroad Law adopted in 1890, chapter 565, covers the subject of both steam and street surface railroads. It supplants both the statutes of 1850 and 1884 as theretofore existing and embodies provisions drawn from each. Its interpretation really and finally measures appellant's rights here, and the other provisions heretofore discussed are mainly of interest as leading up to and aiding that interpretation.

"Some things are undisputed. The Legislature sought to combine into a single enactment, which is not always plain and harmonious in all of its details, provisions for the incorporation, operation and control of both steam and surface railroads. Articles I, II, and III, cover steam roads. Article IV, relates solely to street surface roads. But it will not be claimed that the latter article fully and exclusively provides for the organization, operation and control of such roads, for manifestly resort must be had to various provisions in the other articles for powers and privileges essential to their organization and operation. Some provisions in those other articles are plainly not applicable to them. Apparently, therefore, the Legislature, while specifically making street surface roads subject to the provisions of Article IV., intended that they should also be subject to the provisions of the other articles, so far as the latter were necessary and germane, and upon a survey of the entire statute we cannot arbitrarily say that a provision like section 5 is not applicable simply because not found in Article IV., but the question of its applicability must be determined by general rules governing this subject.

"We think it must be held thus applicable unless either it is clearly inconsistent with, or repugnant to, later provisions to be found in the act, or unless the legislature has made clear in some other way its intention that it should not apply to street surface roads. We do not find the existence of any of these obstacles. Leaving out of consideration for the moment the objections especially urged to the appropriateness of such section as governing extensions of a street surface road, we do not see any difficulty in applying to such roads the provision both of said section and of section 99, which is said to be inconsistent and repugnant. In fact we think that both sections are needed to protect the public from undue delay upon the part of a corporation in commencing and completing its road. Section 99 requires the corporation to commence and complete the construction of its road within a certain period after the consent of the local authorities and property owners or the substitute for the latter has been obtained. This protection is valuable so far as it goes, but it does not cover the entire subject. It does not specify any time in which such consents must be obtained and so far as its provisions are concerned, a railroad company after filing its certificate of incorporation, or, as we shall hereafter say and for the moment assume, its certificate of extension, might delay indefinitely before proceeding to a point where it would be compelled to commence and complete its road. Section 5 supplements these provisions of the later section by requiring a corporation to proceed within a certain time fixed by the date of filing its certificate of incorporation or of extension. This requirement may or may not be as valuable and necessary as that prescribed by section 99, but it secures the public benefit that a corporation taking advantage of a statute allowing it to become incorporated for the purpose of building a railroad or to file a certificate for the purpose of extending such road, must exercise the privileges thus conferred within a certain time or else forfeit them. Furthermore, and what is especially pertinent here, we are unable to see any inconsistency or repugnancy between such requirements and those provided by section 99. Each section commands that as a return for the privileges conferred upon it, a street surface railroad shall within a certain time take steps to utilize those privileges and make them a possible subject of use and benefit to the public. Neither section is hostile to the other but both supplement each other and provide for the exercise of not unreasonable diligence by a corporation in return for privileges which are granted in part at least that it may serve public convenience and utility. So far from finding proof of legislative intent that section 5 should not be applicable to a corporation like appellant, it seems to us that there is quite conclusive evidence of the belief upon the part of the legislature that it did apply unless specifically prevented.

"Section 106 of the Railroad Law provides that 'the corporate existence of and powers of every street surface railroad corporation, which has completed a railroad upon the greater portion of the route designated in its certificate of incorporation, within ten years from the date of filing said certificate in the office of the Secretary of State, and which has operated such completed portion of its railroad continuously for a period of five (originally ten) years last past, and is now operating the same, shall continue with like force and effect, as though it had in all respects complied with

the provisions of law with reference to the time when it should have fully completed its road. The terms employed in this provision so plainly correspond with the provisions of section 5 and so clearly relieve against such a forfeiture as is provided for in said section, that they leave little doubt that the legislature construed section 5 as applicable to a street surface railroad. By chapter 508 of the Laws of 1901, section 5 of the Railroad Law was amended by the following provision: "This section shall not apply to any street surface railroad company incorporated prior to July 1, 1895, which has obtained or become the owner of the consents of the local authorities, of any city of the first or second class," etc. While the passage of such amendment is not a conclusive argument upon this point, it does suggest with weight as bearing upon legislative intent, that there was no occasion for exempting certain surface railroads from the operation of said statute unless otherwise it was applicable to them. And this act, it will be noted, was passed long after the act of 1884 and the act of 1890 whereby it is contended that the application of said section to said roads was repealed or terminated.

"But upon the question of the application of this section it is strenuously urged that at most it only measures rights by reference to a certificate of incorporation; that, therefore, it can only relate to operations under such certificate of incorporation, and can have no reference to an extension of a railroad line which is not included in the certificate of incorporation but is covered merely by a certificate of extension, and various absurd results are pointed out which it is said would follow from an attempt to apply it to an extension. Again, we find ourselves unable to agree with the arguments addressed to us. If, as we have decided, this section is intended, and ought, to be applied in conserving public interests to street surface railroads, then, if it can reasonably be done, we ought not to limit its enforcement to the line of road provided for in the original certificate of incorporation, but equally should apply it to extensions, which are just as proper subjects for its application as the proposed original line of road. It may be conceded at once that the language is not so appropriate to extensions as it might be, but no one can study the Railroad Law as a whole without finding other provisions which are not in all respects connected and harmonious. We believe that the provisions under review may be so construed as to apply to the subject before us without undue straining or violation of any reasonable rules of interpretation.

"The certificate of extension which a corporation files is in effect, clearly and simply, an amendment of its original articles of incorporation. Those original articles prescribe the line and extent of its proposed route. The certificate of extension prescribes the line and route of an additional road and to that extent amends the original articles of incorporation. For the purposes of this provision, we think it may naturally and easily be treated as an amendment to the articles of incorporation made to include the proposed extension, and the date of filing of which will fix the periods within which a corporation must act as to said extension. The Legislature itself seems to have had some such idea of amendment in mind when it provided in section 106 of the Railroad Law relating to street surface railroads that 'every such corporation shall have the right to operate any extensions and branches of its railroad, now constructed and operated by it, which have been so constructed and operated by it, for a period of ten years last past, with like force and effect, as though the route of such extensions and branches were designated in its certificate of incorporation.'

"In like manner the provision for the expenditure of ten per cent. of the amount of capital manifestly should be construed with reference to the proposed extension, and we see no particular difficulty in doing this. If there is an increase in the capital of a corporation expressly and explicitly devoted to the purpose of constructing said extension, that would readily suggest the measure of the amount to be expended upon the extension within the time prescribed. If there is no such specific increase but rather a proposition to construct the extension out of capital already possessed by the corporation, the 5 per cent. to be expended would still be measured by the entire amount of capital to be used in the construction of such extension considered by itself. Under this interpretation the limit of time for commencing and completing the extension and of the capital thereon to be expended, would have plain and just reference to such project considered by itself, and in like manner a failure to comply with the requirements of law thus construed would result in a forfeiture of the franchise to build such extension and would not, as suggested, affect other rights of a corporation not related to or connected with it.

"Finally it is urged that if section 5 did otherwise apply to appellant and its extension franchise and would otherwise have worked a forfeiture of its rights, such application and such result would have been prevented and obviated by the provisions of chapters 494 and 508 of the Laws of 1901.

"The first of said statutes amends section 93 of the Railroad Law, and amongst other things provides: 'Every consent by the local authorities of any city of the first class or of any city, town or village, now embraced within the corporate limits of any city of the first class heretofore given to or acquired or owned by any street surface railroad corporation, since January first, eighteen hundred and ninety, is hereby ratified and confirmed, and shall be deemed to be in full force and effect, and shall continue until and including December thirty-first, nineteen hundred and three, when it may be forfeited,' etc. The language of this provision properly describes appellant's franchise.

"The other act is the one already referred to exempting from the provisions of section 5 street surface railroads incorporated before a certain date of which appellant was one.

"If we assume that these enactments were intended to accomplish the purpose claimed for them, we still think that they were ineffectual so to do. At the time they were passed, appellant had absolutely forfeited and lost its franchise to construct the road in Saratoga avenue, and all of its rights thereunder. (Matter of Brooklyn, W. & N. Ry. Co., 72 N. Y., 245.) The municipality, upon the other hand, had regained by forfeiture all of the rights which it had once granted to the appellant. Both parties to the original franchise had been restored to precisely the same position which they occupied before it was granted. Section 18, article 3, of the Constitution, forbade the legislature to authorize the construction or operation of appellant's street railroad through Saratoga avenue, except upon the condition that the consent of the local authorities having the control of that portion of the street or highway upon which it was proposed to construct or operate such railroad should be first obtained. We fail to see how any statute which attempted to relieve appellant from its forfeiture, and thus indirectly to grant it anew rights which at the time had become absolutely lost to it and reinvested in the municipality, without the consent of the latter, could avoid the prohibition of said constitutional provision.

"In accordance with all these views, we think the order appealed from must be affirmed, with costs.

"(Cullen, Ch. J., Gray, Edward T. Bartlett, Werner and Chase, J. J., concur; O'Brien, J., absent.)

"Order affirmed."

This decision was sweeping and affected many, if not all, of the old franchises held by the railroad company. In view of the law as laid down therein and as previously laid down by Justice Kelly and the Appellate Division, it was the duty of the President of the Borough to be extremely careful in scrutinizing applications for permits to construct railroads under franchises claimed by the railroad corporations. For this reason I suspended a number of permits of this character which had been granted. I sought to compel the railroad company to make its application for franchises to the Board of Estimate and Apportionment. The Brooklyn Rapid Transit interests had purchased during the year 1905 the old Canarsie Steam Railroad and had obtained permission to make such changes in the equipment of this road as to allow of its operation by electricity. These permits were among those I suspended until I was informed by the Corporation Counsel that the privilege requested was not in the nature of a franchise. The company also extended its Ralph avenue line along East Ninety-eighth street, the Corporation Counsel holding that, as the City had never acquired the land within its street lines its consent to the construction of the railroad was not necessary. I refused to permit the company to cross Hunterfly road with this line until the officials of the railroad company promised to apply for a franchise for this small section of the route. During the year the Brooklyn Heights Railroad Company applied to me for a permit to extend its Nostrand avenue line under franchise grants from the old town authorities of Flatlands and Flatbush. I would have been glad to grant the permits requested as the territory to be traversed was populous and sorely in need of transportation service. The company offered as an excuse for its failure to build before this time the fact that it been estopped by the failure of the authorities to legally open the streets. The matter was submitted by me to the Corporation Counsel, who wrote me an opinion dated July 13, 1906, which

he confirmed on November 20, 1906, to the effect that the town authorities had not had the legal power to grant a franchise in a street not opened and that these franchises therefore were of no effect from the beginning. It is very important for the people of that section of the borough that the railroad company should either test in the courts the value of its alleged franchise or seek a new franchise from the Board of Estimate and Apportionment without delay. The Board has recently received from the Nassau Electric Railroad Company applications for franchises covering the following routes:

Route A—Beginning at the intersection of Atlantic avenue and Alabama avenue and extending thence southerly on Alabama avenue to Livonia, and on Livonia, from Vesta avenue to New Lots road.

Route B—Beginning at the intersection of Liberty avenue and Forbell, extending southerly on Forbell avenue to Spring creek.

Route C—Beginning at the intersection of Thirty-ninth street and Eighth avenue, extending on Eighth avenue to Seventh avenue, and on Seventh avenue to Seventy-ninth street, then on Seventy-ninth street to Stillwell avenue.

Route D—Beginning at the intersection of Thirty-ninth street and Thirteenth avenue, and extending along Thirteenth avenue to Bay Ridge avenue.

These applications are now under consideration by a Select Committee of the Board of Estimate and Apportionment, and, as they are designed to traverse sections of the borough in need of transportation, there should be no unnecessary delay in settling upon the terms of the grants with the railroad corporation. The railroad companies, however, should be directed to make proper use of the tracks they now have installed in certain of the streets of the borough and upon which no cars are operated. There are quite a number of these tracks. In endeavoring to remove some of them in Throop avenue this office encountered legal difficulties and discovered the existence of what is perhaps the most remarkable injunction ever issued by a court of law. The injunction was obtained in 1903 and directed the President of the Borough and the Commissioner of Public Works to serve five days' notice upon the Brooklyn Heights Railroad Company before attempting to remove any tracks of any line of the said Brooklyn Heights Railroad Company or any company operated thereby or in connection therewith. This injunction has tied the hands of the borough authorities and absolutely prevented the removal of tracks illegally maintained in the streets. Such tracks, for instance, exist in Fifty-second street, between the waterfront and Second avenue. The Corporation Counsel should be directed to take steps immediately to have the order of the court dissolved, so that each particular case may be tried on its merits. These matters, however important to the sections immediately affected, are secondary to the two cardinal transportation propositions:

First—Bridge Relief. Including the construction of the Centre street loop; the building of the so-called "McDonald plan" continuous underground and transpontine railroad under such conditions as will enable the City to use it in connection with all connecting independent operative systems; the immediate consideration of terminal improvements recommended by the Burr Commission; the rapid completion of the Manhattan Bridge and Flatbush avenue extension; the authorization of terminal facilities to allow the full use of the tracks of the Williamsburg Bridge; the construction of the Livingston street railroad, and the Tillary street bridge connection. (See Exhibit 3.)

Second—Subway Construction. Including the letting of the contracts (construction, equipment, and maintenance and operation separately and according to the suggestions contained in the attached communication addressed to the Board of Estimate and Apportionment) (see Exhibit 2) for the tri-borough subway system; the authorization and construction of the Broadway system, and its connection, by means of the "McDonald plan" loop, with one of the West Side north and south lines in Manhattan; the rapid completion of the Joralemon and Fulton street subways and their extension along Flatbush avenue to Flatbush.

These improvements can be accomplished within a comparatively short time. I have discussed in one of the letters submitted herewith the manner in which I believe the City should proceed. In forwarding to you all these communications and reports, most of them emanating from this office, and the others so related to Brooklyn as to belong naturally in anything like a complete record of the case, I have tried to lay before you and the public a fair statement of the transportation situation in this borough. In order that it may not be a unilateral presentation of the facts, I have asked representatives of the railroad companies to state the case as they see it (Exhibit 6), and you will find their views appended. Mr. H. Milton Kennedy, a member of the New York Railroad Club, of the American Association of General Passenger Agents, and formerly General Passenger Agent of the Brooklyn Rapid Transit Company, is one of my official subordinates, and at my request he assembled the material herewith presented.

There are some points not here touched upon, such as the City's financial condition, which are elsewhere discussed in the attached correspondence. With regard to the point mentioned, I have relied upon your financial message to the Board of Aldermen, dated May 29, 1906. My impression, in view of all the facts as I know them, is that the City can make a very fair start indeed toward solving the transportation problem, if it will brush aside the cobwebs and do the obvious thing to do. It is a big problem, undoubtedly, but we are a big City, big enough to handle it if we have the courage. We have the money, the plans and the legal right; plainly the thing to do is to build.

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

EXHIBIT No. 1.

POINTS OF CREUZBAUR'S BRIDGE PLAN.

(Sketch Appended.)

Quick plan for Manhattan Terminal of Brooklyn Bridge (Creuzbaur). (Being a modification of the "Poulson Plan.")	The "Creuzbaur" plan of terminal platforms at the Manhattan end of the Brooklyn Bridge increases the length of platforms so as to admit six car trains, instead of five, avoids confusion, emptying trains on one side and loading on the other, gives a larger assembly platform and provides a much better way station arrangement for the future, when cars will be run through. Also provides for but one train stop at terminal instead of three, as at present.
Increased capacity 33 per cent.	This will increase the bridge "L" terminal capacity about 33 per cent. (or carry 60,000 per hour instead of 45,000, which is the maximum allowance of operation, although only about 36,000 per hour are actually handled now).
Escalators.	The installation of huge escalators would materially assist in handling this traffic.
Side doors.	Also the remodeling of bridge cars to have three side doors on each side, and additional overhead straps.
Through trains.	Also provides for through "L" trains at all hours. Avoiding change of cars and step climbing at Brooklyn end.
Time.	About two months.
Cost.	About \$30,000.

October 16, 1906.

Hon. BIRD S. COLER, President, Borough of Brooklyn:

Sir—About June 1 you requested a study of several propositions which had been laid before you relating to the transportation problem on the Brooklyn Bridge, with special reference to the Manhattan terminal as the congested point responsible for the present serious difficulties in meeting the requirements of traffic.

During rush hours the five-car shuttle trains are at present dispatched from this terminal at the best on an average of no better than one minute headway. The full capacity of these bridge trains is about 750, or approximately the capacity of a six-car elevated road train, which the platforms should accommodate. This is theoretically 45,000 per hour, but the management is credited with but 36,000 per hour as the present maximum capacity of the bridge elevated service. It is stated that the bridge

without reinforcement should not be subjected to stresses which would be due to a shorter interval than forty-five seconds in train dispatch, amounting to a capacity of 60,000 passengers per hour in five-car bridge shuttle trains or six-car elevated trains.

Without reviewing the very well-known faults of the present terminal, and dealing with the single proposition that the passenger crush at the car doors now necessitated by the system on which trains are dispatched from what is practically a way station must be done away with, the first essential then is to give more time for unloading, and by an orderly arrangement. The second is to shorten the headway of trains down to the forty-five-second time limit, determined by the strength of the present bridge, and thus add one-third to its capacity. The third feature of importance is to run through trains at all hours during the day from the Manhattan terminal to the several destinations of the elevated systems in Brooklyn.

You have fully considered the several plans prepared by Mr. Nels Poulson on this subject and recognize that he has devoted a great deal of valuable time in persistent attempts to secure recognition of the actual practicability and advantages of his plans. Mr. Poulson claims little novelty in his terminal arrangement. He has secured endorsement from a number of civic societies and from one of your predecessors in office. I do not agree fully with Mr. Poulson's projects for traffic relief, and as you stated it is not necessary to go beyond the single proposition and plan affecting the immediate change in the elevated track layout at the Manhattan end of the Bridge, other matters are not dependent upon this and are of less pressing importance.

I recommend a four-track stub end terminal generally, as proposed by Mr. Poulson in plan of February 19, 1904, utilizing a great part of the existing platforms with the station layout now existing, giving, however, in the adapted terminal three unloading platforms, one of about 15 feet at the centre and two of 12 feet at the outside, and two loading platforms, each of about 15 feet, with platform approach of about 85 feet by 100 feet, connecting directly with all the loading and unloading platforms over the area now used for switching.

The switching arrangements as modified from Mr. Poulson's plans give 40 feet further distance to the point of switch beyond the end of platforms, and the curves and crossovers are on an easier run, as suggested in the plan attached for adoption by the Bridge Department Engineers when considering this detail of operation.

This is the general plan to which you invited the special attention of the Comptroller about two months ago, illustrating its operation by the use of a model and examining with him the existing station and platform with relation to the methods to be used in making the necessary alterations there. This scheme obviates to a marked degree the first objection to the existing arrangement—instead of the crush at the car door, passengers by convenient stairways and by the broad end platform connections pass into the trains, of which three will always be lying in the station, giving an abundant time for proper distribution of passengers.

The platform length is about 300 feet, and the appropriate switching length is not necessarily over 250 feet, which at a practical rate of train movement gives the interval in train time from extreme outer switch to stoppage of train at the unloading platform of from 25 to 30 seconds.

Mr. Poulson proposes to operate his terminal by through six-car train service at all hours of the day, and the division of the Brooklyn Rapid Transit system and the irregular entrance and dispatch of trains from and to various destinations make it necessary to cross over irregularly from main incoming westbound track to tracks 3, 4 or 2 in the terminal, as the case may be. Opponents of the Poulson plan claim that this cross-over of trains is objectionable, and it does necessarily limit the possible minimum time of dispatch to the sum of first period of train time entering the block length plus a similar period from train dispatch, augmented by the few seconds required in loss of time in switch operation, and they claim that this will give an interval of train dispatch no less than that of the present service.

The great advantage of the Poulson plan, however, would make its adoption worth many millions to Brooklyn, if the time of train dispatch could equal only the present arrangement.

As shuttle cars are now operated in rush hours a continuance of this system for a part of such congested period during the night and morning, if found necessary, with the Poulson plan should not be a decisive argument against the plan when its other great advantages are considered and the adaptability of this Poulson plan for operation for continuous through train service, as explained below.

As a matter of fact, the present system multiplies the ineffective time lost in the terminal to a marked degree, there being three full stops and starts of every train in the station and four curves to pass with one cross-over and one junction point.

This four-track terminal which I advocate must be operated in what I would designate as sequence of train movement, to equal the full capacity of the bridge; that is, assuming the station to be fully occupied by four trains, pocket No. 1 empties and is filled by the incoming train, irrespective of its future destination; pocket No. 2 empties and is filled by the incoming train; and in the same way until pocket No. 4 is being filled by the incoming train, giving a first cross-over and lock against the dispatch of train No. 1 from the pocket which has been filled for about three minutes.

By six train dispatch in sequence it is evident that out of eight operations of filling and emptying pockets there is but one cross-over, each train having otherwise an independent track in and out. Allowing full interval for interruption, I fail to see any reason why this cross-over of train No. 1 can be held back by train entering into No. 4 for any considerable period, the fact being that the average interval of train entrance must quickly equalize the average of train dispatch.

I therefore claim that the Poulson plan will readily load the bridge to its fullest capacity and with perfect convenience to passengers.

For through train service with the same arrangement, passengers by semaphores or other abundant signals can be quickly educated to move from the existing mezzanine floor with its broad areas of entrance and to pass up stairways to the right or left, leading to the two main loading platforms. These signals would remain fixed for more than two minutes, and would change, say, twenty-seconds in advance of train dispatch. These stairways, of which there would be from eight to ten, would be only about 30 feet apart and would give quick access to all the Brooklyn trains, while the broad platform, 85 feet by 100 feet at west end, gives also very free access by the shorter route from Park row.

Such an arrangement would fulfill all conditions, give full time for loading, and allow train dispatch to the full bridge capacity; and I recommend to you with full confidence, the plan described as a certain and great improvement over the existing plan, whether or not it be capable of universal through train service. It increases the traffic facilities fully 33 per cent. and will fill the requirements in actual service up to the time when the Williamsburg Bridge is made actually serviceable, and abundant time has been given for the completion of Manhattan Bridge and operation of trains thereover. After this time it is possible that some improvement over the Poulson terminal may be designed.

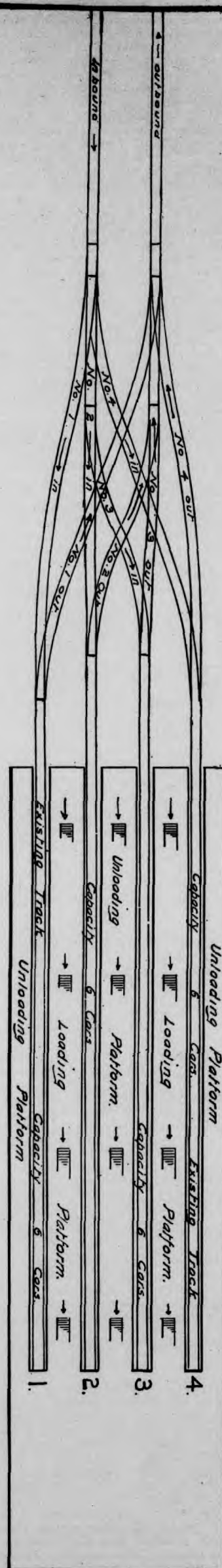
As far as the time required for alterations is concerned, that depends largely upon the ingenuity of the Bridge Engineers in making the change, but it is believed that as four of the five platforms are already in place for five car lengths, but two requiring reductions in width, and as the platform extensions can immediately be arranged without inconvenience to traffic, the change would readily be made inside of two months' time. An estimate of cost has been made at \$30,000, but this cost is really immaterial.

This plan differs from the most recent plan advocated by Mr. Poulson and illustrated by his model, sent by you to the Department of Bridges, in the presence of a broad unloading platform at the centre of the station. This extensive platform area is advocated because it is urgently needed and would be essential for the bridge station so long as the terminal is not connected by a down town loop or extension.

The very great majority of passengers will arrive from down town and will load the bridge at the terminal. No upper deck should be put in here, except as a last resort, and with the comfort and convenience of the public provided for by the plan, and the full bridge carrying capacity reached, further stair-climbing to trains will be unnecessary.

While I have had little opportunity to avail myself of the courtesies extended by the officials of the Department of Bridges, where I could undoubtedly learn much more of the studies which they have made, I have carried out your instructions to the best of my ability, and submit these conclusions as to what can be quickly and economically accomplished on a simple plan.

Respectfully,
(Signed) R. W. CREUZBAUR, Consulting Engineer.



WITH REPORT OF OCT. 16, 06.
R. W. CREUZBAUR, CONSULTING ENGR.
— TO —
HON. BIRDS. COLER, PRESIDENT,
BOROUGH OF BROOKLYN.

— PARK ROW. —

October 17, 1906.

Hon. JAMES W. STEVENSON, Commissioner of Bridges:

Dear Sir—I inclose for your consideration report made at my request by the Consulting Engineer of this office relating to the Manhattan elevated terminal of the Brooklyn Bridge and the improvements which it is believed can be made there by installing a plan modified from suggestions made by Mr. Poulson to your predecessor and indorsed by a considerable number of Brooklyn citizen societies and prominent men well qualified to judge of its merits.

For a long time I have been interested in the projects of Mr. Poulson, and I have repeatedly urged my Engineer to investigate and report on this one proposition of the elevated terminal, and I want to say to you at this time that I agree thoroughly with his deductions, and would urge you to make this improvement at the earliest possible time for the good of Brooklyn, irrespective of what may necessarily follow in extending the bridge tracks by elevated or subway loops, as I am convinced that the improved terminal as suggested will be required here in any event.

The sketch indicates the few controlling features considered essential in adapting the present lay-out of the terminal to the new plan, and can perhaps be improved upon by your Engineers, if you so direct.

The Chief Engineer of the Brooklyn Rapid Transit Company has spent considerable time with my Engineer in going over this lay-out, and I understand is well satisfied of its complete success in operation with shuttle service, as you now operate; but I believe the proposition which my Engineer seems to have originated in operating through trains at all hours by what he designates "sequence of train movement" will, by a further study of Mr. Minden and your Engineers, be found to be entirely feasible.

In any event, the plan is a tremendous improvement on the present system, and is so adaptable that it may be operated in three ways, and there is not a doubt in my mind as to its complete success, and the wisdom of installing it at once. As I have stated, it does not interfere in any way with any other improvements, double-decking or extensions which you may contemplate there.

You will recognize the fact that while I hesitate to seem to encroach upon the high functions of your office, the matter is one of such extreme importance that I believe you will understand its presentment in this form to you.

Yours very truly,
(Signed) BIRD S. COLER,
President of the Borough of Brooklyn.

2-A.

Tri-borough—Borough President Coler General Letter to Rapid Transit Commission.

May 31, 1906.

To the Honorable the Board of Estimate and Apportionment:

Gentlemen—The Borough of Brooklyn has waited more or less impatiently for many years for some improvement in transportation conditions, but because of engineering blunders and delays incident to vexing litigation, it seems almost as far as ever from any adequate system of relief. While subway routes are being extended into The Bronx and tunnels are being constructed under the North river, the very important borough of which I am President has to be satisfied with a miserable two-track tunnel under the East river, and even this has been so faultily constructed as to make it a matter of serious doubt as whether or not it will be of any real service. The cause of the condition which afflicts us in Brooklyn is undoubtedly the desire of the transportation corporations to confine their activities to the immensely profitable section of the City which lies within the Borough of Manhattan.

There is, of course, a radical difference between railroad conditions in Brooklyn and Manhattan. Brooklyn is what is known in the railroad business as a long-haul town, which means that the passengers on the railroads in that borough ride for long distances, and that the traffic is not, therefore, as profitable as it is in Manhattan, where most of the passengers are what is known as short riders. The very natural desire of the transportation interests is to invest their money where the profits are enormous, as they are in Manhattan Borough.

If, however, the City is to be developed properly, and if the convenience and comfort of the great population of the Borough of Brooklyn are to be given any consideration whatsoever, the Board of Rapid Transit Commissioners must put an end to its policy of laying out its subway routes in short sections, and thus providing tidbits for the transportation corporations. The Commission should in the future compel the corporations to take the fat with the lean, and to construct whole systems instead of short sections of systems, by including in the same contract, in every instance, tunnels in the highly profitable sections of the City and tunnels in the less profitable sections of the City, where the business is a long-haul business.

The statement recently presented to the Board of Aldermen by his Honor the Mayor, with regard to the financial condition of the City shows that there is no longer any basis for the fear that the City will be helpless to carry out its own transportation plans should the transportation corporations justify the expressed fear of the counsel to the Rapid Transit Commission by refusing to bid on contracts advertised by that Commission.

If no private corporation should bid on a tunnel contract hereafter the City is in a position to construct, and, if necessary, to operate, those transportation lines most urgently needed at the present time.

With this condition in view, I would respectfully request your Board, as the local authorities of The City of New York, under section 4 of the Rapid Transit Act, that the Board of Rapid Transit Commissioners proceed forthwith to consider a subway route to have for its point of beginning a location in the Borough of The Bronx, to be recommended by the President of that Borough, to proceed then through certain streets in the Borough of The Bronx, to be recommended by the President of that borough; to continue through certain streets in the Borough of Manhattan (preferably on the East Side), to be recommended by the President of the Borough of Manhattan; to cross the East river over the new Manhattan Bridge, to proceed thereafter through Flatbush avenue, as extended, and through Fourth avenue to Fort Hamilton, provision being made at some intervening point for a spur connection with Coney Island.

I have selected the Fourth avenue route in this borough because the promises of the Rapid Transit Commission have practically committed the City to the construction of this subway before any other subway in this borough, and also because of the fact that the Fourth avenue route is the natural highway to the Borough of Richmond, and that the construction indicated will necessarily be extended in time under the Narrows and into that borough. Therefore, it is desirable that if the City is to build and operate a subway it should be a trunk line connecting up as many of the boroughs as possible, and the route indicated will do that better than any other route suggested.

Yours very respectfully,
(Signed) BIRD S. COLER,
President of the Borough of Brooklyn.

2-B.

Detail of Tri-borough—With Copy of Resolution Proposed. With Extensions to Coney Island and to Jamaica Avenue.

Office of the President of the Borough of Brooklyn,
The City of New York,
Brooklyn, June 21, 1906.

Hon. BIRD S. COLER, President, Borough of Brooklyn:

Sir—In your communication to the Board of Estimate and Apportionment of May 31, you have requested the Board, under authority of section 4 of the Rapid Transit Act, to recommend that the Board of Rapid Transit Commissioners proceed immediately with the construction of an interborough subway route which shall be contracted for or constructed by the City in its entirety.

The route as presented extends from a location in the Borough of The Bronx, to be recommended by the President of that borough, and extending southerly through the Borough of Manhattan, preferably on the east side, as shall hereafter be determined on recommendation of the President of that borough, is to cross the East river over the new Manhattan Bridge; proceeding thereafter through Flatbush avenue, as

extended, and through Fourth avenue to Fort Hamilton, provision being made at some intervening point for a spur connection with Coney Island.

Since this communication was forwarded to the Board, the construction of route No. 3, in the Borough of Manhattan, providing for a subway through Third avenue and the Bowery, appeals favorably to the President of the Borough of Manhattan as the route which will be of the greatest service to the largest number in affording transportation for the congested east side districts, and the connection with this Third avenue route, now adopted, is logically the provision already made by the Rapid Transit Board in the adoption of route No. 19, extending under the Harlem river; thence through One Hundred and Thirty-eighth street and by the Southern boulevard to a junction station on the existing route at Westchester avenue; thence proceeding by Westchester avenue and Westchester turnpike on said route No. 19 as adopted to the Williamsbridge road; and by the short extension of said route on the plan recently presented to the Board of Estimate and Apportionment for approval, connection is effected with Pelham Bay on Long Island Sound.

With this connection access from the thickly populated Manhattan sections will be afforded to a superb park system located directly on the Sound and Pelham Bay, embracing an area of 1,700 acres, and the development of one of the finest sections of the Borough of The Bronx will be provided for.

In considering means for the greatest possible service in the interborough route, a study has been made of the feasibility of grades, curvature, etc., in effecting a new connection with the Third avenue-Bowery route and the Williamsburg Bridge, as well as connection by the new Manhattan Bridge.

At the Delancey street approach to the Williamsburg Bridge, no provision has been made by the Rapid Transit Board for a connection, the present plans for route No. 9 extending through Centre street providing for four tracks running on the bridge approach. The suggestion has been made that two of these tracks extend from route No. 9 over the bridge and that two be connected from the Bowery line in a similar manner, and, in conference with the Engineers of the Rapid Transit Board, such connection plan is shown to be feasible.

At Manhattan Bridge a spur of route No. 9 and extending from Centre street running over Bowery route No. 3 precludes the possibility of direct connection from the Bowery route over Manhattan Bridge without a slight rearrangement of the Centre street connection. This modification is absolutely necessary in making effective the proposed interborough route in providing through local express service over the Manhattan Bridge to the Bowery subway, and while the location of the link in route No. 9, between the Bowery and Centre street, is not disturbed, I find the grades and distances to be such that only one line can make direct through connection with the Manhattan Bridge.

With turn-outs from the Bowery line to connecting link in route No. 9 and an additional turn-out to the south from the same link running into Centre street, convenient distribution of traffic will, I believe, be effected.

The Third avenue-Bowery route No. 3, as described, is not altered in any respect except by raising the grade at the intersection with the Manhattan Bridge approach and by carrying the two tracks over the Delancey street approach to the Williamsburg Bridge, as stated, which will not necessitate any further consents of property owners and will be within the powers of the Board for adjustment.

This route is, however, connected with the Brooklyn Bridge at Park row and is looped with route No. 9 by a turn-out into Centre street and no further connections contemplated in the plans of the Rapid Transit Commission are interfered with.

In considering the pressing needs of the Williamsburg district and outlying sections, it has been considered imperative to advise an extension over the Williamsburg Bridge by Broadway on the routes now planned and designated Nos. 9, 9-A-3 and 9-H as far as Jamaica avenue.

As already determined by you, the Fourth avenue route, extending over the new Manhattan Bridge and through Flatbush avenue as extended and Fourth avenue to Fort Hamilton, with provision at some intervening point for a spur connection with Coney Island, is the line which should be first constructed in Brooklyn and is naturally the only feasible route to connect the Borough of Richmond by the extension of the tunnel under the Narrows.

The Chief Engineer of the Rapid Transit Board suggests that the Atlantic avenue-Court street connection with the Fourth avenue route should be provided, but as no connection with the existing Joralemon street tunnels could be made, I would recommend that the only immediate provision necessary for this diverging route, to relieve congestion at the Fourth avenue and Flatbush avenue intersection, can be provided for in the design of necessary cross-overs and turn-outs at such intersection in the plan of the Fourth avenue improvement.

Pending action of the Board of Estimate and Apportionment on the interborough route in its entirety, and, in the event of favorable reception of the proposition by the Board, it would appear advisable not to advertise disjointed sections of any part of the system herein recommended, as such action would interfere materially with the general scheme contemplated, serving as it does the pressing needs of four of the boroughs.

From the estimates of the Chief Engineer of the Rapid Transit Board, it appears that the complete interborough route can be fully constructed for less than fifty million dollars.

For the purpose of concentrating study of the Rapid Transit and borough engineers on your proposition, I beg to summarize the matter in the form of the following resolution:

Resolved, That under authority of section 4, of the Rapid Transit Act, as amended, the Board of Estimate and Apportionment, as the local authorities of The City of New York, hereby requests the Board of Rapid Transit Commissioners of said City to proceed forthwith to take all necessary steps in order to lay out and provide for the construction, as a single, comprehensive system, of a rapid transit route, as follows:

A three-track rapid transit line beginning at a point on the westerly side of Pelham Bay Park, in the Borough of The Bronx, as an elevated structure with a loop connection; thence proceeding through a new street, the extension of Westchester turnpike, and by Westchester turnpike and Westchester avenue to the Southern Boulevard; thence on the Southern Boulevard and as a subway through One Hundred and Thirty-eighth street (route No. 19) to Lincoln avenue; thence by a four-track subway extending through Lincoln avenue, diverging under the Harlem river and joining Third avenue at One Hundred and Twenty-eighth street; thence by Third avenue and the Bowery with a two-track connection at the approach of the Williamsburg Bridge, and a four-track connection at the approach of the Manhattan Bridge, continuing by the Bowery to Park Row (route No. 3); thence through Park Row to Centre street and providing at Centre street for future connection with the Brooklyn Bridge when reinforced; thence northerly on Centre street to Canal street with two lines extending to the Bowery, where a transfer station is to be located at the Manhattan Bridge approach; again continuing on Centre street at Canal street four tracks continuing northerly and extending into Delancey street, two of which tracks shall extend over the Williamsburg Bridge and two be connected at grade with the Bowery line (route No. 3, as described).

Continuing the four-track line connecting with the Bowery route over the Manhattan Bridge to the Borough of Brooklyn, and by the Flatbush avenue extension, and Flatbush avenue, and Fourth avenue to Fort Hamilton (routes Nos. 11-A and 11-B, as adopted) with a spur connection at Fortieth street for future extension to Coney Island.

From the Bowery line (route No. 3) in Manhattan, connecting with four tracks of which two connect with the Bowery line and two with the Centre street line; thence by Delancey street and the Williamsburg Bridge to the Borough of Brooklyn and through Broadway to Jamaica avenue (routes Nos. 9-A-3 and 9-H, as adopted) providing at Jamaica avenue spur connections for two lines to diverge at this point.

Respectfully submitted,
R. W. CRUEZBAUR, Consulting Engineer.

2-C.

Tri-borough—Reasons for Asking for Bids for Whole Route—"Take the Fat with the Lean."

Brooklyn, July 5, 1906.

Hon. ALEXANDER E. ORR, President, Rapid Transit Railroad Commission:

Dear Sir—In the resolution which was adopted by the Board of Estimate and Apportionment June 22, 1906, there were two divergent branches of the main line provided for in this borough, and one spur connection, the main branches to cross the river

from Manhattan to Brooklyn over the Williamsburg and the new Manhattan Bridges. I would recommend, therefore, that the Williamsburg Bridge branch, after proceeding across the Williamsburg Bridge, proceed along and under the surface of Broadway from the Bridge Plaza to Jamaica avenue; that the Manhattan Bridge branch, after crossing from the Borough of Manhattan to the Borough of Brooklyn, over the Manhattan Bridge, proceed along and under the surface of Flatbush avenue extension, Flatbush avenue and Fourth avenue to Fort Hamilton; that the spur connection follow the route laid out by your Board for a spur connection between the Fourth avenue subway and Coney Island, namely: Beginning at or near the intersection of Fourth avenue and Thirty-sixth street, and running thence easterly and southeasterly, curving under Fourth avenue and private property, Thirty-ninth street and private property again to a point in Fortieth street, near the intersection of Fortieth street with the westerly side of Fifth avenue; thence easterly under Fortieth street to a point at or near the intersection of Fortieth street with the easterly side of Ninth avenue; under Fortieth street and private property to New Utrecht avenue and Forty-first street; thence under and along New Utrecht avenue southerly to a point south of Eighty-first street; thence curving southeasterly and easterly under private property, Eighty-fourth street, private property, again, Eighteenth avenue, Eighty-fifth street, private property to Eighty-sixth street, between Eighteenth and Nineteenth avenues; thence southeasterly under and along Eighty-sixth street to a point half way between Bay Thirty-fourth and Bay Thirty-fifth streets; thence over and upon a viaduct structure, southeasterly, and along Eighty-sixth street to a point at or near Eighty-sixth street and Bay Forty-third street; thence southeasterly over private property, Twenty-sixth avenue, private property to a point in Stillwell avenue, between Eighty-sixth street and Bay Forty-third street; thence southerly over and along Stillwell avenue, crossing the Gravesend Ship Canal on a bridge, and continuing on Stillwell avenue to a point in Coney Island, about half way between Neptune avenue and Mermaid avenue, where the tracks will diverge so as to form a loop, the route of which has already been laid out by your board.

In addition to making this recommendation, I wish to urge upon your Board, as strongly as I may, the desirability of having this entire system advertised in one contract. The City has suffered in the past because of the fact that it was compelled practically to beg capitalists to interest themselves in the transportation situation here. The fact that certain transportation corporations held exclusive franchises in the most important streets of New York City gave them a commanding position. No capitalist could, under these conditions, find it profitable to install small transportation lines when the control of the main avenues of travel was in hands likely to be hostile. When the subject of subway transportation was broached, and the opposition of the interests holding the surface franchises was finally overcome, the City was again at a disadvantage, because it lacked power, in the event of the failure of capitalists to bid upon the contracts for the construction and operation of its lines, to build and operate such lines itself. It therefore had to assume an attitude of supplication before the capitalists of the country, and to offer terms as an inducement to those capitalists which everybody now admits to be extremely generous, to say the least.

In order to offer the most attractive proposition possible to prospective bidders your Board laid out a route with consideration rather for the possible profits of the contractor than for the proper development of the City. The exigencies of the then situation set up a tendency in this direction which the Board has found it hard to overcome.

The demand for rapid transit from all sections has been so insistent and the pressure upon the Board so great that it very naturally laid out a network of routes which your Board itself admitted in its communications to the Board of Estimate and Apportionment could not for the most part be regarded as anything except propositions from which capital would have to make its choice. In other words, the idea was to advertise a large number of contracts and let private capital determine as to which of them would be the most profitable, with the result that bids upon those only would be received by the City. This was a policy which seems to me to be extremely unwise. It means the resignation by the proper official boards to private hands of the direction of the City's development. It means that we who sit in the Board of Estimate and Apportionment, or in your Board, instead of wisely building up the entire City by a judicious distribution of the lines of communication, shall allow the transportation corporations to select for construction lines traversing only areas where the population is dense or the travel particularly heavy. This will mean, instead of the distribution of our population over a wide area and the consequent comfortable conditions of living, a continuous accumulation of our citizens in districts where the transportation conveniences are the most numerous and the cost of transportation cheapest. It will have another bad effect. By giving up the most important avenue of travel to corporations now in control of the transportation situation, it will cause a duplication underground of the conditions which prevail on the surface, and prevent the free investment of capital in the many needed transportation lines.

As matters now stand, unless some such line as that suggested in the resolution of the Board of Estimate and Apportionment is laid out, and the contract for its construction and operation advertised as a unit, the City will be at the mercy of the combined interests now in control of our transportation service. Naturally they will try to prevent the extension of transportation lines which cannot give them an immense and immediate profit, but which might threaten the monopoly they now enjoy. Carrying all the travel now in Manhattan and The Bronx, how can the Interborough Company be expected to reduce its income and add to its expenditures by the construction and operation of new lines unless compelled to do so? Is there any reason for wonder that the Brooklyn Rapid Transit Company, with its practical monopoly of the railroad service here, should seek to prevent the extension of the subway system into Brooklyn? None of these interests at present occupies the commanding position which they all held some years ago. The City does not need them to increase its transportation service. It can get along as well, and I think better, without them. It has the power, under the recent amendment of the Rapid Transit Act, to build and operate its own railroads, and the Mayor's recent investigation into its financial condition has revealed that it has power also to raise the money to pay the costs of construction and equipment. It cannot, of course, undertake the construction of every rapid transit route which your Board has adopted; it can, however, undertake the construction of, and, if need be, the operation of, the great connected system suggested in the resolution of the Board of Estimate and Apportionment of June 22.

It is obvious, therefore, that this contract should be so framed that the City may be able, should the railroad corporations fail to bid, to construct with its own money and for its own purposes a system of subway lines which shall serve the transportation needs of all the boroughs, and, at the same time, insure the profitable investment of the City's funds.

As to the engineering reasons why the system outlined in the Board of Estimate and Apportionment's resolution should be considered as a unit, this you will find given at length in a report addressed to me on June 21, 1906, by R. W. Creuzbaur, Consulting Engineer in this office.

Yours very respectfully,
(Signed) BIRD S. COLER,
President of the Borough of Brooklyn.

2-D.

Tri-Borough—President Orr to Board of Estimate and Apportionment—With Dissensions, Approvals and Date of Previous Plans—Estimated Cost, \$57,000,000.

Board of Rapid Transit Railroad Commissioners,
No. 320 Broadway, New York,
October 11, 1906.

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

Gentlemen—On June 22, 1906, your Board adopted the following resolution: "Resolved, That, in accordance with section 4 of the Rapid Transit Law, as amended, the Board of Estimate and Apportionment, as the local authorities of The City of New York, hereby requests the Board of Rapid Transit Commissioners of said City to proceed forthwith to the consideration of a rapid transit subway system, to serve the transportation needs of the City by a continuous system of connected routes in the Boroughs of The Bronx, Manhattan and Brooklyn, with provision for a future extension under the Narrows of the transportation line into the Borough of Richmond; said rapid transit line to begin at a point in the Borough of The Bronx to be recom-

mended by the President of said Borough, to proceed thence to the Borough of Manhattan and along certain streets in said borough to be recommended by the President of said Borough, to connect with the Williamsburg Bridge, and crossing said bridge to proceed in the Borough of Brooklyn through Broadway to Jamaica avenue, and to connect also with the Manhattan Bridge and crossing said bridge to proceed in the Borough of Brooklyn by way of Flatbush avenue as extended, and Flatbush avenue and Fourth avenue to Fort Hamilton, with a spur connection at Fortieth street for extension to Coney Island; and

"Resolved, That the Board of Estimate and Apportionment recommends to the Rapid Transit Commission that the said rapid transit system be provided for in a contract or contracts which shall insure the operation of the entire system as recommended by one corporation, whether said corporation be a private corporation or the corporation of The City of New York."

In accordance with the terms of this resolution, the Rapid Transit Board communicated with the Presidents of the Boroughs of The Bronx, Manhattan and Brooklyn. The President of the Borough of Brooklyn, under date of July 5, 1906, responded at considerable length making certain recommendations, to which reference will be made below. Under date of August 7, 1906, the President of the Borough of The Bronx transmitted a proposed rapid transit route in that borough extending northward from a point near the Third avenue bridge through Willis avenue, Melrose avenue and the Boston road to the city limits at Mount Vernon. No communication has been received from the President of the Borough of Manhattan upon this subject.

Accompanying the communication from the President of the Borough of Brooklyn was sent a map indicating what, in his judgment, would be a suitable route to comply with the request contained in the resolution of your Board above quoted. This line begins in the Borough of The Bronx at Pelham Bay Park and follows the Westchester avenue line already laid out by this Board, and approved by your Board; then follows the Third avenue line heretofore laid out to the neighborhood of Delancey street and the Bowery, and at that point the line diverges. It is suggested that one branch shall cross the Williamsburg Bridge and follow the line of Broadway in the Borough of Brooklyn. The other branch will continue down the Bowery to Canal street, and then, crossing the Manhattan Bridge, will follow the Flatbush avenue extension and Fourth avenue to Fort Hamilton, with a branch diverging near Thirty-eighth street and continuing to Coney Island. The line over the Williamsburg Bridge and along Broadway is included in Route No. 9, already submitted to your Board. The routes over the Manhattan Bridge down Fourth avenue to Fort Hamilton, and to Coney Island, are also coincident with routes laid out by the Rapid Transit Board, and approved by your Board.

In the opinion of the Rapid Transit Board it would be inexpedient to include in the rapid transit subway system now under consideration a route to connect with the Williamsburg Bridge, and to proceed in the Borough of Brooklyn through Broadway to Jamaica avenue. Such a line, although serving a large population, and of very great importance, would more properly be connected with a system of loops serving either to unite the Williamsburg Bridge and Brooklyn Bridge, or the Williamsburg Bridge and the contemplated tunnels under the East river. As will be perceived by the map, it would diverge approximately at right angles from the general direction of the rapid transit system which is in contemplation, and for these reasons this Board would not recommend uniting in one contract, and as a part of one system, the Broadway-Williamsburg Bridge line with a system connecting the northern part of the Borough of The Bronx with Fort Hamilton and Coney Island, and, perhaps ultimately with the Borough of Richmond. A system as vast as that which is now in contemplation might easily be overloaded by adding to it divergent branches, however profitable these might ultimately prove to be.

With respect to the line proposed by the President of the Borough of The Bronx, it may be said that it parallels closely the White Plains Road Branch, already laid out by this Board, as well as the Port Chester and the New York, Westchester and Boston roads, for which franchises have already been granted to private corporations. Moreover, if it should be determined to build such a line as the Borough President suggests, the whole scheme would necessarily be delayed for some considerable period. It would be necessary to survey and lay out the route, to obtain the approval of your Board to it, and probably, to apply to the Supreme Court for its approval.

For these reasons the Rapid Transit Board would recommend as a continuous system of connected routes a rapid transit line following closely that suggested by the President of the Borough of Brooklyn in his communication to this Board of July 5, 1906. The line proposed would begin at Pelham Bay Park, in the Borough of The Bronx, following Westchester avenue to the Southern Boulevard as an elevated road; thence as a subway west on One Hundred and Thirty-eighth street to a point near the intersection of Lincoln avenue and East One Hundred and Thirty-eighth street; thence under the Harlem river and Third avenue and the Bowery to the Battery. At a point near the intersection of the Bowery and Canal street, a divergent branch is recommended to connect with the Manhattan Bridge, and then passing over the Manhattan Bridge and under Flatbush avenue extended to Fourth avenue; and thence southerly under Fourth avenue to Fort Hamilton. Near the intersection of Thirty-eighth street and Fourth avenue, there would be another divergent branch extending under Fortieth street, New Utrecht avenue, and other streets to a point in Eighty-sixth street near its intersection with Bay Thirty-fourth street, and from thence as an elevated railroad over Eighty-sixth street and Stillwell avenue to Coney Island.

The line thus recommended is shown on the accompanying sketch map. It will be observed that it constitutes a continuous system of connected routes in the Boroughs of The Bronx, Manhattan and Brooklyn, and affords the possibility of making provision for future extension under the Narrows from a point on Fourth avenue in Brooklyn. It complies also with the resolution of your Board by connecting with the Manhattan Bridge, Flatbush avenue and Fourth avenue to Fort Hamilton, "with a spur connection at Fortieth street for extension to Coney Island."

The whole of this line has already been laid out by this Board in the various routes heretofore submitted to your Board, and approved by you. The portion of the route from Pelham Bay Park to a point near the Harlem river was originally adopted by this Board in June, 1905, but did not extend as far as Pelham Bay Park, owing to the fact that the streets were not then laid out beyond Westchester Village. Subsequently, a new street was laid out and placed upon the map or plan of The City of New York by your Board, and thereupon a new and extended route was adopted by this Board on May 17, 1906, and approved by your Board June 8, 1906, and by the Mayor, June 14, 1906. Efforts have been made which it is thought will be successful to obtain the consent of the requisite number of property owners along this line.

From a point in the Borough of The Bronx, near the Harlem river, to the Battery, the entire route was adopted by this Board on May 12, 1905, being known as Route No. 3, was approved by your Board on July 14, 1905, by the Mayor on July 28, 1905. It was subsequently confirmed by the Appellate Division, First Judicial Department, although the formal order has not yet been entered.

For the portion running from the Bowery to the Manhattan Bridge, which is included in Route No. 9, known as the Brooklyn and Manhattan Loop line, Manhattan Section, Commissioners were appointed some time since by the Appellate Division of the Supreme Court, but have not yet presented their report, although they have taken a large mass of testimony. The delay is due entirely to the opposition of property owners along certain portions of this route. The Brooklyn and Manhattan loop line was adopted by this Board on May 25, 1905, and approved by your Board on July 14, 1905, and by the Mayor on July 28, 1905. It is impossible to predict how soon the Supreme Court Commissioners may make their report in regard to this line, or what the report will be, or what may be the action of the Appellate Division in respect to it.

With respect to the portion of the line over the Manhattan Bridge and Flatbush avenue, extended, there is a physical difficulty, namely, that the Bridge has not yet been constructed, and, as the Rapid Transit Board are advised, it will not be completed for two or three years to come. Under these circumstances, no efforts have been made to obtain the consents of property owners along the proposed line, or in lieu thereof the consent of the Appellate Division of the Supreme Court. It is thought that there will be no difficulty in obtaining the requisite consents long before the bridge can possibly be finished.

The connection between the Manhattan Bridge line and the northerly end of Fourth avenue is a portion of the Manhattan and Brooklyn loop lines, already referred to as Route No. 9, Brooklyn Section. In this case, Commissioners were appointed by the Appellate Division in the Second Judicial Department, and filed their report, but on motion of certain property owners the Appellate Division referred the matter back to the Commission to give an opportunity for the presentation of testimony, and that case is also still pending.

The route from the northerly end of Fourth avenue to Fort Hamilton, known as Route No. 11, was adopted by this Board on June 1, 1905, approved by your Board on July 14, 1905, by the Mayor on July 28, 1905, and by the Appellate Division in the Second Judicial Department by an order entered June 18, 1906.

The route diverging from a point near Fourth avenue and Thirty-eighth street (Brooklyn), was adopted by this Board on June 7, 1906, approved by your Board June 15, 1906, and by the Mayor, June 18, 1906. Subsequently, efforts were made through representatives of the property owners to obtain the consent of the requisite number to this route. On September 20, 1906, the Board received a large number of consents, said to amount to sixty-five per cent. of the value of the property along the route. Before the Board can determine whether these consents are legally sufficient, it will be necessary to obtain certificates from a title company, and to examine as to the assessed valuation of the several parcels represented, a task which will occupy but a relatively short time.

From this review of the various links composing the proposed system, it will be perceived that all the legal preliminaries have been completed with respect to the greater portion of the line, and that they are in process of being completed with respect to all the remainder, except that part crossing over the Manhattan Bridge. As to this part, the necessary consents can no doubt be obtained long before the bridge itself is completed.

The resolution of your Board, to which this communication is a reply, contains a recommendation that the rapid transit system in question should be provided for in a contract which shall insure the operation of the entire system by one corporation, "whether said corporation be a private corporation or the corporation of The City of New York."

In a separate communication relative to the Lexington avenue and Seventh and Eighth avenue lines, the Rapid Transit Board has submitted to your Board some suggestions as to the best mode of dealing with the business problems that arise in connection with the effort to make a contract, or contracts, for construction, equipment, maintenance and operation of a rapid transit system. These suggestions so made apply with equal force to the comprehensive system now under discussion. If your Board thinks it desirable to do so, the Rapid Transit Board can (as soon as the remaining consents are obtained) prepare plans and specifications and advertise for bids for one contract to construct, equip, maintain and operate the entire system above described, or any part thereof; and at the same time invite bids for the construction of the separate sections composing it. The fact that the Manhattan Bridge is still under construction need not seriously embarrass the letting of the contract, because so far as that portion of the system is concerned, the contractor would only be called upon at most to lay wires and electrical conduits over the bridge, the plans of which would, of course, be open to his inspection. The cost of this complete system from The Bronx to Fort Hamilton, including the Coney Island route, as suggested by the President of the Borough of Brooklyn (not including connection with the Williamsburg Bridge and the Broadway, Brooklyn, branch), would be, in accordance with the estimate of the Chief Engineer, \$57,000,000.

By a resolution of your Board adopted July 19, 1906, the Rapid Transit Board was requested to consider and determine whether an elevated railroad should not be established over Delancey street from the terminus of the Williamsburg Bridge to the Bowery, and thence along the Bowery to Park row, and along Park row to the entrance of the New York and Brooklyn Bridge; and the Rapid Transit Board was further requested to direct the immediate preparation of plans and a form of contract for the construction of a rapid transit railroad through a part of Route No. 9, already referred to, known as the Brooklyn and Manhattan Line.

These matters are receiving the attention of the Board, and a communication to your Board will shortly be sent to it, advising you of the action taken by us upon these subjects. In connection with them, this Board may be able to deal with the question of the proposed line under Broadway, Brooklyn, to the Williamsburg Bridge. As already stated, it is the judgment of this Board that the Broadway line ought to form a part of the system which it was originally planned to connect with, namely, the general and comprehensive Brooklyn and Manhattan Loop Line.

The Board of Rapid Transit Railroad Commissioners for
The City of New York,

(Signed) A. E. ORR, President.

(Signed) Bion L. Burrows, Secretary.

2-E.

Tri-borough—Comptroller Metz and Borough President Coler to Board of Estimate and Apportionment, Recommending Approval of Tri-borough Route, as Amended by Rapid Transit Railroad Commission.

December 4, 1906.

To the Committee of the Whole, Board of Estimate and Apportionment:

Gentlemen—At a meeting of your committee, held October 19, 1906, a communication from the Board of Rapid Transit Railroad Commissioners under date of October 11, 1906, was referred to the undersigned as a Select Committee. This communication of the Rapid Transit Commission was called for by resolution of the Board of Estimate on June 22, which, in effect, recommended that the Rapid Transit Commission provide a subway system in a contract or contracts which would insure independent operation and transportation from a point in the upper section of The Bronx, through the Borough of Manhattan and over the Manhattan Bridge, by Flatbush avenue and Fourth avenue to Fort Hamilton, with connection at Fortieth street for extension to Coney Island.

This resolution read in part as follows:

"Resolved, That the Board of Estimate and Apportionment recommends to the Rapid Transit Commission that the said rapid transit system be provided for in a contract or contracts which shall insure the operation of the entire system as recommended by one corporation, whether said corporation be a private corporation or the Corporation of The City of New York."

The Board of Estimate and Apportionment included in the plan recommended a connection from this route (located on the east side of Manhattan) with the Williamsburg Bridge, and through Broadway (Brooklyn) to Jamaica avenue. This last named route has not been agreed upon by the Rapid Transit Commission as an essential part of the system, and future provision will be made for the line named in connection with the so-called Brooklyn Bridge loop through Broadway, Bedford and Lafayette avenues to Flatbush avenue, by Flatbush avenue and other extensions to the Manhattan and Brooklyn bridges.

Your committee have carefully considered the various features of the Pelham Bay-Bowery-Fort Hamilton-Coney Island route, as recommended by the Rapid Transit Commission and the developments and extensions which will become possible in the future.

* It is believed that progress in the construction of the Manhattan Bridge will be such that operation of subway trains from the Bowery over this bridge and through Flatbush avenue extension will be provided at the completion of the subway route planned, and that, while the system is independent and fully operative as a unit, future connections in Manhattan and The Bronx may be readily provided in developing the details of the construction plans. The Brooklyn connections with the Joralemon street tunnels and with the subway now under construction, and with the East river tunnels as now planned by the Rapid Transit Board through Cranberry street, Pineapple street and Montague street, may be fully provided for in the construction of the "Tri-Borough Route," as well as the connections with the Lafayette-Bedford avenue-Broadway route to the Williamsburg Bridge, and by another short spur to the Brooklyn Bridge, when reinforced.

In thus linking the construction and operation of the routes as before adopted in the several boroughs, the Board of Rapid Transit Commissioners have apparently made provision for the greatest possible amount of benefit to the City at large. The complete route, when operated, will develop a very desirable residential section in The Bronx, extending to the Sound at Pelham Bay Park. The line by Westchester avenue, Southern Boulevard and One Hundred and Thirty-eighth street, proceeding down through Third avenue and the Bowery, is apparently a commendable arrangement to serve the First avenue property interests and those along Lexington avenue, for which subway routes have been laid out, and the Third avenue-Bowery route is the only one which can be properly connected with the three bridges for Brooklyn service. The full utilization of these bridges by the subway tracks is, in the opinion of your committee, a very wise provision, effecting a saving of many millions in cost

of tunnels. The plans of the Department of Bridges provide for four subway tracks over the Williamsburg Bridge and four tracks over the Manhattan Bridge, contemplating also all possible connections over the Brooklyn Bridge when this structure is reinforced, as provided for by his Honor the Mayor.

An inspection of the plan shows that on the Manhattan side provision is made for full connections without change for both the Bowery line (Route No. 3) and the Centre street line (Route No. 9) over the three bridges.

The extension of the Third avenue-Bowery route (No. 3), as confirmed by the Appellate Division, is not contemplated below the Brooklyn Bridge in the present scheme, and the legal conflicts on Nassau and William streets will not affect the present proceedings, the Rapid Transit Board having, it is believed, authority to immediately construct portions of the adopted routes and make separate provision for the full extensions thereafter.

At the time bids were taken for the short Brooklyn route now under construction by the Joralemon street, Fulton street, Flatbush avenue line, competition was such that the engineers' estimate of cost was reduced to the amount of about \$6,000,000, and it was generally understood that Brooklyn's requirements justified the promise that the next extension of the subway system should be through Fourth avenue. Such a proposed line, from the northerly end of Fourth avenue to Fort Hamilton, known as Route No. 11, was adopted by the Rapid Transit Board on June 1, 1905, and approved by the Board of Estimate and by the Mayor and by the Appellate Division of the Second Judicial Department by an order entered June 18, 1906.

The location of this route has peculiar physical advantages in the great width of the avenue, the character of the material encountered and the desirable gradients, as well as from the fact that the central parkways, extending southerly to Sixtieth street, will give admirable facilities for complete ventilation of the subway, which may be economically constructed by cut and cover work through an unobstructed section of the avenue.

The better development of this large area of the City is advisable, and it is also of importance to carry this route to Fort Hamilton, even if the tunnel under the Narrows is not completed at an early date, from the fact that a very desirable section of the Borough of Richmond on the southerly side would be brought into quick communication by a short ferry crossing the Narrows, and these transit facilities will, in the opinion of your committee, add greatly to the development of that section of the Borough of Richmond.

The Rapid Transit Commission, in report under consideration, have also advocated the immediate construction of the Coney Island extension, beginning at Fourth avenue and extending through Fortieth street, New Utrecht avenue, Eighty-sixth street and Stillwell avenue to Surf avenue, Coney Island. While this route will especially serve the summer traffic and increase largely the facilities for enjoyment of the general public during the summer season, it is a fact that a very great part of the territory is much in need of transportation facilities, including the Bensonhurst section, and it is believed that this branch of the route will prove attractive to the bidders for operation at all times.

We are of the opinion that the City's interests will be best served, and independent bidders attracted to the opportunities afforded for investment of capital in the construction and operation of this route by the publication of full engineering data and construction costs accumulated by the Rapid Transit Board from the experience in subway work already finished and under construction, and it is recommended that the Rapid Transit Board be requested to take suitable action in this matter.

Your committee recommends the approval of the amended "Tri-Borough Route," as reported by the Rapid Transit Commission on October 11, 1906, and advise that, in accordance with the action of the Board of Estimate and Apportionment of June 22, 1906, immediate steps be taken for the preparation of full contract plans and specifications, and that bids be advertised for the construction, and for the construction, equipment and operation, of the entire "Tri-Borough Route" as named, so far as the legal status of the proceedings will permit, and that bids be taken on all remaining portions at the earliest subsequent date consistent with the legal procedure in the premises.

(Signed) HERMAN A. METZ,
Comptroller, City of New York.

(Signed) BIRD S. COLER,
President, Borough of Brooklyn.

2-F.

Tri-borough—President Coler to Board of Estimate and Apportionment—Re Specifications and Bids. Subdivision of Routes for Bidders. City to Purchase Equipment, etc. Train-mile and Car-mileage Plan of Operation.

The Honorable, the Board of Estimate and Apportionment:

Gentlemen—In the matter of resolution of the Board of December 7, 1906, recommending the manner in which contracts shall be advertised for certain needed subway routes in the Boroughs of Manhattan, Brooklyn and The Bronx, suggesting that the Board of Rapid Transit Railroad Commissioners invite proposals for construction and for the construction, equipment and operation of these routes, I present for the immediate consideration of the Board the proposition that proposals may be taken on other alternate forms, so that this Board may, without unnecessary delay, be in a position to "accept any of such proposals as will, in the judgment of such Board, best promote the public interests and award the contract accordingly." (Paragraph 36, Amended Rapid Transit Act.)

This definite provision is based on paragraph 34b of the Amended Rapid Transit Act, which says:

"If, in the opinion of the Board of Estimate and Apportionment—a contract for the equipment, maintenance and operation (of a rapid transit route) as provided for in the preceding section, shall be inexpedient, impracticable or prejudicial to the public interest, the Board of Rapid Transit Railroad Commissioners may, with the approval of the Board of Estimate and Apportionment, equip said road or roads in whole or in part for and at the public expense, by contract or contracts therefor, subject to the provisions of section 36 of this act, and enter into a contract with any person, firm or corporation who or which, in the opinion of the said Board of Rapid Transit Railroad Commissioners, shall be best qualified to fulfill and carry out said contract for the maintenance and operation of said road or roads for a term of years to be specified in said contract, and not to exceed ten years."

The interest that Brooklyn has in this matter of subway construction is extreme. As I pointed out in a previous communication to the Board, this borough has suffered from transportation evils that make its wonderful growth a matter to marvel at under the circumstances. Any method of advertising for proposals which shall have a tendency to limit the number of possible competitors for the contracts must be injurious to the interests of the people of Brooklyn, and unless a practical and reasonable method is devised to go ahead with the installation of these subways as the City would with any other public improvement, the City will remain at the mercy of the interests now in control of the transportation situation.

The propositions presented to these interests are attractive as they stand today. If, however, by refraining from an immediate acceptance of them these interests can coerce the City to so amend the Rapid Transit Act as to make them more profitable to bidders, it is only natural to suppose that they will do so. There has been an intimation that there is some such policy in the minds of the traction interests, and this should promptly be met by the City with a movement to undertake this great public improvement on its own responsibility and so advertise its proposals for construction and operation as to make the contract awards attainable to a number of individuals or combinations of individuals who occupy a secondary rank in financial affairs. Should the contract for construction, say of the entire Tri-Borough Route, be let complete and not in sections, the amount of capital required for the execution of that contract would exclude from competition all interests except those in absolute control of large capital. If, on the other hand, the contract be divided into sections and so advertised, it will be easy for contractors of moderate means to carry on sections of the work, and the number of bidders will be proportionately larger.

As to the separation of construction contracts from contracts for maintenance and operation, it has been stated that the City's financial condition will not allow making direct payment for construction of subways, but these statements are not supported by facts. The best and clearest expression with regard to the condition of the City's finances is contained in the financial message of the Mayor addressed to the Board of Aldermen on May 29, 1906. The entire subject of the City's debt and its relation-

ship to the debt limit is here briefly, lucidly and comprehensively set forth. After giving the details of the City's debt, the Mayor said in that message: "This amount (referring to the amount of \$87,014,672.87 previously mentioned in his report) added to the margin of \$45,953,695.41 at the beginning of the year produces together \$132,968,368.28, which will be available for further indebtedness throughout the year 1906." The Mayor later says: "Assuming that the City's debt for ordinary purposes during the year 1906 will be \$50,000,000, the average incurred during the last four or five years, there will still remain a margin of about \$83,000,000 for commitments not yet developed into actual debt and for extraordinary purposes."

Certainly, in view of the facts as stated by the Mayor, and in view of the great increase in the value of taxable property in the City, and of the further increase that will follow the proper valuation of assessable property by the Tax Commissioners under the taxation expert who was recently appointed by the Mayor, there will be no difficulty in annually selling City bonds for subway purposes, and there will be no dangerous diminution of the margin between the City's debt and the debt limit. At the same time the work will be done more economically and with a view to the uniform development of the City and the preservation of these immensely valuable franchise rights rather than by adding unnecessarily to the holdings and profits of the traction interests for long terms, extending into the future generations.

There is no doubt that if the contracts to be awarded cover collectively construction, equipment and operation, the combination of financial interests which obtained the contracts would immediately do what it is here proposed that the City do; that is, subdivide the construction contracts. They would thus widen the field of competition and at the same time increase the facilities for obtaining expert service. What is here said of the construction contracts is also true of the equipment contracts. The City should deal directly with the responsible electrical and other large concerns who would really equip the proposed subways, and not with any intermediary corporation.

This is true of all the subways recently authorized, and is particularly applicable to the so-called McDonald route, which provides for a continued system crossing two of the bridges and affording service to a limited area in Brooklyn and Manhattan. This route is the most profitable section of the tri-borough route as originally presented by me to the Board in June, 1906. Mr. McDonald, however, omits from the tri-borough layout that portion of Route No. 3 on the Bowery and Park row from Delancey street to Nassau street (giving a subway loop to the three bridges in my proposal), and also omits the section of Route No. 3 below Water street connecting at the Battery with the terminal of the proposed Greenwich street subway. His proposal adds in Brooklyn the Lafayette-Bedford avenue line, connecting the bridges by a portion of Route No. 9 not yet approved by the Appellate Division. To build this loop under the conditions which govern the present subways could not in any way assist in the solution of the transportation problem for the reason stated, and because it would necessitate a charge of two fares. If, on the other hand, the City built this loop directly by the expenditure of the comparatively small amount of \$10,000,000 said to be required, it could then by complete control over the operation of trains therein permit the use of the subway by the cars of independent operative systems extending out into the suburbs of the borough and give through service into and through Manhattan. In other words, the McDonald plan under the old scheme of construction and operation would be of little use to Brooklyn, but according to the scheme herein suggested would be of immense value.

With a view therefore to increasing the number of competitors and expediting the actual construction of the subways planned and now authorized and the McDonald loop now under consideration, and in order that these subways may be built and equipped economically and operated efficiently with full control by the City, I would request the Board to adopt the following method of advertising for proposals by uniting bids as follows:

First—Proposals for construction, including all stations and connections, to be called for in sections of work the estimated cost of which shall not exceed \$5,000,000 each.

Second—Proposals for the complete equipment of each operative system on contracts separated into the specialties required, such as roadbed and track—power houses—boilers and engines for same—electrical equipment—signal installation—and rolling stock.

Third—Proposals for contract for maintenance and train operation of each operative system as constructed and equipped by the City to be called for in the following unit rates or items, the contracting company to collect the fares and deposit the same in the City treasury, accounting therefor monthly to the Comptroller of the City:

- (a) Proposals per train mile run (four cars), express service.
- (b) Proposals per single car mile run, express service (additional to train rate).
- (c) Proposals per train mile run (three cars), local service.
- (d) Proposals per single car mile run, local service (additional to train rate).

By letting the contract for maintenance and operation in accordance with the above plan, the City would be dealing directly with practical railroad operators, who would compete in bids for these contracts on the basis of supplying at a fair and reasonable cost so much train service on the units of car mile and train mile run at definite local and express speeds, giving an elasticity to the contract which would enable the City to easily accommodate the transportation service to the needs of the traveling public, up to the full capacity of the lines built, and to allow operation over these lines by other routes or branch subways. The contractor would be furnishing labor and material for the transportation of the public just as contractors now furnish labor and material for the performance of any other public work, and as the payments to the contractor would increase in proportion to the increase in the labor and material and the resultant accommodation to the traveling public, the system here advocated would prevent in these subways the much-complained of over-crowding and unsatisfactory operation now prevailing in the subways.

The merits of this scheme of operation will, I believe, appeal strongly to the Board, and such separation of the operating contract is absolutely essential in preserving control by the City over its future subways and the service to be rendered in their traffic management for the public at large.

Immediate action should be taken in this matter because there has been so much delay. The City has the authorization, the money and the plans, and there is no material excuse to offer an impatient public for a failure to actually construct these much-needed subways.

Yours very truly,
(Signed) BIRD S. COLER,
President of the Borough of Brooklyn.

PROPOSED LIVINGSTON STREET FRANCHISE FOR DOUBLE TRACK SURFACE RAILWAY.

Synopsis.

Route.	Court street into Livingston to Flatbush avenue to Lafayette avenue to Fulton street. (Illustrated on general map accompanying.)
Franchise limit.	Ten years, privilege of ten years renewal.
Ownership at end of franchise.	Ownership of track and line shall revert to the City by payment to railway of an appraised valuation.
Price for franchise.	Three per cent. of gross earnings.
City reserves rights.	City reserves right to operate a municipal line over the route free, or to let privilege to other railway corporations upon proper recompense to B. R. T.
Indemnity Fund.	B. R. T. to deposit \$10,000 for faithful performance.

This contract, made this . . . day of . . . , 190 . . . , 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); the Nassau Electric Railroad Company, incorporated for the pur-

pose of building, maintaining and operating a railroad (hereinafter called the Nassau 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 Nassau Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate a double track street railroad, with the necessary wires and equipment, for the purpose of conveying persons and property in the Borough of Brooklyn, City of New York, upon the following routes:

Route 1. Commencing and connecting with the tracks in and upon Court street, near Livingston street; thence curving southeasterly in and upon Court street to Livingston street; thence easterly in and upon and along Livingston street to Flatbush avenue, and thence curving southeasterly in and upon Flatbush avenue to and connecting with the tracks in and upon Flatbush avenue; together with curves connecting existing tracks with the tracks of the route hereby granted in Livingston street, as follows:

Commencing and connecting with the tracks in and upon Court street, near Livingston street; thence curving northeasterly in and upon Court street and Livingston street to and connecting with the tracks of the route hereby authorized in Livingston street.

Commencing and connecting with the tracks in and upon Boerum place near Livingston street; thence curving northeasterly in and upon Boerum place and Livingston street to and connecting with the tracks of the route hereby authorized in Livingston street.

Commencing and connecting with the tracks in and upon Boerum place near Livingston street; thence curving northwesterly in and upon Boerum place and Livingston street in and connecting with the tracks of the route hereby authorized in Livingston street.

Commencing and connecting with the tracks in and upon Smith street near Livingston street; thence curving southeasterly in and upon Smith and Livingston streets to and connecting with the tracks of the route hereby authorized in Livingston street.

Commencing and connecting with the tracks in and upon Smith street near Livingston street; thence curving southwesterly in and upon Smith street and Livingston street to and connecting with the tracks of the route hereby authorized in Livingston street.

Route 2. Commencing and connecting with the tracks in and upon Flatbush avenue; thence curving southeasterly in and upon Flatbush avenue to Lafayette avenue; thence easterly in and upon and along Lafayette avenue to Fulton street, and thence curving southeasterly in and upon Fulton street to and connecting with the tracks in and upon Fulton street.

Said routes are shown on a map entitled:

"Map showing the proposed extension in the routes of the Electric Railroad Company, in the Borough of Brooklyn, to accompany petition to the Board of Estimate and Apportionment, dated May 29, 1905."

(A new map to be submitted by the Nassau Company.)

Sec. 2. The grant of this privilege is subject to the following conditions, which shall be complied with by the Nassau Company:

First—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of said railroad shall be obtained by the Nassau Company within six months of 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 the Nassau Company shall within two months thereafter make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railroad ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate a double track street surface railroad and the connections as herein described, shall be held and enjoyed by the Nassau Company, its successors or assigns, for the term of ten (10) years from the date when this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of ten (10) years, upon a fair revaluation of such right and privilege. Such revaluation shall be of the right and privilege to maintain and operate the said railroad by itself, and not to include any valuation derived from the ownership, operation or control of any other railroad by the Nassau Company, its successors or assigns.

If the Nassau Company shall determine to exercise its privilege of renewal it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier than two years and not later than one year before the expiration of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Nassau Company and the Board.

If the Nassau Company and the Board shall not reach such agreement on or before the day one year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding ten years shall be reasonable, and either the City (by the Board) or the Nassau Company shall be bound upon request of the other, to enter into a written agreement with each other fixing the rate of such compensation and such amount as shall be reasonable, 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 Commissioners to be appointed by a Justice of the Supreme Court sitting in Special Term in the County of Kings.

Third—Upon the termination of this original contract, or if the same is renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any other cause, or upon the dissolution of the Nassau Company before such termination, the tracks and equipment of the Nassau Company constructed pursuant to this contract within the streets and highways of the City, shall become the property of the City upon the payment to the Nassau Company by the City of a sum equal to the fair and reasonable value of said tracks and equipment; said amount to be determined by an Appraiser to be appointed by a Justice of the Supreme Court sitting in a Special Term, County of Kings, upon motion of the Corporation Counsel of the City.

Fourth—The Nassau Company, its successors or assigns, shall pay to the City for the right to construct, maintain and operate tracks in Livingston street, from Court street to Flatbush avenue, and in Lafayette avenue, from Flatbush avenue to Fulton street, with connections between said tracks and existing tracks, as are herein described, the following sums of money:

An amount equal to 3 per centum of the gross earnings which the Nassau Company shall derive from the operation of the railroad herein described, said gross earnings to be computed for the purposes of this agreement in the following manner:

The rental which said Nassau Company shall charge to all corporations using said railroad under agreement with the said Nassau Company, which rental shall be not lower in rate than the highest rental for the use of tracks in the Borough of Brooklyn now charged by the Brooklyn Heights Railroad Company to any corporation not owned, leased, controlled or operated by the Brooklyn Rapid Transit Company. For the purpose of this agreement the term "all corporations" shall mean all railroad corporations operating railroads in the City of Brooklyn whether owned in whole or in part, leased, controlled or operated by the Brooklyn Rapid Transit Company, or not so owned, leased, controlled or operated. In addition to the rentals already enumerated in this section, the gross earnings shall include an amount which the Nassau Company shall charge against its operating expenses for the rental of the said railroad as herein described and which rental shall not be lower in rate than the highest rental now charged for the use of railroad tracks by the Brooklyn Heights Railroad Company to any corporation not owned, leased, controlled or operated by the Brooklyn Rapid Transit Company. The sums of money herein provided for shall be paid to the Comptroller of The City of New York in equal quarterly payments on the first days of January, April, July and October of each year.

Exceptions Taken by Brooklyn Rapid Transit, with Substitutional Clauses.

Fourth—And in addition to the said annual sum, computed as aforesaid, the Nassau Company shall have the right to charge such corporation or individual a portion of the original cost of said railroad, the amount so charged to be in proportion to the respective use of said railroad.

If at any time during the term of this contract the City shall operate a street surface railroad over the whole or any portion of the railroad which shall be constructed under this contract, the Nassau Company shall allow the City to use the

whole, or any part of the track and track equipment, upon payment by the City of an annual sum which shall be no greater in proportion to the use than is provided above in the case of the use of said tracks and track equipment by other street railroad companies.

Any and all payments to be made by the terms of this contract to the City, by the Nassau Company, shall not be considered in any manner in the nature of a tax, but such payments shall be in addition to any and all taxes of whatsoever kind or description now or hereafter required to be paid by any ordinances of the City, or by any law of the State of New York.

Fifth—All compensation received by the Nassau Company from other railroad companies or from the City for the use of the tracks covered by this agreement, shall be included in the amount of gross receipts upon which the Nassau Company is required to pay to the City annually, a tax of three per cent., pursuant to the provisions of the contract dated June 26, 1896, between the Nassau Company and the City of Brooklyn.

Fifth—The charges or payments shall continue throughout the whole term of the contract hereby granted, whether original or renewal, notwithstanding any clause in any statute or in the charter of any other railroad company providing for payments for 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 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.

Sixth—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall 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 Nassau Company, its successors or assigns, 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, or its successors in authority, evidenced by an instrument under seal, anything herein contained to the contrary thereof in anywise notwithstanding, and the granting, giving, or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

Seventh—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, over the same streets, avenues or highways, and the right to make the requisite and necessary connections with the tracks of the Nassau Company, its successors or assigns, which shall be constructed under this contract.

The use of the railroad which shall be constructed and maintained in the streets, avenues and highways under this contract, including the tracks, wires and other equipment used in connection therewith, shall be permitted by the Nassau Company, its successors or assigns, to any individual to which the City may have granted, or may hereafter grant, the right or privilege to use streets, avenues or highways, for street railroad purposes, upon payment of an annual sum by the individual or corporation to the Nassau Company, which shall not exceed the legal interest on such proportion of the whole cost of the construction of such railroad, and of the cost of keeping the tracks and track equipment in repair, as the number of cars operated by such company or individual shall bear to the number of cars operated by the companies then using the same, together with the actual cost of the power necessary for the operation of the cars thereon of such individual or corporation and the cost of laying and repairing of pavement and removal of snow and ice, and all the other duties imposed upon the Nassau Company by the terms of this contract, in connection with the maintenance or the operation of the said railroad so used.

The Nassau Company shall not at any time oppose, but shall, upon the request of the Board, consent to the construction or operation of any street surface railroad which may necessitate the use of any portion of the railroad, which shall be constructed under this contract.

If at any time during the term of this contract the City shall operate a street surface railroad over the whole or any portion of the railroad which shall be constructed under this contract, the Nassau Company shall allow the City to use the whole or any part of the track and equipment, without cost to the City.

Eighth—The said railroad may be operated by overhead electrical power, substantially similar to the system of overhead electric traction now in use by street surface railroads in the Borough of Brooklyn, or by any other motive power, except locomotive steam power or horse power, which may be approved by the Board, and consented to by owners of property, in accordance with the provisions of the Railroad Law.

Ninth—The Nassau Company shall commence construction of the railroad herein authorized within three months from the date upon which the consents of the property owners are obtained, or upon the decision of the Appellate Division of the Supreme Court that such railroad ought to be constructed, and shall complete the construction of the same within six months from the same date, otherwise this grant shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City; provided that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months each.

Tenth—The said railroad shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided in the Charter of the City.

Eleventh—The said railroad shall be constructed and operated in the latest improved manner of street railway construction and operation, and the railroad and property of the Nassau Company shall be maintained in good condition throughout the term of this contract.

Twelfth—The rate of fare for any passenger upon such railroad shall not exceed 5 cents.

Thirteenth—The cars of the lines of the Nassau Company on said railroad herein described shall be run both day and night as often as the reasonable convenience of the public may require, or as may be directed by the Board.

Fourteenth—The Nassau Company shall attach to each car run over the said railroad proper fenders and wheel guards 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.

Fifteenth—All cars which are operated on said railroad 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.

Sixteenth—The Nassau Company, so long as it shall continue to use any of the tracks upon the streets and avenues in which the railroad shall be constructed under this contract, shall cause to be watered the entire roadway of such streets and avenues at least three times in every twenty-four hours, when the temperature is above 35 degrees Fahrenheit, and shall provide for such purpose at least one tank car, to be propelled by electric power, the capacity of which shall be sufficient to water such streets and avenues in a satisfactory manner.

Seventeenth—All cars operated on said railroad shall be well lighted by electricity, or by some lighting system equally efficient, or as may be required by the Board.

Eighteenth—The Nassau Company shall at all times keep the streets, avenues or highways upon which the said railroad is constructed, between its tracks, the rails of its tracks and for a distance of 2 feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, that the Nassau 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.

The Nassau Railroad Company shall pave that portion of all streets which shall lie between lines parallel and 2 feet distant from the outer rails of said railroad with such materials as may be determined proper by the President of the Borough of

Brooklyn, and shall maintain such pavement and keep same in proper condition and repair, all work in connection therewith to be done in accordance with the specifications prescribed by the President of the Borough. And the City shall have the right to change the material or character of the pavement of any street, avenue and highway, and in that event the Nassau Company, its successors or assigns, shall be bound to replace such pavements in the manner directed by the proper City officer, at its own expense, and the provision as to repairs herein contained shall apply to such renewal or altered pavement.

Twentieth—In case of any violation or failure to comply with any of the provisions herein contained, this contract may be forfeited by a suit brought by the Corporation Counsel, on notice of ten days to the Nassau 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 railroad constructed and in use by virtue of this contract, shall thereupon become the property of the City without proceedings at law or equity.

Twenty-first—If the Nassau Company, its successors or assigns, shall fail to give efficient public service at the rates fixed, or fail to maintain its structures in good condition throughout the whole term of this contract, the Board may give notice to the Nassau Company specifying any default on the part of the Nassau Company, and requiring the Nassau Company to remedy the same within a reasonable time, and, upon failure of the Nassau Company to remedy such default within a reasonable time, the Nassau Company shall for each day thereafter which the default of 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 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 Nassau Company, in which case the Nassau 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.

Twenty-second—The Nassau Company shall assume all liability to persons or property by reason of the construction or operation of the railroad authorized by this contract, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Nassau Company hereby agrees to repay the City any damage which the City shall be compelled to pay by reason of any acts or default of the company.

Twenty-third—This grant is upon the express condition that the Nassau 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 of New York, 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 Nassau Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railroad; and in case of default in the performance by the Nassau Company of such terms and conditions 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 days' notice in writing to the Nassau Company; or in case of failure to keep the said terms and conditions of this contract relating to the headway, heating and lighting of cars, fenders, wheel-guards and watering of street pavements, the Nassau 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 wheel-guards, in case of the violation of the provisions relating to those matters.

The procedure for the imposition and collection of the penalties in this contract shall be as follows:

The Comptroller of the City, on complaint made, shall in writing, notify the Nassau Company, through its president, to appear before him on a certain day not less than ten (10) days after the date of such notice, to show cause why it should not be penalized in accordance with the foregoing provisions. If the Nassau Company fails to make an appearance or, after a hearing appears in the judgment of the Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Nassau Company shall, upon ten (10) days' notice in writing, pay to the Comptroller of 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.

Section 3—This contract is also upon the further and express condition that the provisions of Article IV. of the Railroad Law, applicable thereto, and all laws or ordinances now in force, or which may be adopted affecting the surface railroads operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Nassau Company.

Section 4—The Nassau Company, the Transit Company and the Brooklyn Company each promises, covenants and agrees on its part and behalf, to conform to and abide by and perform all the terms and conditions and requirements in this contract fixed and contained.

EXHIBIT No. 4.

ATLANTIC AVENUE SURFACE RAILWAY.

Application of Long Island Railroad for Franchise.

Claim of Long Island Railroad.

The Long Island Railroad claims the rights of franchise for the centre of Atlantic avenue on the surface (notwithstanding the fact that the City has spent \$1,443,000 to remove steam railway tracks from said surface), and makes this application only for this privilege. "One track to be laid on each side of said Atlantic avenue in the portions thereof adjoining the places where the right of way of the Long Island Railroad Company is obstructed by the elevated and depressed tracks, etc."

City demurs.

The City takes the stand that the "Atlantic Avenue Improvement Act" forfeited to the Long Island Railroad all rights to the surface of said thoroughfare.

Proposition.

That if a franchise is to be considered at all, it must be a new transaction for a franchise for the whole route, and on such terms and conditions as now apply in the granting of new franchises.

Preferably, any new franchise on this thoroughfare should be granted to a street surface railway corporation and not to a steam railway company.

BUREAU OF FRANCHISES, BOARD OF ESTIMATE AND APPORTIONMENT.

Result of Investigation of the Application of the Long Island Railroad Company as Lessee of the Nassau Electric Railroad Company, and the Nassau Electric Railroad Company, for the Right to Construct a Street Surface Electric Railroad on Portions of Atlantic Avenue, Borough of Brooklyn, November 26, 1906.

Board of Estimate and Apportionment,
Bureau of Franchises, Room 79, No. 280 Broadway,
November 26, 1906.

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

Sir—The Long Island Railroad Company, as lessee of the Nassau Electric Railroad Company, and the Nassau Electric Railroad Company, under date of July 6, 1906, presented an application to the Board of Estimate and Apportionment for the right, franchise and consent of The City of New York to the construction and oper-

ation of a double-track electrical railroad on the surface of portions of Atlantic avenue, Borough of Brooklyn, "one track to be laid on each side of said avenue in the portions thereof adjoining the places where the right-of-way of the Long Island Railroad Company is obstructed by the elevated and depressed tracks," to wit, at the following places:

1. Between a point 40 feet westerly from the westerly side of Bedford avenue and a point about 150 feet easterly from the easterly line of Nostrand avenue, a distance of about 1,200 feet.
2. Between a point about opposite the easterly line of Columbus place and a point about opposite the easterly side of Cooper place, a distance of about 1,225 feet.
3. Between a point approximately in the centre of Stone avenue or Eastern Parkway Extension and a point about opposite the easterly line of Alabama avenue, "except the portion on the southerly side of Atlantic avenue between Snedeker and Alabama avenues occupied by the existing tracks of the Brooklyn and Rockaway Beach Railroad Company, over which the Long Island Railroad Company has the right to operate," a distance of about 2,300 feet.

The petition was presented to the Board on September 14, 1906, and referred to the Bureau of Franchises.

The proposed road is to extend from Flatbush avenue to Essex street, a distance of about five miles.

Surface trolley tracks have been laid along the former right of way in the centre of Atlantic avenue from a point about 100 feet west of Vanderbilt avenue to a point about 25 feet east of Essex street, with the exception of the portions as above described, and a single track has also been laid in both driveways of Atlantic avenue, outside of the former right-of-way across Nostrand avenue, a total length of about four miles. The only portion, besides the turnouts applied for, on which tracks have not been laid is that between Flatbush and Vanderbilt avenues, a distance of about 2,500 feet.

It is for the right to connect the portions of the tracks laid upon the former right-of-way by constructing turnouts outside of said right-of-way and in the north and south roadways of Atlantic avenue that the companies now make application.

It will thus be seen that they do not ask for a franchise to construct a continuous railroad, but simply three turnouts, unconnected with each other, and which, by themselves, cannot permit of the operation of a railroad. These turnouts are of value only in connection with the tracks as laid, and vice versa, the tracks as laid are valueless unless connected by the turnouts.

The Long Island Railroad formerly operated a steam surface railroad on the thirty (30) foot strip in the centre of Atlantic avenue until removed from the surface by the so-called Atlantic Avenue Improvement Act.

The Long Island Railroad Company now operates an electrical passenger railroad and steam freight railroad in Atlantic avenue, eastwardly from its intersection with Flatbush avenue. This road is partly tunnel and partly an elevated railroad, and is situated in the centre of Atlantic avenue in a right-of-way which varies from 30 to 66 feet in width.

Fully to understand the situation in Atlantic avenue, it is necessary to recite briefly the history of the various companies which have operated in said avenue, and more particularly from Flatbush avenue easterly, and the present rights therein.

SYNOPSIS OF RAILROAD RIGHTS IN ATLANTIC AVENUE.

The Brooklyn and Jamaica Railroad Company, chartered by chapter 256 of the Laws of 1832, was authorized to build a railroad from any point in Brooklyn to the Village of Jamaica, and constructed a steam surface railroad upon a private right-of-way, portions of which are now included within the limits of Atlantic avenue. Chapter 178 of the Laws of 1834 incorporated the Long Island Railroad Company and authorized it to construct a railroad eastwardly from Brooklyn throughout Long Island.

The Brooklyn and Jamaica Railroad Company was authorized by chapter 94 of the Laws of 1836 to lease its road to the Long Island Railroad Company, and on December 1, 1836, such a lease was made.

In 1844 the Long Island Railroad Company was permitted to construct a tunnel in Atlantic avenue, from Columbia street to Boerum street, on condition that all surface tracks between the streets named should be removed, and upon the further condition that certain other tracks in the vicinity of Atlantic avenue, maintained by the company, should also be removed from the surface of the street; the company was given by the same act permission to use steam power within the City of Brooklyn.

Chapter 220 of the Laws of 1853 granted to the railroads on Long Island the right to use their railroads in the same manner and to propel cars over the same through their entire length as that used by them at the time of the passage of the act. Section 2 of said act provided that it should take effect only on condition that certain land owned by the Brooklyn and Jamaica Railroad Company along Atlantic avenue should be ceded to the City as and for a public street. Pursuant to said act, on April 10, 1855, a tripartite agreement was made between the Brooklyn and Jamaica Railroad Company, the Long Island Railroad Company and the City of Brooklyn, wherein certain land was ceded to the City of Brooklyn, while Atlantic avenue was straightened and widened and a strip 30 feet in width in the centre thereof was granted to the Brooklyn and Jamaica Railroad Company for railroad purposes. This agreement was ratified by chapter 475 of the Laws of 1855, and the Common Council of the City of Brooklyn was authorized to extend Atlantic avenue to a width of 120 feet from Classon avenue to Schuyler street.

The agreement referred to was carried out and Atlantic avenue widened in conformity therewith.

Chapter 484 of the Laws of 1859 provided for the closing of the tunnel of the Long Island Railroad Company in Atlantic avenue and a restoration of said street to its proper grade, and for the relinquishment by said railroad company of its right to use steam power in the City of Brooklyn.

In further pursuance of said act, the railroad company received as compensation for the relinquishment of its rights the sum of \$125,000. Accordingly, the tunnel was closed and steam was removed from Atlantic avenue, as provided by said act.

Steam Abolished.

Chapter 460 of the Laws of 1860 repealed all laws authorizing the use of steam within the City.

In April, 1860, by an agreement between the Brooklyn and Jamaica Railroad Company and the Long Island Railroad Company, the \$125,000 referred to was paid to the former company and the lease of 1836 between the parties named was cancelled.

On January 18, 1867, the Brooklyn and Jamaica Railroad Company leased that portion of its railroad from the Village of Jamaica to the City of Brooklyn to the Long Island Railroad Company, and gave said Long Island Railroad Company permission to run its cars over the tracks of the Brooklyn and Jamaica Railroad Company between the City limits and the premises of the Long Island Railroad Company on the southerly side of Atlantic avenue, between Classon and Franklin avenues.

In 1867 the Brooklyn and Jamaica Railroad was leased to William Richardson for a term of forty years from November 15 of that year, subject to the above lease to the Long Island Railroad Company, which was assigned to said Richardson. In March, 1872, a mortgage made by the Brooklyn and Jamaica Railroad Company for \$100,000 was foreclosed and the property sold to William Richardson.

In May, 1872, the Atlantic Avenue Railroad Company was incorporated as a street surface railroad, and in 1874 Richardson conveyed all the property of the Brooklyn and Jamaica Railroad Company purchased by him at the foreclosure sale to the Atlantic Avenue Railroad Company.

Restoration of the Use of Steam.

Chapter 187 of the Laws of 1876 authorized the use of steam power on Atlantic avenue, between Flatbush avenue and the City Line, by the Atlantic Avenue Railroad Company, or the Long Island Railroad Company, as lessee, and April 10, 1876, the Common Council of the City of Brooklyn granted said companies the same permission.

Prior to 1861 the Brooklyn and Jamaica and the Long Island Railroad Companies operated by steam on Atlantic avenue. In the month of May of that year the use of steam ceased within the city limits, and until April, 1877, horse cars only were operated on said avenue. Since 1877 no street surface railroad has been operated on the 30-foot strip in the centre of Atlantic avenue.

In March, 1877, the Atlantic Avenue Railroad Company leased to the Long Island Railroad Company for a term of ninety-nine years from June 1, 1877, its railroad from

Flatbush avenue easterly to the City line. This lease is still in force, and has about seventy years to run.

The Common Council, on December 20, 1880, granted permission to the Atlantic Avenue Railroad Company to lay tracks and operate horse cars on the southerly side of Atlantic avenue, between Fort Greene place and Washington avenue, to be operated in connection with the routes of said company in Atlantic avenue (west of Flatbush avenue), Washington avenue and Butler street. Such tracks were laid and operated and were temporarily removed upon request of the Atlantic Avenue Improvement Commission.

Upon advice of the Corporation Counsel a permit for the relaying of these tracks has recently been issued by the President of the Borough of Brooklyn.

In January, 1899, the Atlantic Avenue Railroad Company was merged with the Nassau Electric Railroad Company, which had acquired all the stock of this company by a readjustment of the securities of the Nassau Company.

In February, 1899, about 90 per cent. of the preferred stock and over 99 per cent. of the common stock of the Nassau Electric Railroad Company was acquired by the Brooklyn Rapid Transit Company, the holding company of all the elevated and surface lines except one in the Borough of Brooklyn.

Atlantic Avenue Improvement Act.

In the layout of Atlantic avenue it was designed to be 120 feet in width and to be one of the main arteries of communication from the East river through the City of Brooklyn to the suburban places on Long Island. The presence of the steam surface railroad of the Long Island Railroad Company through the centre of the avenue defeated and nullified this original intention to such an extent that chapter 394 of the Laws of 1896 was passed, authorizing the appointment by the Mayor of the City of Brooklyn of a commission to examine into and report a plan for the relief and improvement of Atlantic avenue. Said examination and report were accordingly made, and pursuant to chapter 499 of the Laws of 1897 the Board for the Atlantic Avenue Improvement was created to carry out the purposes of the said act by improving Atlantic avenue between Flatbush and Atkins avenues, and removing therefrom the steam railroad of the Long Island Railroad Company, then operating on the surface of said avenue.

Said act provided, in part, as follows:

"Section 1. The grade of the railroad of the Atlantic Avenue Railroad Company of Brooklyn, now leased to and operated by the Long Island Railroad Company," should be changed by said companies by depressing the right of way from Flatbush avenue to near the easterly side of Bedford avenue to such depth as to allow the complete restoration of the surface of said Atlantic avenue free from steam railroad tracks, fences, gates, signal posts or other appurtenances of the railroad. From Bedford avenue to a point between Bedford and Nostrand avenues the right of way and railroad tracks should be used and operated in an open cut, with proper retaining walls. Between Nostrand and Ralph avenues the tracks should be raised and operated on an elevated structure. From Ralph avenue the tracks were to descend to the grade of Atlantic avenue at a point between Ralph and Howard avenues. From there the right of way and tracks were to be used and operated in an open cut with proper retaining walls to the west side of Cooper place. From said point the right of way was to be depressed so that said right of way and tracks should be used and operated below the grade of Atlantic avenue, so as to leave the surface of said avenue free from all railroad tracks and other appurtenances to a point near Stone avenue. Between Stone avenue and Jardine place, the right of way and tracks were to be used and operated in an open cut with proper retaining walls, coinciding at Jardine place with the grade of Atlantic avenue. From there to Snedeker avenue the right of way and tracks were to be used and operated on a surface grade. From Snedeker avenue easterly the tracks were to be operated on an elevated structure to a point near Linwood street, where they should descend to the grade of Atlantic avenue, near Atkins avenue, and from that point eastward the right of way and tracks should be operated as then located.

Sec. 5. That the cost of this work shall be equally divided between the companies and the City, provided, however, that the share to be paid by the City shall not exceed \$1,250,000.

Sec. 9. Passenger trains over the depressed right of way and tracks and the elevated portions of the railroad are to be operated by some power other than steam locomotives, but these may be used to move freight trains, and in cases of emergency, passenger trains.

It was plainly and clearly the purpose of this act to remove from the surface of Atlantic avenue the steam railroad and all of its appurtenances, and to leave the surface of said avenue free, clear and unobstructed, except at the points where walled-in open cuts were necessary. The intention was evidently to transfer the right of way of the railroad from the surface of the avenue to a similar position under or over said avenue, depending upon the grade; or, in other words, that the railroad should relinquish its right of way on the surface when removed to a depressed or elevated position.

The provisions of the act have been carried out and the railroad is now operating upon the new right of way. The whole of the amount of \$1,250,000 named in the law has been expended by the City, and, in addition thereto, the sum of \$170,000 for making alterations in the sewer system and \$23,000 for the relaying of water mains, which changes were necessitated by the relocation of the railroad.

The representatives of the companies applying claim that the right to construct a street surface railroad is under a grant previously made, and by the provisions of chapter 497 of the Laws of 1899, but no facts have been presented sufficient to convince me of such claim.

This act of 1899 provides:

"Whenever the right of way, grade or tracks of any steam railroad * * * in any city of the first class are required by law to be changed by elevating or depressing the same for the purpose of discontinuing the use of steam power, * * * such change of grade shall not be deemed to curtail or affect any right which such railroad company may have to maintain and operate a surface passenger railway within the limits of the right of way so depressed or elevated, and over or under the railroad tracks so depressed or elevated, with all turnouts, sidings and tracks necessary to secure the continuous connection and operation of such surface railroad."

"In the event that any such turnouts, sidings or tracks shall extend beyond the lines of the right of way of such railroad corporations so depressed or elevated, * * * such turnouts, sidings or tracks * * * shall only be constructed upon condition that the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having the control of that portion of such street or highway upon which it is proposed to construct such turnouts, sidings or tracks, shall be first obtained."

From such evidence as has been presented by the Railroad Companies, and from the searches made by the Bureau, the following seems to be the present status of the case:

At the time of the passage of the Atlantic Avenue Improvement Act, the Long Island Railroad was operating on Atlantic avenue by virtue of the lease from the Atlantic Avenue Railroad Company, made in 1877. This act, which was accepted by the railroad company, changed the location of the railroad from the surface, and work was commenced in accordance therewith. Chapter 497 of the Laws of 1899, as quoted above, was subsequently enacted, and, although a general law, it would seem to be particularly applicable to the railroad operating on Atlantic avenue and to be especially in its interest. It would appear to attempt to revive for such railroad a right which had never been exercised, except when steam was prohibited on Atlantic avenue, and cars were propelled thereon by horses. The only right of the Long Island Railroad on Atlantic avenue was by the above mentioned lease. So far as I can ascertain, the Atlantic Avenue Railroad Company has never operated a street surface railroad on Atlantic avenue, except between Flatbush and Washington avenues, under the provisions of an ordinance granted by the Common Council on December 20, 1880, and then not in the centre of said avenue, where the present right is claimed. In other words, two rights, one for a steam railroad and the other for a street surface railroad, have never been exercised in the centre of Atlantic avenue east of Flatbush avenue at the same time, and in what manner, by the legislation quoted, this dual right may now be exercised I am unable to determine. I believe that the situation has been so complicated by leases, foreclosure sales, mergers and legislative enactments that, before any action is taken by the Board, this question of the right as claimed by the company should be submitted to the Corporation Counsel for an opinion as to its legality.

In accordance with established custom, this Bureau forwarded copies of the application and accompanying plans to the President of the Borough of Brooklyn and the Commissioner of Water Supply, Gas and Electricity, with a request that these officials have the same examined by their various Bureaus, and notify this Bureau of any changes in location or construction which they would deem it advisable to make, and to suggest any terms or conditions which, in their judgment, should be inserted in the form of contract to be adopted by the Board.

In the reply received from the President of the Borough of Brooklyn he states:

"I do not believe this application should be considered in its present form. The public will be put to considerable inconvenience by the construction of this line. * * * The roadway between the abutments and the curb is only 19 feet in width at certain points, and the use of part of this space by any railroad company will certainly reduce the value of Atlantic avenue as a public highway."

"In view of the further fact that the consent of The City of New York to the construction of these sections of track upon the public highway is necessary to the operation of the surface railroad which it is proposed to operate in Atlantic avenue, and that the 30-foot strip claimed by the railroad company is of absolutely no value for this purpose unless such consent be given, I am of the opinion that this whole proposition should be considered by the Board of Estimate and Apportionment in its entirety, and that the railroad company, in view of the favors which it seeks, should acknowledge the jurisdiction of the Board of Estimate and Apportionment by making application for the consent of The City of New York to construct a surface railroad for the entire length of Atlantic avenue."

It is also suggested in this communication that if a franchise is granted, it should be a non-exclusive one, and that the City reserve to itself the right to use the tracks laid under the grant, and to consent to the use of the railroad by corporations other than those making application for the franchise.

In a communication dated October 17, 1906, Gen. George W. Wingate, general solicitor for the Company, advises me that its engineer stated that under the proposed construction of the tracks at the turnouts, it would be necessary to leave a clearance of a foot and one-half between the sides of the cars and the abutments, which would leave a roadway of a width of between 9 and 10 feet only, and that it would be much better to narrow the sidewalks 6 feet and thus increase the width of the roadway, than by trying to place the tracks nearer the abutments and incur the danger of injury to either passengers or pedestrians.

The President of the Borough of Brooklyn, in his communication, as before stated, was also of the opinion that the construction of the turnouts would put the public to considerable inconvenience and reduce the value of Atlantic avenue as a public highway.

The reply from the Commissioner of Water Supply, Gas and Electricity states that there are no technical objections to the construction of the railroad, and suggests certain conditions to be imposed which will be incorporated in any form of contract submitted to the Board for its approval.

Under date of November 22, 1906, General Wingate advises me that the consent of a majority of the owners of property abutting on the turnouts between Olive place and Alabama avenue, and between Columbus and Lewis places, has been obtained for the construction of the railroad at these points; but that the necessary consents have not been obtained for the turnout between Bedford and New York avenues. Application has been made to the Appellate Division of the Supreme Court for its consent in lieu thereof, but action thereon has been deferred until January, 1907, awaiting the action of the Board of Estimate and Apportionment.

Communications in favor of and protesting against the construction of the proposed railroad have been presented to the Board and received by the President of the Borough of Brooklyn and referred to this Bureau. A list of all such communications is appended to this report.

Some of these communications object to the construction of the railroad for the reason that the north and south roadways of Atlantic avenue are so narrow that congestion of traffic would be caused at the turnouts; and others on the ground that there is no public necessity for the proposed railroad, and point out the existing transit facilities.

As regards the matter of public necessity, the following will show the lines now operating which may affect this question:

On Fulton avenue on the north, which is in no place more than two blocks and for the greater part of the way only one block distant, an elevated road is operating between Flatbush avenue and Essex street, the limits of the proposed road, and from Sackman avenue westerly there is a surface line. On the south there is a trolley line on Bergen and Liberty avenues at distances varying from one to three blocks away. Between Flatbush and Georgia avenues, a distance of about four miles, and the most thickly settled portion of Atlantic avenue, there are twelve intersecting cross-town lines running north and south, nine of which cross Atlantic avenue; one runs from Atlantic avenue northerly and two run southerly. There is also an elevated railroad running north and south through Snedeker avenue, with a station at Atlantic avenue.

Conclusions and Suggestions.

It will be seen from the foregoing that the taxpayers of the former City of Brooklyn and of The City of New York have twice paid for the removal of steam from the surface of Atlantic avenue, and in consequence an electric passenger and steam freight railroad is now being operated under or over Atlantic avenue, with greater facilities than ever before; that the operation of a railroad by steam on Atlantic avenue up to the present time has acted as a very serious detriment to the development of the section through which it passes; that the purpose of the Atlantic Avenue Improvement Act was to give the public free and uninterrupted use of the surface of Atlantic avenue. It would appear to me that there was no intention, after virtually subsidizing the railroad to the extent of nearly two million dollars (\$2,000,000), to give to that railroad or any other an additional valuable right, when the terms of the City Charter so specifically provide the manner in which future rights shall be obtained. Further, it would seem, if such had been the intent of the Legislature, it would have amended the Atlantic Avenue Improvement Act rather than pass a general act, to wit: chapter 497 of the Laws of 1899, which, as has been shown, applies to the railroads in question.

I would suggest, therefore, that the present application be denied for the following reasons:

1. That it is possible that a grant of the application in its present form would be against public policy.

(a) The application presented is not one for the grant of a continuous street surface railroad, but is an application to connect tracks already laid in order to operate a continuous line of railroad.

(b) If this franchise is granted it should be to a street surface railroad, and not to a steam railroad as the lessee of a street surface railroad and a street surface railroad jointly. The operation of a street surface railroad should be governed solely by the laws applied to that class of railroads, and a joint ownership of such rights might, in a measure, defeat the effect of such laws.

(c) The City should have entire control over any railroad receiving a grant of this character, so that the stock and bond issues may be controlled, and that there may be no merger or consolidation with other railroads without the consent of the City, and in order that the operation of the proposed railroad may be considered as a whole, and terms and conditions imposed regulating the question of transfers to other roads, compensation to the City, rate of fare, etc., as in the present form of franchises for similar privileges which have been granted by the Board. It might subsequently be claimed that if the right should be granted as applied for the City would only have jurisdiction over three widely separated portions of railroad of a combined length of nine-tenths of a mile, or 18 per cent. only of the whole length of the railroad, which is approximately five miles.

(d) The Atlantic Avenue Improvement Act provides for the depression or elevation of the right of way of the Long Island Railroad and the Atlantic Avenue Railroad, and as this act has never been specifically amended there would appear to be no right of way left to the railroad companies upon the surface of Atlantic avenue on which to operate a street surface railroad, as claimed.

2. That the operation of the proposed railroad would be absolutely dangerous at one of the points asked for, viz.: at the third connection, where the proposed line will cross seven steam railroad tracks at grade.

From Havens place to Snedeker avenue, the tracks of the Long Island Railroad, in the centre of Atlantic avenue, are at grade and are unprotected by either retaining wall or fence. It is alongside of these unprotected tracks that the proposed trolley will run,

Between Eastern parkway extension and Alabama avenue, the proposed east bound trolley track would enter the south roadway of Atlantic avenue, and would run on a descending grade to a point about 370 feet east of Sackman street, where it would cross a double track of the Long Island Railroad leading from Atlantic avenue to the Manhattan Beach Division. At Vesta avenue, 275 feet beyond the above described crossing, the trolley would cross at grade the double track steam railroad of the Manhattan Beach Division in said Vesta avenue; but this crossing will be eliminated when the tunnel is constructed in said avenue. At a point about 130 feet east of Vesta avenue, a single track steam turnout from the main line would be crossed at grade. At Snedeker avenue, about 100 feet east of the last crossing, the trolley would cross a double track steam connection from the main line to the Vesta avenue tracks, and unite with a double track steam turnout of the Canarsie Railroad.

In my opinion, the operation of the proposed trolley line over this network of steam railroad tracks would be attended with great danger. It will also be seen that between the point first above described as 370 feet east of Sackman street and Georgia avenue, the entire south roadway of Atlantic avenue would be given over to railroad purposes and all vehicular traffic forced into north roadway, which is approximately 19 feet in width and is to contain the west-bound track of the proposed line. Conditions at this point should be improved and rendered less dangerous before any application for a street surface line in this neighborhood be considered by the Board.

The above described grade crossings should either be abolished previous to any grant for the operation of a street surface railroad in this locality, or by reason of an imposed condition of such grant. If one or the other of these courses is not followed, it is extremely probable that within a short time the railroad will ask for and obtain the enactment of a law in relation to the removal of grade crossings, particularly applicable to those under discussion, by the provisions of which a portion of the cost would be placed upon the City.

3. The compensation offered is inadequate.

In their application, the Companies state that in their opinion \$100 per year for each of the three connections asked for would be a reasonable rent to pay for the privileges, and offer to pay such sum to the City for its consent to the construction of the railroad. As before stated, if permission is to be granted at all for the construction and operation of this road, it should be for the entire length, and not for disconnected portions. A compensation could then be determined upon which would be both adequate to the City and just to the railroad companies.

Should, however, the Board decide that the granting of the application in its present form would not be against the interests of the public, I would suggest that the question of the Companies' right to operate a street surface railroad on the former right of way in the centre of Atlantic avenue and across the intervening streets, intersecting such right of way, be submitted to the Corporation Counsel.

At a meeting of the Board, held November 9, the Board, in pursuance of law, fixed Friday, December 7, as the date for a public hearing, and directed that due advertisement should be made in two daily newspapers to be designated by the Mayor and in the CITY RECORD.

The New York "World" and New York "Tribune" were designated, and affidavits of publication should be filed with the Board prior to the hearing.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

A communication requesting that the application be granted has been received from:

E. F. Linton, Secretary of Board for the Atlantic Avenue Improvement.

Communications opposed to the granting of the application have been received from:

Frank Lefferman.

Ed. McGreal.

Benj. Falk.

Z. T. Trimble.

F. Fitzgerald.

Geo. Fredericks.

A. Armet.

J. DeWald.

V. Jowelli.

Trolley Franchise in Committee Hands—Atlantic Avenue Application of Long Island Railroad is Referred to Three City Officials.

December 8, 1906.

No action was taken by the Board of Estimate and Apportionment yesterday on the application of the Long Island Railroad for a franchise to complete and operate a trolley line in Atlantic avenue, and it was referred to a subcommittee consisting of Comptroller Metz, Borough President Coler and President of the Board of Aldermen McGowan.

The company is seeking a franchise that will permit the construction of turnouts at those places where the trains of the Long Island road enter and emerge from the tunnel and where abutments have been erected at the places where the trains go on the elevated structure. The company asserts its ownership to the land in the street in other places, so that on its theory it does not have to ask the City for a franchise.

Engineer Nichols, of the Bureau of Franchises, has reported against the granting of the franchise, and has raised the question of the right of the company to lay a track in the street. He calls attention to the fact that the City paid nearly \$2,000,000 toward the removal of the railroad tracks from the street and declares that it could not have been the intention of the Legislature to have their place taken by trolley tracks.

EXHIBIT No. 5.

GENERAL LETTER NOVEMBER 23, 1906, PRESIDENT COLER TO PRESIDENT WINTER, B. R. T.

Embodying Erroneous Assumption of Hostile Attitude, Franchise Matters, Nostrand Avenue Extension, Livingston Street, etc.; Coney Island Five-Cent Fare Litigation, Railway Street Paving, A. R. T. Company, Ash Contract, etc.

November 23, 1906.

Mr. E. W. WINTER, President, Brooklyn Rapid Transit Company, No. 168 Montague Street, Brooklyn:

Dear Sir—You wrote me on September 13, requesting me to resubmit to the Corporation Counsel the question as to the franchise rights of the Brooklyn Heights Railroad Company in Nostrand avenue, from Flatbush avenue to the old town line between Gravesend and Flatlands, which question had been the subject of an opinion from the Corporation Counsel dated July 13, 1906. In the opinion of July 13, it was held that the alleged franchise under which your company proposed to build a road between the points indicated was invalid, and that I would not be justified in granting the permit to open the street for the purpose of installing railroad tracks, etc., for which you had made application. As I was convinced that the extension of the Nostrand avenue line would be beneficial to property interests in the section of the Borough which it was proposed to have that extension traverse, and as the counsel for the property owners as well as your counsel had advised me that there were important decisions and arguments which could be cited and advanced before the Corporation Counsel, and which might alter his view of the matter under consideration, I complied with your request of September 13, and wrote to the Corporation Counsel on September 25, requesting him to again take up the matter and give consideration to the additional arguments which you and the counsel for the property owners proposed to present before him. In that letter I offered a suggestion which had been submitted to me by one of the counsel for the property owners, that an appeal be made to the courts on an agreed statement of facts, and that I, in the meanwhile, issue a revocable permit on the agreement of your company to make application for a franchise to the Board of Estimate and Apportionment should the courts finally determine that the franchise claimed by you was invalid. Regarding this suggestion I said: "This would appear to me, if you think it proper, a not unwise solution of the problem before us, and one which would be prejudicial to neither the rights of the railroad company nor the City."

I have just received an answer to my letter of September 25, which answer is dated November 20, 1906, and in which the Corporation Counsel reiterates his former opinion, and informs me that, in view of that opinion, he cannot advise me to issue a permit. I send you herewith a copy of the Corporation Counsel's opinion of November 20, 1906.

I am sorry he finds the law to be as it is in this particular case, as I think the interests of the public demand transportation facilities in the territory which it was

proposed to serve by this extension. I hope, therefore, that your company will either test its right to the franchise in court, or make application for a new franchise without delay.

While on this subject it may not be amiss to say to you some things which I have in mind relative not only to these old franchise grants, but to various matters which have been under discussion by your subordinates and this office during the last eleven months.

When I assumed office there was very general complaint against the character of the service given by your company throughout Brooklyn, and, as poor transportation facilities must necessarily impede the development of any community, I regarded it as one of my most important duties to the public to do whatever might lie in my power as President of the Borough to compel a betterment of the service. My published statement to this effect was regarded seemingly by some of the officials of your corporation as a sort of declaration of war, and they assumed, without any ground whatsoever, that I would oppose every application for a franchise made by you without giving any consideration whatever to the merits of each case as it was presented. As a result of that assumption there was a manifest reluctance on the part of your company to appeal to the Board of Estimate and Apportionment for a franchise, and the reason that was publicly given for this reluctance was the apprehension that I might use my position in the Board of Estimate and Apportionment to cause either a denial of your petitions or the infliction upon you of unjust, if not prohibitive, franchise conditions. I want to ask you now, as a matter of ordinary fairness, to say whether or not my position in the Board of Estimate and Apportionment and out of it has justified the statements made in this respect by officials of your company? There has been, as I remember it, only one important franchise application of yours considered by the Board of Estimate in the last few months, to wit: the Nassau Company's application for a franchise in Livingston street. While I believed it was possible for the City to lay the tracks in Livingston street and rent them to any railroad corporation, it is true that I opposed giving the franchise to the Nassau Company. When advised by the Corporation Counsel that under the present statutes the construction of a railroad by the City was not possible, I suggested to the Franchise Bureau a clause which was embodied in a report of that bureau and afterwards accepted by you. This clause I believed to be very important, and it is my impression that it should be made a part of every franchise of this character hereafter granted by the Board of Estimate and Apportionment. It provides, as you know, for the retention by the City of the right to either use the tracks laid down itself or permit, upon terms fair to the City and the original grantee, the use of the tracks for railroad purposes by other corporations that may in the future apply for the right to make such use of them. With the other conditions proposed in the report of the Franchise Bureau on this matter I had nothing to do. I have had no difficulty at all in coming to an agreement with your company as to what the terms of that franchise should be, to wit:

1. The acceptance of the non-exclusive clause mentioned above, to which you have already agreed.
2. The payment to the City by the Nassau Company of three per cent. of its gross receipts on the operation of a railroad in Livingston street, the company to make the same charge for the use of its tracks in Livingston street to the other corporations operated by the Brooklyn Heights Railroad Company as it would make to any corporation not controlled by the Brooklyn Rapid Transit Company, and to include the income received from such charges in its gross receipts. Mr. Yeomans, of your company, and Col. Williams have informed me that this condition is acceptable to your corporation.
3. The term of the franchise to be ten years. This I am informed is also acceptable to your company.
4. That the railroad company should install and keep in repair the pavement between its tracks and for a distance of two feet outside of the tracks on each side. This your company also accepted.

As to the question of the franchise grants formerly made to you and now held by the City authorities to be invalid, I have simply taken an attitude which my oath of office obliges me to take. You undoubtedly had a right to request from me permits under what you claimed to be franchises, but I had no right to grant these permits when I believed the franchises to be invalid. In each specific instance I was guided in these matters by the opinion of the Corporation Counsel. My own opinion was that the extension of the East Ninety-eighth street line was something for which you should obtain a franchise. When the Corporation Counsel advised me to the contrary, I readily gave you the permits for that extension. The permits across Hunterly road and the Eastern parkway were denied by me because I believed you should go before the Board of Estimate and Apportionment for a franchise here, and when you agreed to go to that Board in the event that the Corporation Counsel should decide such privileges to be franchises, I gave you the permits needed for the construction of your railroad for the few feet across the Hunterly road.

The question of repaving streets between the railroad tracks has, I think, been satisfactorily arranged. You have complied with my request, which was a just and reasonable request, to the extent of your ability this year, and I feel satisfied that you have carried out in good faith all the promises made in this connection.

There has been so much misrepresentation as to my attitude on the bridge loop, in which you are of course interested, that I might say here that I have always been in favor of the construction of a proper loop, and of every other possible means of relieving the intolerable conditions at the Manhattan terminals of the bridges, and have so voted in the Board of Estimate and Apportionment.

There has been and is a disagreement between this office and the Street Cleaning Department as to the contract for removing ashes, etc., entered into by The City of New York and the American Railway Traffic Company, some years ago. It seems to me so plain that the provisions of this contract have not been carried out by the contractor and that the public has suffered as a result of this condition, that I cannot see how your company could have expected me to take any other stand than the stand I did take. I am not the only one who has held that the ash disposal stations as maintained by the American Railway Traffic Company constituted a public nuisance. The decision of the Supreme Court to that effect stands, and one of these stations, and I might say the best of them, as has been closed by court order at the request of the owners of adjacent property.

Another matter in which you are interested is the grade crossing improvement. The proposition for a modification of the original plan so as to allow you to run four tracks instead of two to Coney Island over the Brighton Beach improvement, with a clearance of fourteen feet instead of sixteen feet at street intersections, has been favored by me in the Board of Estimate because I believed that the sixteen foot clearance insisted upon by some of the other members of the Board would result in unnecessarily burdening the railroad companies, and would not bring forth any compensating advantage to the City.

There is only one other subject about which we disagreed, and that is the matter which is commonly known as the "Five-Cent Fare Fight." I realize the importance of the contentions you make in this regard for your company, but that realization only adds to the weight of the obligation I owe to the City whose sworn officer I am, to protect its rights in the premises. The questions involved here are so many and so important: the right to exact a steam railroad fare for what is in fact, and I believe in law, a mere street surface railroad; the right to maintain heavy steam railroad tracks and obstructing rights of way through the heart of populous sections of the Borough, retarding as they do the development of those sections, etc., that any failure to use every means at his command to bring about an authoritative and final declaration of the law on these points would be, in my opinion, a serious dereliction of duty on the part of any responsible official. The idea all too prevalent that my attitude towards the Brooklyn Rapid Transit system is one of persistent hostility, is wrong, as those conversant with my purpose well know. The transportation evils for which I believe it to be responsible, are the things to which I am hostile, and to which I will continue to be hostile to the end of my term. Each case in which it is interested will be considered by me solely with a view as to just how that case will affect the public welfare, and this will be my attitude, regardless of personal attacks upon me such as have been instigated in the past by officials of your corporation. Should there be a resumption of this policy of personal abuse in the future, I will deal with it as I have done in the past, by taking the whole matter into a court of record, where lying is perjury, and perjury is punishable. Such attacks have no rightful place in the discussion of any subject which is legitimately before your office and mine. No one realizes more than I that if your company would adjust its demands of the Borough government to such things as are in accord with the law and are

reasonable, and if the Borough government were thus enabled to comply promptly and fairly with such legal and reasonable demands, then indeed would the best interests of this community be subserved. It is because I realize this and feel that you and I, representing the railroad and municipal corporations involved, can do much by co-operation, by acting in the common purpose of developing and improving this Borough, to place it in the front rank in population, in industrial development and in material growth and prosperity, that I have addressed this rather long letter to you. There is no medium through which Brooklyn may advance more rapidly and more surely than through a sane and fair understanding between the great railroad system you represent and the Borough government.

Yours very truly,

BIRD S. COLER, President, Borough of Brooklyn.

EXHIBIT No. 7.

Transportation and Real Estate—Views of Brooklyn's Transportation System by T. S. Williams, Vice-President Brooklyn Rapid Transit Company.

(Paper read before the Brooklyn Young Men's Christian Association, Eastern District Branch, January 8, 1907, by T. S. Williams, Vice-President of Brooklyn Rapid Transit Company.)

The dependence of land values upon means of access is too axiomatic to require demonstration. Whether it be farms or city lots the primary factor in determining what they are worth is, as a general proposition, their relation to highways of travel. These may be good roads, navigable waters, steam or electric railroads—either or all of such means of transportation must exist before lands can be said to have value. An increase of values follows an increase of transportation facilities; reduction of transportation facilities means usually depreciation of values. Land being the basis of all wealth, this intimate relation between it and transportation, between the source of products and their distribution, is widespread in influence, affecting all kinds of properties and occupations, entering vitally into all the activities of life, and becoming, in the broad sense, the barometer of all material prosperity.

True as this elementary proposition is in abstract discussion, it is conspicuously applicable to considerations involving the growth of cities. Granted the location, either on waterways or on ironways, which attracts population and business, the internal development of a city, its expansion of bounds and people, its beautification, its increasing power to raise moneys by taxation, the enrichment and comfort of its citizens—all these are intimately related to the means of transit provided for the inhabitants. The intricacy of the relation is cumulative with the increase in population. As city limits expand and distances between home and work enlarge, means of transportation cease to be merely a convenience but become necessities—the arteries of municipal life, even the temporary interference with whose circulation paralyzes business and produces widespread discomfort.

Notwithstanding these more or less axiomatic statements it is a surprising fact that, dependent as our individual or collective prosperity and comfort are upon the transportation systems of country and city, the public attitude towards them is not, as might be expected, one of co-operation and helpfulness, but one of distrust, antagonism and attack.

The underlying reasons for this apparently very illogical condition of public mind are probably common to steam railroads and street railroads—they explain equally perhaps the public antipathy, or at least what is called public antipathy, to all aggregations of capital, and to the extent that they reflect revolt against dishonest practices, unfair discriminations, and corrupt alliances for governmental or official favors, they bespeak an awakening public conscience and an enlarging sense of justice which will work for eventual good—even though, as in all such movements, the immediate methods and victims may be unwisely and unjustly chosen.

My object to-night is not to enter that broad and somewhat hopeless field of discussion which involves the relations of the public towards the great transportation systems of the country, but to consider, as concretely as possible, the relations of the people of cities and their governments towards the public service corporations engaged in the transportation of passengers, and particularly in Greater New York.

Of all public services in Greater New York, save perhaps the furnishing of water, the people are most dependent upon the railroads. The supply of electric light or gas may be interrupted, the cleaning of streets may be neglected, the police control may be inefficient, the machinery of government may be incompetent or corrupt, and the immediate effect upon the people is not sharply felt. But let the wheels of transit stop for one hour and outcries pour forth from hundreds of thousands of throats; let them stop for a day and business halts; conceive them to be stopped for a week and there would be commercial and municipal paralysis, with its deadening effect felt in every part of the civilized world. The traction companies of Greater New York pay out every year, before their stockholders get a cent, half as much money as it costs to support the entire City government—to pave and clean its streets, to maintain its sewers, to protect its property from fire, to preserve its health, to provide schools and teachers, to maintain its police and the militia, to care for the dependent and criminal classes, to furnish water, gas and electricity, to administer its parks, to pay its officers and employees, to provide courts of justice, to maintain its public buildings, to pay the interest on its debt—in short to meet all the requirements of the annual budget. No other single industry gives occupation to so many persons or supports so many families. None other contributes so much directly to the support of government. No other public utility enters so closely into the daily life of every individual. None other exhibits to the public so constantly and so completely every detail of its business—its tracks, its equipment, its power facilities, the efficiency of its management and employees, the extent to which it meets the demands of service—all these are exposed daily to the inspection and criticism of over four millions of people. Figuring each cash fare or transfer as one passenger, over four million persons are transported every day, or twice as many each year as are carried by all the steam railroads of the United States. The lives and safety of these and hundreds of thousands more on the streets and public places are dependent upon the watchfulness and care exercised by the managers and employees of these great corporations—a direct and incessant human responsibility not borne by individuals, corporations or governments anywhere in the entire world.

When the first railroad franchise was granted in Brooklyn—that on lower Atlantic avenue to the Brooklyn and Jamaica Railroad Company—the village limits extended only to Red Hook lane, midway between Court and Smith streets, and the inhabitants numbered less than 25,000, although the community had then the ripe age of 200 years. The village became within 60 years a city of 77 square miles and is now a borough of 1,400,000 souls in a greater city of 326 square miles with over 4,000,000 inhabitants. Every mile of that growth and of the growth of the greater city has followed the development of means of transportation—stage lines, horse railroads, steam railroads, elevated steam railroads, electric and cable surface railroads, elevated electric railroads, subways and bridges—a panoramic succession of transit improvements always forerunning the building up of farm lands or waste areas and the establishment of a greater population. It has been my opportunity to know the history and fate of most of these railroad enterprises—and melancholy and long is the list of financial failures and disappointments, but there is only one bright continuous story of municipal progress and enhancement of real estate values accompanying these transportation efforts. Now and then a successful corporation has survived, but often its successes have finally had to carry the failures of poorer properties, to furnish credit for reconstruction and re-equipment and operating deficits of railroads whose own financial resources yielded nothing, and thus to be shared as much, or more, by the public as by stockholders of the corporation.

Out of this flotsam and jetsam of railroad enterprises has come, in the logical course of evolution, a concentration of control in one large group of stockholders. The original price of the corporation's shares was so low that the poorest could not complain of exclusion from participation. Into this combination have come, one after the other, substantially all the railroads of Brooklyn—the most varied collection of transit undertakings ever assembled under one corporate roof—horse railroads, cable railroads, electric railroads, elevated railroads, municipally owned and operated railroads, steam railroads, successful railroads, bankrupt railroads, railroads in public streets, railroads on private rights of way—a joint museum and hospital of corporate relics surely not inspiring to even the most optimistic investor.

Behind all this aggregation was confidence in the growth of Brooklyn, confidence that by the linking together of these varied utilities into one homogeneous transportation system, their reconstruction and development, the improved facilities of travel

would bring to the territory a much greater population and yield to the companies profits from operation instead of losses. That combination process began fourteen years ago. During that time electric power has supplanted horse and steam power; through transit has been established from all parts of Brooklyn and from remote parts of Queens to Manhattan; fares have been reduced from 15, 18, 20 and 23 cents to 5 cents, and from 30 and 35 cents to 10 cents; substantially a universal transfer on a single fare of five cents has been granted over nearly 500 miles of track; large numbers of additional and more comfortable cars have been installed; tracks have been relaid with heavier rails; power facilities, shop and stable facilities have been many times multiplied; miles upon miles of improved paving have been placed in public streets; safety appliances have been introduced wherever possible to protect life and limb; wages have been materially increased; the number of men employed has been nearly doubled; at least \$10,000,000 have been paid in taxes direct or indirect; and not less than \$50,000,000 have been expended for permanent improvements in this process of rebuilding and expansion. I have personally been acquainted with this work of development during twelve of these fourteen years, and as a result of these farsighted plans and these liberal expenditures of effort and capital I have seen in those twelve years 400,000 persons added to the population of Brooklyn and \$500,000,000 added to the assessed value of its real estate, representing at the tax rate of 1894 an additional available city revenue of \$14,000,000 annually, but I have yet to see a single dollar paid to the stockholders of the company whose capital, credit and control have made these results possible.

Indeed, we are the victims of our own liberality. The municipal prosperity we have promoted is our great embarrassment. There are more people to be carried than we can carry safely, comfortably and expeditiously. We have rebuilt and extended our tracks, added to our cars, increased our power facilities, gone the full limit of our ability to discharge our public duty and thereby as well subserve our private interest. To render better and additional service we must have the co-operation of the City. Excepting the extension of railroads over the Brooklyn and Williamsburg bridges not a single important transit privilege or measure of public relief has been given by public authority in Brooklyn for more than twelve years. Instead, burden after burden has been laid upon the transportation companies; City officers have vied in attacking them; juries have mulcted them; legislatures have authorized new and heavier taxes upon their property and harsher restrictions upon their operations; courts have ruled rigidly against them; and the people, suffering from the discomforts which we perhaps might remove but have not, and from those which we would remove but cannot, and not discriminating as to the character of their discomfort or its real cause, naturally heap all of their opprobrium upon us, and too often encourage their municipal officials to withhold from us even those measures of relief which would make transit conditions more tolerable. And when all the blunders in the dictionary of railroad operations have been laid at our doors the learned critics and economists seek to imbue the people, the newspapers and the courts with the false notion that this combination of public utilities has yielded extortionate profits, concealed from popular view and removed from possibility of effective public correction by corporate schemes of capitalization and consolidation, and imposing unfair charges and inadequate facilities upon the community.

When men talk of burdens imposed upon the traveling public by the concentration and corporate financing of transit properties in Brooklyn they speak the veriest nonsense—whether such utterances come from politicians, magazine writers, editors, ministers of the Gospel or even Judges upon the Supreme Court Bench. No aggregation of individual or corporate capital has ever rendered so conspicuous a public benefit. All the impositions and limitations of law for three-quarters of a century upon transportation corporations have not yielded to the public of Brooklyn the measure of privilege and opportunity that has been voluntarily extended during the past fourteen years by the corporation—the monopoly, if you will, though such it is not and never has been—which has in that time revolutionized transportation conditions in this community. I say "voluntarily extended," not to claim for the corporation any motive other than self-interest—but voluntarily extended because only by the expansion of privileges, the improvement of facilities, the lowering of fares, the concentration of management, could these seventy-seven square miles of municipal area be built up into a populous community, and thereby make profitable the miles upon miles of previously unprofitable tracks. Not a single railroad acquisition, not a single scheme of consequent corporate financing, has yet imposed a dollar of additional burden upon the traveling public. Every step in those directions has been followed by relief from burdens upon the people. The creation of \$45,000,000 of corporate stock in the parent company has meant the retirement of at least \$60,000,000 of stock of other companies. Every important case of acquisition has been accompanied by a reduction of bonded indebtedness or a reduction of interest charges, except as fresh issues of securities, representing one hundred cents of actual property for every dollar of face value, have been made to furnish money for substantial improvements. Talk about fictitious capital—if every dollar of Brooklyn Rapid Transit stock represented, not even water, but the most nebulous gases, no dividends it might earn for a hundred years on double such capitalization could equal the dividends which the people of Brooklyn have received during the last fourteen years upon the capitalization of brains, money, energy and patience which has brought about these stupendous public benefit and this tremendous municipal enlargement.

These are strong words. I would be ashamed in this audience and upon such an occasion if I felt that their utterance was provoked or their expression colored by any excessive desire of advocacy of the interests of the corporation with which I am identified. I have approached this subject from the point of view of the student and observer, and not from that of the advocate. I do not believe that the facts have been overstated or can be successfully controverted. If the language is strong the necessity for the truth is imperative. The interests involved are only incidentally those of the corporation. They reach to every home, to every individual, to every undeveloped acre, not only in this borough, but in every borough of the Greater City. This is an era of transportation hopes. The price of every foot of land in Greater New York and beyond is nourished on them. Anticipation of realization has perhaps discounted much of the enhancement, but failure to realize these hopes will bring corresponding depression and widespread sacrifices. Who can measure the individual and public losses which a collapse in real estate values will produce in this imperial city, where no collapse could take place if transportation hopes were realized? The basis of these hopes must be largely upon the expansion of existing transportation systems. Their full realization will call for the expenditure of hundreds of millions and is dependent primarily upon the attitude of state and municipal government. Shall no consideration be shown for past achievements? Shall capital be deterred from repeating its creditable performances? Shall official and public antagonism obstruct the city's expansion and precipitate collapse of values? Shall imaginary fears and unfounded prejudices blind the people to their best and broadest interests? These are the questions, pressing harshly upon this community, which demand strong language, and the settlement of which is far beyond any consideration of individual or corporate interest.

I have called this an era of transportation hopes. All periods of our municipal growth have had transportation hopes, but nothing like the sanguine expectations and ambitious transit projects in our entire municipal history have equalled those of the last six years. During no previous period, I may also say, have earnest expectations and serious, farsighted projects been met with such stolid official indifference and such lilliputian official consideration.

That broad-minded and bold railroad genius who died the other day in Pennsylvania came to this city five years ago and offered to connect it directly by tunnel with one of the greatest transportation systems of the country—bringing to it without change of cars under the East and North rivers passengers from the East and from the boundless West and South—linking it by endless tracks with the entire hemisphere, and breaking down the barriers to quick and easy communication which the two rivers had always interposed—an inestimable benefaction to Greater New York—and it took him a year to get municipal consent, and then only upon condition of the payment to the city during the first twenty-five years of the franchise of a sum estimated at \$2,500,000. For what? For the privilege of a tunnel under the city and the closing of a few streets on the surface necessary for providing ample passenger stations!

That same great genius, as a part of the same comprehensive scheme, applied for permission, on behalf of the New York Connecting Railroad, to cross above or below grade a few public streets, mostly country highways, in the undeveloped portions of Queens, in order to permit through freight transportation on its own right of

way between Long Island and New England and the West, requiring an investment of \$50,000,000 in an enterprise which lifted the hopes of every manufacturer, business man and landowner in both Brooklyn and Queens, and promised to make those boroughs great industrial centres, and although nearly three years have elapsed since the application, and the matter has been successively considered by the Rapid Transit Commission, Board of Aldermen and Board of Estimate, no franchise for this petty but essential privilege has yet been granted. It is reported in the newspapers, however, that the deadlock between company and City has at last been broken by an agreement on the part of the company to pay a compensation of about \$45,000 a year for the first twenty-five years, and this is heralded as a great municipal victory! It might better be called successful municipal blackmail! What consideration of the City's interests justified the imperilling of so great a public improvement for so paltry a sum to the City, but so burdensome a sum upon the corporation? Rather than risk the public loss which a withdrawal of the franchise application would have entailed—an action which the attitude of the City would have justified—the City could have afforded to contribute to the corporation instead of exacting tribute from it. Why, the very hope of these improvements planned by the Pennsylvania Railroad and of the Belmont tunnel between Long Island City and Manhattan, the construction of which the City is trying to prevent, has increased the assessed valuations in Queens during these five years over 50 per cent., and is yielding to the City treasury over \$800,000 of additional annual taxes. This is the result only of hope—what will be the result of realization?

As to our own Borough of Brooklyn the situation is not different. To relieve congestion of travel in the principal shopping district a few blocks of a parallel street were widened and the proceedings hastened so that relief to cars, pedestrians and vehicles might be quick. This was nearly two years ago. To-day the street is barely usable even by pedestrians, and the application for a franchise to operate cars thereon has been pending for a year and a half. It was made the subject of an official report of forty-four closely printed pages—a literary monument to painstaking but misguided official effort, covering in its scope the operation of 500 miles of existing track, as well as that of the construction and operation of the mile in question, and seeking by the conditions proposed to correct all the imagined mistakes of franchise givers through half a century, and to exact compensation that would stagger a Croesus—all for a privilege of ten years' duration, of no value as a revenue producer, and of use only to enable people to go to and from their homes more quickly.

Again, taking advantage of franchises granted years ago concurrently by the then City of Brooklyn and the county towns, over streets not then physically or officially opened, but designated by State authority as consecutive thoroughfares through different townships, the location of which could not be changed except by the same legislative authority, and having complied with all the requirements of law, the companies of the Brooklyn Rapid Transit system, at the earnest solicitation of property owners, have sought, as such streets have been actually opened, to fulfill their franchise obligations by constructing tracks thereon, conscious from past experience that such construction would yield no revenue for many years, but would build up and populate undeveloped territory. Against this endeavor the City officers charged with the duty of issuing permits and the Corporation Counsel have exercised their authority, basing their action upon what they admit is a doubtful construction of law—namely, that the former city and towns had no power to grant franchises to become effective when streets should be opened—and imposing on the property owners and the corporation the uncertainties of at least three years' litigation. The effect of that attitude is not yet known or appreciated by the owners of suburban lands in Kings County. Millions of dollars have been invested therein on the faith of the existence and speedy construction of these franchises. Blocks upon blocks of dwellings have been erected and are being occupied on the hope of procuring adequate transportation. Not alone are involved the financial interests of land syndicates, but the homes and savings of thousands of the most useful class of citizens—the small householder. No new franchises, with their short terms and onerous conditions, will be sought, or, if sought and obtained, will ever be constructed, except as extensions of existing transportation lines. Failure to provide means of transit for these outlying territories will save much money in construction, and many losses in operation, to our railroad companies, but it will result in impoverishing thousands of citizens and give to Brooklyn real estate values a blow from which they will not soon recover.

For three years the Williamsburg Bridge has been opened for vehicle traffic and for over two years to trolley traffic. The franchise for its construction was acquired by the City from interests then identified with our elevated railroads. The contract of acquisition prescribed as one of its terms that two tracks should be provided for elevated railroads. As the proposition was submitted, these tracks were to be used only by Brooklyn elevated railroads, but lest this particularization should make the contract void, the provision was made general in terms, and the understanding and expectation were that Brooklyn elevated railroads would be the instrumentality for making the tracks available for public use. But whether there was any moral obligation arising out of that contract or not, for three years these tracks have been idle and 1,400,000 persons are daily suffering from their non-use. In the meanwhile, the Brooklyn Bridge is overtaxed, the most crowded railroad terminal in the world is daily and nightly the most scandalous scene of struggling humanity to be found anywhere, and none but the most patient people in creation would endure for six weeks the discomforts which have now continued for six years without abatement by official action. Plan after plan has been suggested, delegation after delegation of angry citizens has demanded relief, candidate after candidate, administration after administration, has promised it, but still relief comes not, and each week adds to the public grievance. What ails our City's officers? Oh, for a season of clear-headed, honest-minded and backboneed men in public office!

This is a time of popular upheaval and distrust. Every man's hand seems raised against another's, and the hands of all seem sometimes raised against public service corporations. For the grievances which are justly attributable to them I have no apologies to make. For that part of popular distrust which has come from their wrongdoing they may not be themselves wholly to blame, but they must suffer equally with others. For that part which has come from a short-sighted conception of public or corporate interest there is hope in education and experience. For that part which has come from prejudice created by the false and hysterical utterances of doctrinaires and demagogues there should be pity and contempt. Demolition is not construction. Unreasonable restriction is not protection. Out of confusion of the public thought will come clear views and common sense, but they should come quickly in this imperial City and in the nation if material disaster is to be averted.

Whether public utilities be owned and operated by the City or continue to be owned and operated by the created instrumentalities of the State, the underlying principle of their control and regulation should always be the best and broadest interests of the people. To project them all upon the government is an experiment which only the most thoughtless would try, at least until government has shown itself more capable of handling the responsibilities it now carries. If public utilities are to continue largely, as at present, in the possession of corporations, they require, both from the corporations and from the government, the most intelligent co-operation and the broadest conception of the welfare of both City and corporation. Such a conception involves large profits for the corporation and abundant conveniences for the people. You cannot expect the investment of the hundreds of millions required to properly transport the inhabitants of Greater New York without the assurance of more than ordinary interest. I think I have shown that, in Brooklyn, at least, no return on all the millions that have been invested can equal the reciprocal benefits already received by the people and by the City. The same results can probably be shown as to other boroughs. No more valuable privilege has been granted in a generation than that to construct and operate the New York subway, and the most liberal concessions of a generation were made to achieve it. But what are all the millions its promoters have made or may make compared with the benefits to the people and the enrichment of their government? It is a fact not known—or, if known, not appreciated—that in the Borough of The Bronx alone, during the six years following the letting of the subway contract, the assessed value of real estate has shown a greater increase than in the twenty-five years preceding that contract.

In the light of such results as have been described, how childish and short-sighted is it for the City to quibble over the money compensation it would exact from a corporation as the condition of a franchise, or to burden the applicant with impossible restrictions. We are dealing with great interests—not bartering marbles. We should have at heart the development of a great City and the comfort of its people—not the addition of a few thousands or even a few millions to its treasury.

Given the opportunities of growth, the facilities of transportation, and the money will flow rapidly enough into the City treasury. Refuse, or limit, these opportunities by unreasonable burdens and restrictions, and not only the City treasury, but every individual will be a loser. Let it not be forgotten in these days of prejudice against what are called special privileges that the holders of franchises in public streets and places pay dearly to State and City for their privileges. Not only are they taxed on every item of their tangible property, not only are imposed upon them great indirect financial exactions which reduce the expense of government, not only do they pay the State for the opportunity of doing business as a corporation, not only do they pay the City for every new privilege they obtain, but, on top of all the varied and heavy impositions of law, they are compelled to pay an annual tax upon the value of their intangible franchises—no matter when or how granted—upon the right to serve the people in the people's streets and upon the worth which skill and energy give to that right—and the determination of that assessment is not based on any fixed method of computation, is not restricted by the ordinary safeguards established to prevent injustice in the assessment of other real estate, but is left to the arbitrary will of three appointed officers—a power more autocratic, considering its scope, than that possessed by other public officers in any free country—an opportunity for oppression that would cripple corporations in properly performing their obligations to the public, and for blackmail that, if exposed, would make every decent citizen hang his head in shame. So long as the principle of that tax is enforced, even though the method of its determination be changed, as it should be, there need be no fear that public service corporations are not giving ample money compensation for all they get from State and City.

Can we not, at least in this community, come to a clearer view of the relations which, in the interest of all, should prevail between corporation and City? Let us forget mistakes and prejudices of the past except as their existence has taught lessons for the future. For the corporation I can say that we seek no favors which are not for the benefit of the people as of ourselves. We intend, to the full measure of our ability, to discharge our obligations to the City, and we have a right, I think, to expect that the City should discharge properly its obligations towards us. We ask nothing but the square deal. No good can come to either corporation or people if each is trying to gain an unfair advantage of the other. The interests at stake are too broad and too sacred to justify petty policies and sharp but short-sighted bargains. Let us present to the world the example here, in this metropolitan and cosmopolitan City, of co-operation and sympathy between people and their public service corporations which shall make common advantage the constant consideration, believing that only out of such an alliance can be most surely attained the broadest municipal development and the most substantial measure of popular comfort.

EXHIBIT No. 8.

Review of the Brooklyn Transportation Situation to Date, Being a Condensation of Discussions and Proposed Methods of Relief, Accompanied by Maps, Diagrams and Papers.

OUTLINE.		
BRIDGES.	SPECIALLY AMENDED MAP ILLUSTRATING.	EXISTING.
SURFACE RAILWAYS.		CONSTRUCTING.
ELEVATED LINES.		AUTHORIZED.
SUBWAYS.		PROPOSED.
IMMEDIATE.	METHODS OF RELIEF.	OPERATIVE.
NEAR FUTURE.		LEGISLATIVE.
FUTURE.		
DISTANT FUTURE.		

Respectfully submitted, by request, to the Hon. Bird S. Coler, President, Borough of Brooklyn, City of New York, by H. Milton Kennedy, Member New York Railroad Club, American Association General Passenger Agents, etc., etc.

This article will be confined to a concise statement of developments to date, giving a general synopsis, as briefly as possible.

The whole subject has been so thoroughly threshed out in the daily press, with reports of the proceedings of the various civic bodies representing the public, accompanied by editorials, that to dilate on the grievances of the Brooklyn traveling public against the transportation corporations would be repetition.

Sufficeth to say that the entire populace of Brooklyn seems now a harmonious whole in not only demanding their rights but in specifying how those rights shall be satisfied. They are but the culmination of wrongs patiently endured for an indefinite period.

Abuses of operation.

That many of the existing evils are those of operation is generally conceded.

Many of the abuses suffered by the public are the result of improper railroad operation. Mostly financial retrenchment. The actual operators know about what the public wants and how to give it, but are handicapped by the requirements of the financial interests in control.

METHODS OF RELIEF.

"Immediate."

Increased car service.

At times other than the "rush hours." Also at some points during "rush hours." For instance: On suburban lines carrying laborers to work in the early morning. Are now crowded to the "hanging-on" point like a Coney Island car on Sunday. Also at ferries.

More main arteries.

Brooklyn, owing to its peculiar topography, is acknowledged a very difficult railroad operating town, principally because all lines converge to a single trunk line. While in future this condition will be greatly improved by new bridges, subways, and tunnels, for immediate relief the Livingston street lines should be promptly laid, paralleling the congested lower Fulton street district. The four-tracking of the Fulton street "L" (a much overloaded and congested elevated trunk line) should also be considered.

There is also opportunity for improvement on the "L" structure on Adams street, into which converge three other main lines to reach the Brooklyn Bridge, namely, Fifth, Myrtle and Lexington.

Stop "All Out" and "Car Ahead" annoyance.

The "car mileage" system is responsible for much unsatisfactory service and unnecessary crowding. The "all out" and "car ahead" annoyances are results of this system. The "cutting back" of cars should be stopped, especially when marked for a terminal destination.

Inspection.

The Railroad Commission having jurisdiction should appoint inspectors to watch actual operating conditions with power to examine schedules, passenger "carrying" sheets, etc., etc.

Reasonable connections at transfer points.

Motormen should be required to wait a reasonable time, depending on the headway on which his particular line was operating and on the time of day, at intersecting lines of transfer when a connecting car was approaching within so many blocks (to be determined).

Sanitary car cleaning.

Rigid measures should be adopted to enforce the proper cleansing of all cars either by the vacuum process, compressed air or other scientific method now employed in best railway practice.

"Square deal" for the railroads.

Notwithstanding their shortcomings and practised abuses, from a retroactive standpoint due moderation should temper any tendency for unreasonable demands. The details relating to extensions, additional facilities and better service throughout the "non-rush" hours should be carefully worked out by the authorities, in consultation with disinterested practical railroad men, according the railroad operators due hearing. Otherwise an abortive demand for unnecessary service might result in financial hardships which would curtail all operations and arrest development, to the detriment of the community seeking expansion.

To adjust.

To properly adjust this Brooklyn transportation question in a safe and sane manner, there should be called a convention of representative bodies of the people, the transportation interests, the legislators and the proper City authorities.

This convention should accord public hearings as to the details of the inadequacy of the service and what improvements are requested, affording the railway officials opportunity of explanation, if incompatible with conditions, and when the whole subject is threshed out, get together on a line of procedure to properly execute the necessary reforms.

"Near Future."

Much has been written, but more has been said that could not be written about the bridge "crush."

Any comprehensive plan to alleviate these deplorable conditions must require considerable time to effect.

The Poulson plan, as amended by R. W. Creuzbaur, Consulting Engineer to President Coler, presents more merit for less expenditure and in quicker time than anything yet offered. It also embodies the very essential feature of contributing to a permanent terminal as proposed since by the Burr Commission.

(For synopsis and detail, see attached papers, Exhibit No. 1.)

Bridge relief. Poulson plan. Creuzbaur adaptation.

Burr - Parsons-McCormack, plan of. Bridge Commissioner Stevenson.

This proposition, as shown below, is a most thorough, comprehensive and practical plan for fairly prompt relief at the Manhattan end of the Brooklyn Bridge worked out strictly on a "terminal basis."

That is to say, if future development of transportation facilities embodies the retention of terminals, this plan offers the best solution according to present railroad practice.

But there is a growing tendency toward the abolition of terminals and against concentration in any one spot of an abnormal gathering of passengers. It seems preferable to so plan the various lines of communication between the boroughs that the greatest possible area is offered for the collection and disposition of traffic. It is freely advocated that the bridges should be treated as highways and simply link continuous lines of communication.

However, an imperative demand for immediate alleviation of present deplorable terminal conditions are so great that it is necessary to provide at once to effectively meet this condition irrespective of future plans.

(Diagram of Plan attached with Synopsis of its Advantages.)

EXHIBIT No. 6.

Burr Commission Plan for New Manhattan Terminal of the Brooklyn Bridge.

Summary of Commission's report.

In a letter dated January 2, 1907, Bridge Commissioner J. W. Stevenson submitted to the Board of Estimate and Apportionment the following plan of a Special Commission, composed of Professor William H. Burr, William Barclay Parsons and Ira A. McCormack, with C. M. Ingersoll, Chief Engineer of the Department of Bridges:

Following is in substance the report addressed to Bridge Commissioner Stevenson by the Special Commission of Engineers:

The plan submitted and recommended should provide for connection by elevated or subway, or both, with the Williamsburg and Manhattan bridges.

In the elevated stations are five platforms, two for unloading, and of the other three but one is available for loading during rush hours.

Average number of passengers handled each day—westbound, 115,000; eastbound, 90,000; total, 205,000. Of these, 31,000, or 27 per cent., arrive in Manhattan between 7.30 and 8.30 a. m., while 51 per cent. arrive between 7 and 9 a. m., and 60 per cent. between the hours of 6.30 and 9.30 a. m.; of the outgoing, 47,000, or 52 per cent., depart in two hours, between 5 and 7 a. m. Seven different elevated roads lead from the bridge. The desirable purpose is to establish through service from the Manhattan terminus to all points of Brooklyn. Should it now be attempted to run through trains there would be inevitable waiting, and, therefore, congestion. To reduce this congestion, passengers are now carried over the bridge by cable trains and transferred at the Brooklyn end. Such trains, with maximum capacity, are run on one-minute intervals.

To fully develop the capacity of the elevated and trolley tracks, it is necessary to run the trolley cars into a subway loop under the present Zeitung Building and extending to Duane street.

Two-story Eight-pocket Elevated Terminals.

The elevated trains will be run on two levels, four tracks to each level, with platform arrangements substantially the same, the tracks at the two levels coming together at Pearl street.

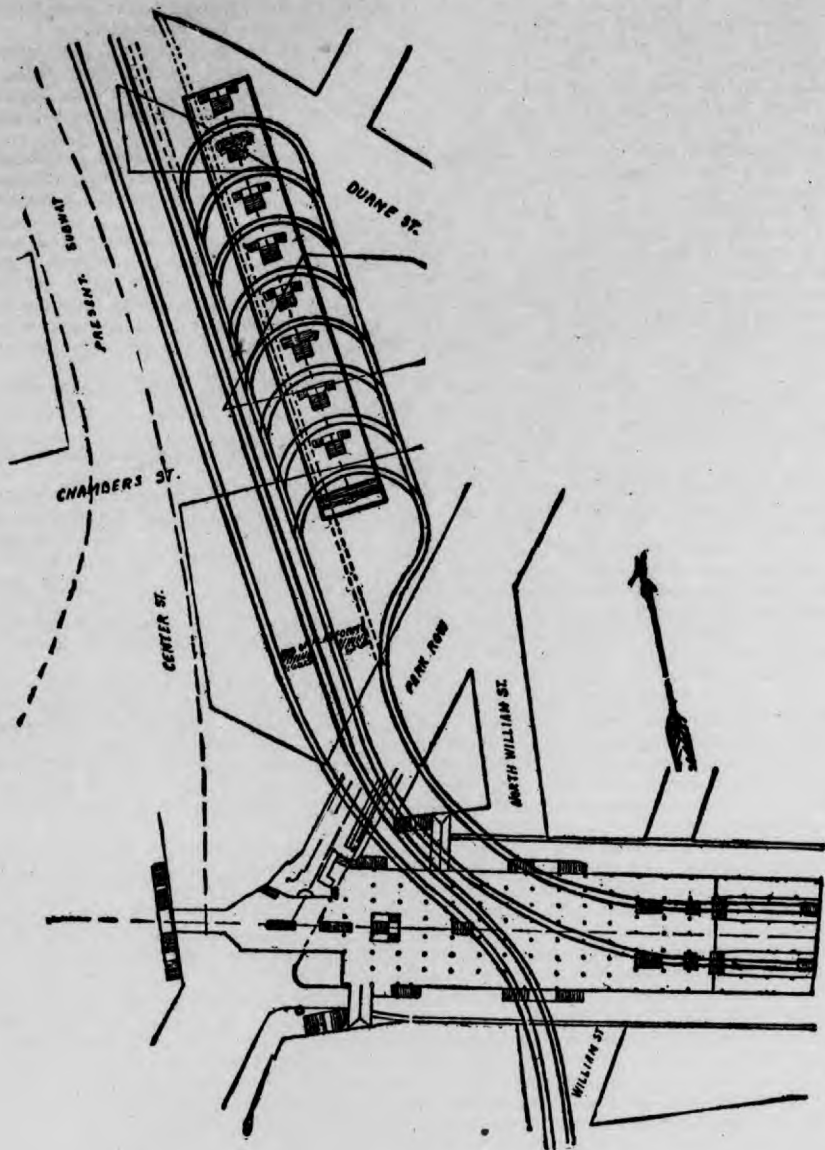
There are to be eight terminal tracks to move the seven elevated lines, and so arranged that a train entering either level can run into one of the four pockets, as desired. The lower level would occupy substantially the same space now taken by the mezzanine floor, slightly lowered to give sufficient headroom; the upper level the same as at present.

Detailed arrangement is explained for separation of outgoing and incoming passengers.

Under the new plan, six-car trains will pass over the bridge at a maximum speed of fifteen miles an hour, or under a headway of forty-five seconds, with 1,000 feet between train centres.

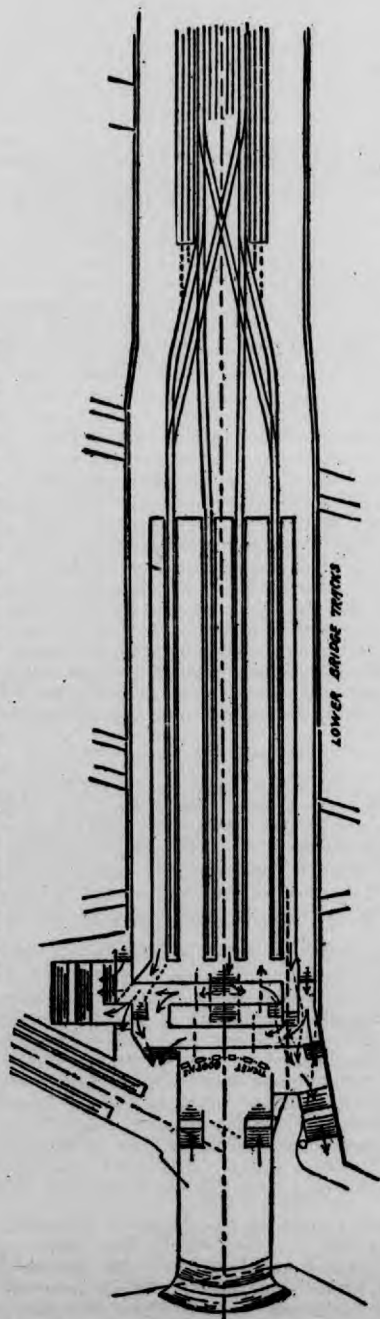
Pending the reconstruction of the station, immediate partial relief can be obtained by extending the present tail tracks 60 feet westerly over Park row, enabling six cars to be put in every train. This addition would not be expensive and would remain only during reconstruction, to be removed on the completion of the new station, as it would then serve no function.

PLAN FOR TROLLEY SUBWAY LOOP.



Plan for Subway Trolley Loop. Park Row, Duane and Centre Streets Triangle. Showing Separate Stairways from Mezzanine Platforms for Outgoing and Incoming Passengers.

ARRANGEMENT OF ELEVATED RAILROAD TRACKS.



Permanent Four-pocket Six-car Train Terminal on Mezzanine Floor: Arrows Indicate Movement of Passengers in Boarding or Leaving Trains. This Terminal will be Extended Over Park Row and Present Trolley Loop, the latter space to be cleared for Bridge Promenade Approach. The Upper Terminal in Plan, Facilities and Area Covered, is a Duplicate of the Mezzanine, Except that it Provides for Elevated Loop Connection with the Williamsburg Bridge.

Bridges "L" loop.

A natural sequence, then, to this is the proposed elevated railroad loop connecting the Brooklyn and Williamsburg Bridges in Manhattan. This would put into active service the unused rails which have been idle since the completion of the Williamsburg Bridge, and estimated to increase the carrying capacity of East river bridge rails from 48,000 to 125,000 passengers per hour. It would also divert about one-third of the present Brooklyn Bridge patronage to the Williamsburg Bridge and provide a means for persons living in middle territory of selecting the least crowded route. There would be four or five intermediate stations between bridges, still further reducing congestion at the bridge terminals and being more accessible to many patrons.

As to a choice of routes, the proposed Centre street line, from a standpoint of more efficient railroad operation, greater convenience to the largest number of passengers and the least construction obstacles is decidedly commendable. If this could be a four or even three track line, with long platformed stations enabling express service from bridge terminal to bridge terminal as well as locals between, so much the better.

Additional relief on the Brooklyn side.

To relieve the congestion of surface cars which cross the Brooklyn Bridge at Sands street, a plan has recently been submitted to Borough President Coler by the B. R. T. Co. This embodies an elevated structure over Sands street by which most of the traffic is diverted by means of an incline, at a point where the surface and "L" tracks strike a level at the Brooklyn end of the bridge, to this "L" structure, and being carried around the station and through the bridge storage yard, descends to the surface again at Tillary street into Fulton street. It is claimed that this plan will render the proposed Livingston street route more efficacious and eliminate much "criss-crossing" in the Borough Hall section. This is debatable and will be thoroughly considered.

"Future."

McDonald loop plan.

This plan is a subway road, proposed to connect the existing Williamsburg Bridge with the Manhattan Bridge "when finished." The route is in the form of a loop beginning at the Williamsburg Bridge plaza, Brooklyn, crossing that bridge and running under Delancey street to Centre street to the Manhattan Bridge to Flatbush avenue extension to Fulton street to Lafayette avenue to Bedford avenue (if extended) and back to point of starting. This is insufficient. It still leaves the Brooklyn Bridge out of consideration. Would only draw a limited patronage from a territory comprising less than one-third of the population of Brooklyn. Means an additional fare, which people will not pay.

North river ferries should have direct connection with all Brooklyn bridges.

Furthermore, it leaves untouched in Manhattan a downtown territory westward of Broadway, including the North river ferries, from which it is difficult to reach the Brooklyn bridges' connections or any lines tributary thereto. Such a connection is essential to any complete scheme of transit lines for the future.

Brooklyn loop in Manhattan.

Why not extend the proposed Nassau street subway into a loop to comprise this territory? Say via Pearl to State to Greenwich to College place to Warren and across City Hall Park to connect with the Brooklyn Bridge and in turn as proposed, with the Manhattan Bridge and the Williamsburg Bridge. Might use William street instead of Nassau.

Tri-borough route.

This plan, originated and so vigorously advocated by Borough President Coler, the details of which were perfected in the engineering department of that office, is the first decisive step in the direction of through lines of communication between all boroughs for a single five-cent fare and under absolute control of the City.

This Pelham Bay-Bowery-Fort Hamilton-Coney Island route serves two widely divergent and important suburban sections as well as offering direct access to the business centres of the two principal boroughs. It embodies extensive branches in Brooklyn which also comprise important territory.

The plans as approved by the Board of Rapid Transit Commissioners and the Board of Estimate and Apportionment, call for a line from Pelham Bay Park in The Bronx, via Westchester avenue, Southern boulevard, One Hundred and Thirty-eighth street, Third avenue and the Bowery over the Manhattan Bridge into Flatbush avenue extension and down Fourth avenue to Fort Hamilton, with branch to Coney Island via Fortieth street, etc., and as part of the plan (though not authorized), spurs for the future up Broadway, Brooklyn, to Jamaica avenue and under the Narrows to the Borough of Richmond.

(For detail see Exhibits Nos. 2 and 2E.)

This proposition is the first that embodies treating the City as a whole, eliminating borough geographical lines, being independent of existing transportation systems and control.

"Distant Future."

Subways.

The comprehensive system of subway routes already laid out will carry the transportation proposition far into the future, along with tunnels, bridges, new surface lines and elevated extensions which will steadily be projected, not to mention "air ships" and other "wireless" connections.

But all the subway routes as yet laid out terminate abruptly with a dead end. These should be planned with a view to continuance into loop or belt lines of wide dimension. That is, so as to encircle the entire outlying districts of the City from Bay Ridge on the south and west, all the way around to Greenpoint on the north and east, including in the circuit Bath Beach, Bensonhurst, Borough Park, Gravesend, Sheepshead Bay, Flatbush, Canarsie, Brownsville, East New York, Cypress Hills, Woodhaven, Richmond Hill, Jamaica, Flushing, Elmhurst, Corona, Newtown, Maspeth, Greenpoint and Williamsburg, connecting again with the chain of bridges and tunnels.

It is the outlying districts, so attractive for healthful home life, that need real rapid transit to be within a comfortable distance of the business centre and conversely to draw from the congested districts people whose lives will be made more attractive therefrom.

H. MILTON KENNEDY.

January 11, 1907.

DEPARTMENT OF PARKS.

NINTH ANNUAL REPORT OF THE DEPARTMENT OF PARKS FOR THE BOROUGH OF BROOKLYN AND QUEENS, INCLUDING FORTY-SIXTH ANNUAL REPORT OF THE OLD CITY (NOW BOROUGH) OF BROOKLYN FOR THE YEAR 1906.

The Commissioner's Report of the Work of the Department of Parks for the Boroughs of Brooklyn and Queens for the Year 1906.

Department of Parks, Boroughs of Brooklyn and Queens,
Litchfield Mansion, Prospect Park,
Brooklyn, December 31, 1906.

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

Dear Sir—In compliance with the provisions of the Charter, I send you herewith the report of work undertaken and accomplished in this department for the year 1906.

I have the honor to remain,

Very truly yours,

M. J. KENNEDY, Commissioner.

The work of maintaining the various parks under my jurisdiction during the year just closed was carried on in a satisfactory manner, and in addition many improvements of a permanent character were made. Of the forty-three parks and nearly fifty-six miles of parkways in the system all received special attention. The policy adopted by the department early in the administration, to improve the older parks and parkways rather than to extend the system, has been rigidly adhered to. The area of parks in Brooklyn and Queens is eighteen hundred acres, of which twelve hundred are in the former borough and six hundred acres in Queens. The figures represent, approximately, one acre to every twelve hundred inhabitants of Brooklyn, and one acre to every three hundred and fifty of the inhabitants of Queens.

Much construction work was done, especially on the parkways, a number of which have been repaved at great expense. Several buildings for the comfort of visitors to the different parks were also erected. A few are still in course of construction and plans are prepared for others. A number of new buildings on which work was started in 1905, including the structure for the athletes on the Parade Ground, the golf house at Forest Park and the boat house in Prospect Park, have been completed. The last named is not quite ready for occupancy because of the construction of a suitable approach to the same. All will be in readiness when the summer season begins.

The new shelter houses in Fort Greene Park, Carroll Park, Cooper Park, Irving Square, Bedford Park and Bushwick Park, started last year, were completed and opened to the public during 1906.

Contracts have been awarded for a shelter house of beautiful design at Sunset Park, to cost thirty-two thousand four hundred and ninety-eight dollars (\$32,498), and for a shelter and comfort station near the main entrance to Prospect Park, to cost eleven thousand nine hundred dollars (\$11,900). A contract has also been awarded for constructing ornamental granite steps and balustrade on the Coney Island avenue side of Prospect Park, at a cost of thirteen thousand six hundred and thirty-six dollars (\$13,636). The contract for constructing a new ornamental granite entrance at Ninth avenue and Fifteenth street was awarded at a cost of eighteen thousand four hundred dollars (\$18,400), and the erection of same will begin early in the year.

Plans were prepared and bids received in December for a tennis house of unique and magnificent design in Prospect Park, and shelter houses in Winthrop Park, Fulton Park and New Lots playground. It was deemed to be for the best interest of the City, however, to reject these bids, but proposals will be readvertised and contracts awarded early next year. It is hoped that all will be completed and opened to the public during the coming summer. With the houses for which contracts have been awarded and upon which work is already under way, and with those for which plans and specifications have been prepared and proposals have been received during the year, there will have been expended the sum of one hundred and thirty-two thousand dollars (\$132,000).

Some of the more important improvements on the parkways include the grading and paving with asphalt pavement on a concrete foundation of both traffic roads of the Eastern parkway, between the Park plaza and Ralph avenue, at an expense of one hundred and sixty thousand eight hundred and thirty-eight dollars and forty cents (\$160,838.40). This improvement, which has long been needed because of the heavy traffic, is well in hand.

Owing to the lateness in the season when this contract was entered into and the early approach of cold weather, the work is not completed its entire length. A large portion of the roadway is paved and open for traffic, and the rest of it will be completed early in the spring, or just as soon as weather conditions permit.

A contract was awarded late in the fall to pave with asphalt Pennsylvania avenue, between Jamaica and Sutter avenues, at an expense of twenty-four thousand six hundred and eighty-eight dollars and sixty cents (\$24,688.60), but it was thought advisable not to start the work until the spring.

In addition to the above, Glenmore avenue, between Stone avenue and Doscher street, was paved with asphalt, at an expense of thirty-eight thousand one hundred and seventy-five dollars and thirty cents (\$38,175.30). This, along with the other items for street and roadway construction, will bring the amount expended to two hundred and twenty-five thousand seven hundred and fifty-two dollars and thirty cents (\$225,752.30).

The Ocean parkway and the Shore road, two of the leading parkways in the system, were carefully looked after, and wherever and whenever required resurfaced with gravel and trap rock.

Prospect Park.

Prospect Park, the principal park in the system, received special attention. It was partially reseeded at an expense of fifty thousand dollars (\$50,000), the soil being purchased by contract. While not able to reseed it entirely, large stretches were treated where most needed. The remaining parts, it is hoped, will be reseeded the coming year, thus completing a most important and necessary work. For a long time this work was deferred with resultant detriment to the plantation and trees.

The Rocky Pass was entirely reconstructed, reseeded and over seventeen hundred (1,700) shrubs planted. The rose garden and flower garden were likewise greatly improved, and a large number of new rose bushes, evergreens and shrubs planted. The southeasterly section of Prospect Park adjoining the Willink entrance, which was long used as a dumping ground and which has never been fully developed, was cleaned up, the grass and wood cut, dead and decayed trees removed and much grading done. It is the intention to utilize this heretofore unused section which is covered with fine shade trees, as a picnic ground, and remove the picnic shelter and carousel from the present site near the Third street entrance to the new location. All that part of the park embracing the picnic grounds, extending from a point near Third street entrance to Ninth street, has been resurfaced with a covering of rich topsoil, and will, when the old unsightly picnic shelter and merry-go-round are removed, form one of the most picturesque parts of the park.

The work of removing the trees that died during the last three severe winters has begun early in the year. Over three hundred (300) large forest trees, principally chestnuts, were felled and others planted in their place. Seven hundred more will have to be removed during the winter. Early in the summer a vast number of the stately trees were attacked by a growth of fungi, which caused much destruction. Despite intelligent effort on the part of a large force of men organized for the purpose of saving them, a number had to be removed. The work of spraying was carried on with much success, and had it not been for the persistent work, very many more would have been lost. A systematic plan has been adopted for the renewal of trees. Each year a number of the best varieties are planted. The progress made by these young trees during the past two years convinces me that the future of the park in this particular will be safeguarded. Large numbers of trees and shrubbery throughout the park have been cleaned and freed from dead wood. This work of thoroughly overhauling is still in progress and will be completed before the planting season in the spring. The Department has purchased over three thousand (3,000) young and vigorous trees, a number of which are already planted, and the remainder placed in the nursery at Forest Park. Arrangements have been made for the further purchase of about two thousand (2,000) trees for Prospect Park and the replanting of some of the parkways. Over forty thousand (40,000) bulbs were planted in the flower garden and on Breeze Hill.

The grounds adjoining the Grecian Shelter on the South Lake drive were graded with topsoil. A foundation for the walk in front of the structure was completed, the borders were sodded and the entire surface laid out as a flower garden.

During the year plans were drawn and a contract let to the Church Construction Company amounting to thirty-one thousand six hundred and twenty-nine dollars (\$31,629) for the erection and completion of a granite approach to the new boat house. This work has been completed, and with the exception of the installation of the gas fixtures in the new boat house the entire structure is about completed.

In connection with the above building a contract was awarded to John Matthews (Inc.) for a bronze and marble fountain of very artistic design. The work of constructing this fountain is under way, and it is expected that the completed fountain will be installed in the house early this coming spring.

The work of rebuilding the drives along the easterly section was completed and they are now in excellent condition for the winter months. Numerous repairs were made to the centre and west drives, they being resurfaced with Hudson river gravel. A new brick gutter has been constructed along the east and centre drives to supplant the antiquated cobble so long in use. The grounds around the menagerie were improved, some of the old cages removed and a foundation for new and modern quarters for the animals has been laid.

The greenhouses were extended and thoroughly overhauled. The new portions were filled with suitable plants, palms and ferns, and a large number of spring and summer flowering plants propagated.

Work along the lake where portions of the bank had collapsed was continued and the restoration of the shore line accomplished.

A fine concrete sidewalk was constructed on the park side of Prospect Park West, between Fifth and Fifteenth streets, at a cost of four thousand four hundred and eighty-eight dollars (\$4,488). It is practically a continuation of the walk laid the previous year between the main entrance and Fifth street. A contract was also awarded for grading and soiling the grass plots between the same points. This work has likewise been completed. The stone wall on Prospect Park, between Fifth and Fifteenth streets, were completed early in the year, and this, together with the concrete walks and grass plots, completes the entire western side and has greatly improved the general appearance of the park.

The work of looking after the lawns, plantations and roads was carefully attended to. Grass was cut regularly and the lawns and roads sprinkled at regular intervals. Necessary repairs were made to all the buildings in the park. The settees, etc., were painted and the rolling stock of the Department kept in first class condition.

Floral displays were given in the greenhouse at Easter time and in the fall that attracted thousands of visitors. The usual displays during the summer at the rose garden and the flower garden were much appreciated, as evidenced by the vast crowds that witnessed them.

Considerable attention was also given to the Parade Grounds by the spreading of twelve hundred (1,200) cubic yards of manure. This attention was particularly necessary, as a few years have elapsed since this field was similarly treated and its necessity was very apparent. The contract for manure for Prospect Park was awarded in December to the amount of twenty-one hundred dollars (\$2,100). While this contract covers various small parks, the major portion of the material required will be distributed on the Parade Ground and in Prospect Park.

The work of completing the new athletic house begun in 1905, was prosecuted with the result that the building is now ready for occupancy. A contract was awarded to the I. J. Merritt Company for seven hundred and thirty-five (735) sheet steel lockers for this building, at a cost of four thousand six hundred and forty-eight dollars (\$4,648). A contract was also let to F. E. Gore for all the combination gas and electric fixtures for this building at a cost of two thousand one hundred and fifty dollars (\$2,150). These two contracts complete the building's equipment entirely.

Forest Park.

The new nursery started last year was extended. Several thousand young and healthy trees were purchased and planted. Over sixty thousand (60,000) flowering plants were propagated and utilized in the different parks. The nursery ground was leveled, and fertilizer and topsoil used where necessary. The work of cutting out the underbrush, removing dead and decayed trees, pruning and otherwise caring for the vegetation was continued. The new greenhouse plant was enlarged considerably. One large house one hundred and twenty feet long and twenty-eight feet wide was added to the plant. The mason, carpenter and iron work incident to the erection of the building was done by park labor, and the installing of the heating apparatus was done under contract by John A. Scollay at a cost of eighteen hundred and eighty-six dollars (\$1,886).

The grounds surrounding the new golf house was graded, covered with topsoil and sodded, over forty-five thousand (45,000) feet of sod being laid. Walks and drives were laid out and two flights of granite steps constructed. The golf grounds were carefully looked after. Grass was cut regularly and the greens rolled and watered. All the roadways were kept in excellent condition throughout the year.

During the year plans and specifications were prepared and bids received for the erection and completion of a pumping plant and water tower in connection with the new golf house. The bids were rejected on account of exceeding the appropriation.

A contract was let to the I. J. Merritt Company for four hundred (400) steel lockers at a cost of twenty-six hundred dollars (\$2,600). These lockers have been delivered and are now being installed in place in the building.

Highland Park.

Many improvements were made in Highland Park. The recent addition, comprising thirteen acres, has been practically turned over to this Department. Several buildings on the site have been sold at public auction, and the work of demolishing and removing the same is now going on. In compliance with a general sentiment expressed in a voluminous signed petition and by many personal appeals, the building known as the "Schenck Homestead" was exempted from the sale. It has been urged that this old landmark be preserved and used for a museum. Pending action in the matter I have asked a committee of experts to examine the building to determine if it can be preserved for future use, and upon receipt of the report will decide what action should be taken. It is proposed to utilize a part of the addition to this park as a playground. As soon as money is appropriated for the purpose the work of transforming the grounds will begin. The flower garden in Highland Park, which proved such an attractive feature the last two years, has been enlarged. The walks and roads have been improved, and, altogether, the park is in a very satisfactory condition.

New Parks.

A contract was awarded to the Brooklyn Alcatraz Asphalt Company for regulating, grading and paving with asphalt on a concrete foundation the roadway adjoining McLaughlin Park for two thousand and sixty dollars (\$2,060), and a contract was also entered into with Charles Cranford for the construction and completion of the same park for thirty thousand three hundred and eighteen dollars and eighty cents (\$30,318.80). Work is now going on, and it is confidently expected that the park will be opened to the public by Decoration Day. It is proposed to use this as a playground for boys and girls.

Bids were received and a contract awarded for cleaning up the property acquired during the year for an approach to the Willink entrance of Prospect Park, adjoining Institute Park. A contract was entered into for the partial grading of this property, the temporary paving of the sidewalk surrounding it, and the erection of an iron picket fence around the cut of the Brighton Beach Railroad. The work, except on the railing, is nearing completion, and final plans are being prepared for a permanent entrance at this point which will be commensurate with its importance.

As noted above, bids for a new shelter house at Fulton Park were rejected, but proposals will be asked for again early in the coming year. This park is now well planted, and when walks are constructed and the shelter erected it will fill a long-felt want in the neighborhood.

Small Parks.

All the smaller parks in our system received careful attention. Topsoil and fertilizer were used wherever required. Trees, shrubs and bulbs were planted in the various parks. The grass was cut and sprinkled, the walks and roads repaired, and the fences scraped and painted. Floral displays were had in most of the smaller parks, the principal ones being at Highland Park, Seaside Park, Fort Greene Park, City Hall Park, Tompkins Park, Saratoga Park, Cuyler Park and a number of others.

Parkways.

Ocean Parkway—The main roadway of the Ocean boulevard from Coney Island to Kings Highway was recoated with trap rock screenings and rolled. Repairs were made to the side traffic roads; the cycle paths were partly recoated with limestone screenings, and the work of resurfacing a portion of the main road between Prospect Park and Twenty-second avenue was completed. A number of new catch basins were constructed, drain pipes laid, and sidewalks and stone crosswalks raised to grade and repaired. The westerly traffic road of this parkway has been originally paved with macadam some twelve years ago. The parkway is not sufficiently drained, and the traffic conditions are such that it is impossible to maintain this style of pavement satisfactorily. Fine residences have been erected along portions of this roadway, and complaints about the condition of the road have been numerous. It would be a mere waste of money to again repair or resurface this road, and it is my intention to apply to the Board of Estimate and Apportionment for sufficient money to reconstruct this westerly roadway from Prospect Park to Coney Island and pave the same with asphalt on a concrete foundation during the coming year. The portion of the Ocean parkway between Coney Island creek and Neptune avenue has settled to a large extent, and all the planting spaces have been raised to the proper grade during the year just past, money for that purpose having been taken from Labor, Maintenance and Supplies account. The roadways are yet to be brought to grade. This work should be done early in the summer, and money must be granted by the Board of Estimate and Apportionment for that purpose. A contract was awarded for a pipe sewer from Avenue U to Kings Highway, and the work completed in due time.

A contract was also awarded for cement sidewalks on the north side of the Concourse at Coney Island for four thousand and fifty dollars (\$4,050), the completion of which will add greatly to the appearance of Seaside Park and the Boulevard at that point. Plans and specifications have been prepared for the construction of an additional jetty on the beach adjacent to the bulkhead. Plans and specifications have also been prepared for the alterations and repairs and ballasting with stone of the big bulkhead at the foot of Ocean parkway. The letting of this work was deferred to mid-winter in order to take advantage of weather conditions on this shore.

The bridle path was recoated with gravel and improved at several points. Frequent repairs were made to the Speedway, extending from Twenty-second avenue to Kings Highway, and the entire course was harrowed and watered daily.

Eastern Parkway—The work of resurfacing parts of the main roadway was completed early in the fall, and it is now in fair condition. The promenades and cycle paths on either side of the roadway were resurfaced with limestone screenings at various points. The grass borders were cut and trimmed, the trees pruned and scraped, and forty-five large sized elms were planted. As above stated, the paving and remodeling of the traffic roads is now in progress, and when completed in the spring will be well able to take care of the ever-increasing traffic. The main roadway is yet to be paved, and application will be made to the Board of Estimate and Apportionment for the necessary money at an early date. The plaza surrounding the Slocum monument was regraded and resurfaced, and new brick gutters were built to facilitate drainage.

Shore Road—The Shore road was carefully looked after and improved at many points. Plans are being prepared for the widening of the same, preparatory to the final completion of this important work. Pursuant to the resolution of the Board of Aldermen of November 24, 1905, plans were prepared for the elimination of all grade crossings on the Shore road for its entire length. When the necessary engineering data in connection with these bridges shall have been obtained, they will be submitted to the Board of Estimate for approval and adoption.

Fort Hamilton avenue has been well attended to. Numerous repairs to the roadways have been made, and the entire parkway kept in a clean and wholesome condition. That portion of the same between Ocean avenue and the Park Circle has been resurfaced with trap rock and screenings, and is in good condition.

Bay parkway has been cleaned, repaired and sprinkled. The section between Ocean avenue and Gravesend avenue has been resurfaced with trap rock and gravel.

The streets in the Twenty-sixth Ward have been cleaned daily, repaired where required, and sprinkled during the summer season.

A special appropriation of twenty thousand dollars (\$20,000) was granted by the Board of Estimate and Apportionment for the care and preservation of the street trees. Work was started in May under the supervision of trained arboriculturists. The work of spraying to guard against the ravages of insects was started early in June and continued with vigor throughout the year. A systematic warfare was carried on against a number of insects and fungus pests, such as the Tussock moth, which has fed on the trees of Brooklyn and Queens, the Elm Leaf beetle and the Army worm; all these have wrought much damage to the trees. As a result of the warfare on these plagues seven thousand eight hundred and fifty-nine (7,859) trees were sprayed, and ten thousand eight hundred and eighty-three (10,883) were freed from cocoons and egg-masses by scraping.

Five thousand six hundred and ninety-six (5,696) trees were pruned, and the diseased cavities of nine hundred and ninety (990) trees were cleaned and filled with cement to keep out the further entrance of moisture and fungal spores. In addition to this, twelve hundred and sixteen (1,216) requests for assistance were responded to by performing the work, not only on the particular trees in question, but in many cases on the whole block or street, and, in a few instances, the whole section of the borough was treated. Advice was also freely given to many citizens seeking information regarding trees or shrubs on their own property.

Five hundred and one (501) dead and dangerous trees were removed on request or otherwise, and sixteen hundred and nine (1,609) trees were "dressed," i. e., borer-killed, wounds tarred and fungus removed. Some time was devoted to supervising the pruning of trees by car or telephone companies, as well as to the mutilation of roots in laying new curbstones. Of the many requests for permits four hundred and eighteen (418) were granted; some had to be refused, and others, that involved technical treatment, were attended to by our own men or under the supervision of one of our men. There was considerable other work of a varied character, such as the transplanting of trees, preventing the destruction of trees by electric wires, gas and salts, and the loosening of tight guards and wires that were girdling trees.

Concerts in the Parks.

Concerts in Prospect Park opened on June 3 and closed on September 30. Music was provided every Saturday and Sunday between the above dates. The first concert was given by the United German Singers of Brooklyn, numbering three hundred, assisted by the Twenty-third Regiment band. This aggregation of singers and musicians also practically closed the season on Sunday, September 23, one postponed concert being given the following Sunday, September 30. Both were largely attended and much appreciated. Thirty-two (32) concerts were given in Prospect Park, and forty-four (44) in the smaller parks, as follows: Highland Park, eleven (11); Fort Greene Park, ten (10); Sunset Park, four (4); Red Hook Park, three (3); Saratoga Park, one (1); Irving Square, one (1); Flushing Park, three (3); College Point Park, two (2); Winthrop Park, three (3); Bushwick Park, three (3); Kings Park, two (2); Corona, one (1).

Picnics, Baseball, Tennis, Golf, etc.

During the year four hundred and fifty-two (452) picnics were held in Prospect Park, with an aggregate attendance of fifty-three thousand (53,000). Over fourteen hundred (1,400) permits were issued to play tennis in Prospect Park; twelve hundred and fifty (1,250) permits for golf at Forest Park, and one hundred and fifty (150) for croquet at Prospect Park.

Over three thousand (3,000) permits were issued for baseball on the Parade grounds. There were one hundred and ninety-seven (197) games played in April, six hundred and sixty-four (664) in May, five hundred and two (502) in June, three hundred and fifteen (315) in July, three hundred and fourteen (314) in August, three hundred and three (303) in September, and fifty-four (54) in October, a total of twenty-three hundred and forty-nine (2,349). Permits were also issued for three hundred and ten (310) games of football and two hundred and twenty-four (224) games of cricket.

Skating in the Park.

On Thursday, December 27, the lakes were opened for skating, the ice being between 4 and 5 inches in thickness. Several thousand people availed themselves of the privilege, but after five hours I deemed it unsafe, a thaw having set in, and ordered the lakes cleared. There was no skating during January, February and March.

Revenue.

During the year the sum of twenty-one thousand and sixty-eight dollars and eighty-two cents (\$21,068.82) was received for rents of houses and revenue from park privileges and bay windows, sale of property, etc., which was turned over to the City Chamberlain for deposit to the credit of the Revenue Bond.

Donations.

The following donations were received for the conservatories and menagerie:

- Mrs. Charles Wise, No. 826 Union street, one drocane, 8 feet high.
- Mrs. Bennet, No. 786 President street, three cacti plants.
- Mrs. A. Annolde, No. 652 Marcy avenue, two century plants.
- Mrs. E. H. Brice, No. 327 Putnam avenue, one rubber plant.
- Miss Haebe, No. 355 South Third street, seven cacti, three myrtle, two iris.
- Mrs. M. M. Davis, No. 282 Gates avenue, one rubber plant.
- Mrs. John B. Suydam, No. 496 Madison street, one lemon tree.
- Mrs. O. Kroos, No. 19 Fairview place, one cacti plant.
- Mrs. Longmore, No. 433 Eleventh street, one arancaria plant.
- Mrs. L. Knight, No. 466 Argyle place, one agave.
- Rev. T. N. Terry, No. 253 Lenox road, 200 ismine bulbs, 500 tigridia bulbs, 200 calla lily bulbs, 100 acorus roots.
- Mrs. W. A. Tyler, No. 682 Ocean avenue, one rubber plant.
- Mr. Arnold Francisoli, No. 235 Clinton street, one horned owl.
- Mr. A. Pines, No. 38 East Tenth street, New York, one red fox.
- Mr. A. A. Leverich, No. 499 McDonough street, one rabbit.
- Mr. F. K. Pashley, Cortelyou Club, Bedford, near Newkirk avenue, one great horned owl.
- Mrs. M. Magee, No. 259 Hoyt street, one sulphur crested cockatoo.
- Mr. Alfred Bedell, No. 513 Chauncey street, one raccoon.
- Mr. A. R. Blum, No. 800 Moore street, one Brazilian parrot.
- Mr. Jacobson, No. 14 Vanderbilt street, one pea fowl.
- Hon. George B. Everson, No. 364 Greene avenue, two parrots.
- Mrs. Jumel, No. 46 East Eleventh street, one monkey.
- Mrs. Duge, No. 353 Flatbush avenue, one crow.
- Mr. William F. Devoe, No. 478 McDonough street, one magpie.
- Mr. Sophus Fischer, No. 680 Carroll street, one prairie hen.
- Mrs. A. G. Carter, No. 247 Carroll street, five rabbits.
- Mrs. G. W. Rasch, Ninth avenue and Sixth street, one horned owl.
- Central Park, one male buffalo.
- R. K. Swan, No. 176 Washington Park, one owl.

WORK OF THE POLICE.

Annual Report in Relation to the Police Department.

Hon. MICHAEL J. KENNEDY, Commissioner of Parks, Boroughs of Brooklyn and Queens:

Sir—I have the honor to herewith submit the annual report of the work accomplished by the men constituting the police force of the Seventy-third Precinct, Prospect Park, together with such other information as may be of general interest and which comes under police supervision.

Police Force.

During the year the police force consisted of the following members: One (1) Captain, five (5) Sergeants, five (5) Roundsmen, seventy-two (72) Patrolmen and one (1) Doorman. One Sergeant and eleven Patrolmen are mounted on horses, of which two patrol the Eastern parkway and nine patrol the park proper; six are mounted on bicycles to patrol the principal drives and cycle paths around the park and Eastern parkway, and the five Roundsmen and fifty-five Patrolmen to patrol Prospect Park plaza and Institute Park on foot. Total force, eighty-four (84).

Number of Arrests.

During the year there were two hundred and seventy-three (273) arrests made, as follows: Violation of park ordinances, one hundred and forty-nine (149); intoxication, forty-one (41); disorderly conduct, twenty-eight (28); violation of motor vehicle law, fifteen (15); petit larceny, ten (10); assault, nine (9); vagrancy, six (6); cruelty to animals, six (6); assault and robbery, two (2); reckless driving, two (2); indecent exposure, two (2); larceny from person, two (2); interfering with an officer, one (1).

Accidents.

There were one hundred and twenty-six (126) ambulance calls during the year to attend people taken sick in the park, injured in baseball and football games and the results of accidents in vehicles, runaways, collisions with carriages, etc. Taken to the hospital, forty-three (43); removed to homes, eighty-three (83). There were three (3) suicides, two (2) by shooting and one (1) by hanging. There were two (2) drowned, and one (1) foundling found.

Respectfully submitted,

JOHN W. WORMELL,
Captain, Seventy-third Precinct.

STATEMENT.

Museums of the Brooklyn Institute of Arts and Sciences.

The central pavilion, or second section of the Museum building, which was completed and turned over by the Department of Parks to the Brooklyn Institute of Arts and Sciences for its use in the year 1905, increased the amount of exhibition space very greatly, and during the entire year of 1906 collections illustrating the arts and sciences have been in the process of installation in the galleries of this section, the galleries being open to the public continuously throughout the year. The collections on the first or vestibule floor comprise casts of Greek and Roman sculptures and the Institute collections of marble sculptures. In the galleries on the second floor are arranged large groups of mammals and birds, together with series of natural history specimens illustrating the various phases of animal life. The main gallery, on the third floor, is occupied by the Museum collections of bronzes, the Robert B. Woodward collections of ancient glass, the Avery loan collection of Japanese cloisonne, and other smaller collections.

The work on the front steps and central approach to the Museum building, commenced in 1905, was completed in December, 1906, and was turned over by the Department of Parks to the Institute on December 24, 1906. The front steps are of stone and form a magnificent and fitting entrance from the Eastern parkway to the Museum building. They are supported by a reinforced concrete construction, and underneath the steps are two storage rooms—the lower one, on a level with the sub-basement floor, is some 70 by 150 feet; the upper one, on a level with the basement floor, is some 96 by 20 feet. These two large storerooms are well heated, lighted and ventilated, and will serve for the required Museum storage purposes for many years to come. The P. J. Carlin Construction Company erected the front steps and the central approach at a cost of eighty-eight thousand nine hundred dollars (\$88,900).

The work of constructing the third, or eastern, section of the Museum building, begun in 1904 and continued during 1905, has been in progress during the entire year of 1906. The architects, Messrs. McKim, Mead & White, expect that this section will be completed in January, 1907. This third section comprises six stories—a cellar, which contains heating and ventilating apparatus, and storage room 12 feet in height, and a sub-basement floor, containing five rooms, designed for the use of Curators, Taxidermists, Carpenters, Cabinetmakers and mechanics. The basement floor will contain three rooms for the use of the library, and also the natural history laboratories. The four galleries on the first, or main floor will be occupied by art collections; the four galleries on the second floor by natural history collections, including the Henry A. Ward collections of sponges and corals, and three galleries on the upper floor, which are provided with skylights, will contain collections of paintings. On the completion of this section, early in 1907, the work of the installation of collections in its galleries will be commenced.

In accordance with the authority granted on December 26, 1905, by the Board of Aldermen to the Department of Parks of Brooklyn and Queens, a form of contract for furnishing thirty monolithic sculptures and for the carving of the pediment over the central portico of the Museum building has been prepared by the architects, Messrs. McKim, Mead & White, and has been approved by the Corporation Counsel. The

amount appropriated to cover the cost of the monolithic sculptures and the carving of the pediment, including fees of architects, is one hundred and twenty-two thousand dollars (\$122,000). On the recommendation of the Board of Trustees of the Institute, Mr. Daniel G. French has been selected by the Park Commissioner of the Boroughs of Brooklyn and Queens as the sculptor under whose direction and guidance the work will be done. It is expected that Mr. French will associate with him as many as two other sculptors in the work, and that it will require some three years to complete the work. The general character of the sculptures will be such as will conform to the design of the building, and the subjects of them will illustrate the arts and sciences of various periods in the development of civilization.

The Board of Estimate and Apportionment and the Board of Aldermen of The City of New York passed an ordinance in the spring of 1906 for an issue of Corporate Stock of the City in the sum of fifty thousand dollars (\$50,000) for the purpose of providing means to pay for carefully studied plans of the completed Museum Building and accessories in connection with the Institute, said fifty thousand dollars (\$50,000) to be considered as a payment to the architects, Messrs. McKim, Mead & White, of one per cent, (1%) on the cost of work on portions of the Museum building to be erected in the future, until the entire cost of said work shall equal five million dollars (\$5,000,000).

The expense of the maintenance of the Central Museum, Eastern parkway and Washington avenue, and of the Children's Museum in Bedford Park, defrayed by the City, has been eighty thousand dollars (\$80,000), or the amount that was appropriated for that purpose. The Board of Estimate and Apportionment have increased the appropriation for the year 1907 to ninety-five thousand dollars (\$95,000), the additional fifteen thousand dollars (\$15,000) being required for the care and maintenance during 1907 of the new eastern wing, now nearly completed, and of the front steps and the central approach.

The members and friends of the institute have made during the year 1906 very generous subscriptions to various funds for the purchase of scientific collections and works of art for the Museum, and the Museum has been in receipt of a very large number of valuable gifts during the year. In the administration of the museums it is understood that the City will provide for the maintenance of museum buildings and grounds, but that the collections shall be furnished and increased by the institute through the income of special endowment funds and through the benefactions of its many members and friends. Among the more important acquisitions and gifts during the past year are the following:

A marble sculpture, "Bacchante," by Frederick MacMonnies, purchased for the sum of five thousand dollars (\$5,000) on account of the income of the Ella C. Woodward Memorial Fund.

A painting entitled "The Portrait of a Lady," by Fantin Latour, purchased for three thousand five hundred dollars (\$3,500), contributed by members and friends of the institute.

A painting by J. McNeill Whistler entitled "Portrait of Miss Florence Leyland," purchased for four thousand six hundred and seventy dollars (\$4,670), contributed by members and friends of the institute.

A triptych, the centre panel of which represents the Madonna and Child, and the side panels two of the Evangelists, presented by Mr. A. Augustus Healy.

A painting entitled "Near the Marsh," by R. Swain Gifford, presented by the Hon. Carl H. DeSilver.

Three paintings by Vassili Verestchagin, entitled (1) "The Crucifixion," (2) "A Resting Place for Prisoners," (3) "The Road of the War Prisoners," and one painting by Jurian Ovens, entitled "The Day of Pentecost," presented by Mrs. Lilla Brown, in memory of her husband, the late John W. Brown.

A portrait painting of the late Eugene G. Blackford by Richard Creifelds, purchased from the John B. Woodward Memorial Fund.

Casts of the tombs of Lorenzo and Guilianno di Medici, with architectural setting, purchased from the Museum Collection Fund (subscriptions by members and friends of the institute), for one thousand three hundred and twelve dollars (\$1,312), and casts of sculptures purchased from the same fund for six hundred and twenty-five dollars (\$625).

Egyptian Collections—Egyptian mummy and mummy case, presented by Mr. George C. Brackett.

Three paintings purchased with the income of the John B. Woodward Memorial Fund, entitled (1) "The Lazy Sea," by Emil Carlsen; (2) "Dreamland," by Henry Golden Dearth, and (3) "After the Rain," by Paul Conroyer.

Seventeen paintings representing the Italian school of the seventeenth century, presented by Mr. Francis Gottsberger, in memory of his wife, the late Mrs. Eliza Gottsberger, the titles of which are as follows: "Madonna and Child," "St. Anthony of Padua," "Head of St. Peter," "Head of St. Paul," "Lot and His Daughters," "Abraham and the Angels," "Death of Young King Moab," "St. Jerome at the Island of Patmos," "Judgment of Solomon," "Ceiling, Allegorical," "Portrait of Lady," "Portrait of Gentleman," "Adoration of the Magi," "Adoration of the Shepherds," "Coin of the Realm," "Death of Queen Dido."

A painting entitled "Return to the Coast," by Henri Rene Ravant, presented by Mr. Abraham Abraham.

A painting entitled "The Mosque," by Louis C. Tiffany, presented by Mr. George Foster Peabody.

A series of twenty-one panels of mosaic pavements from ruins in North Africa, purchased for one thousand seven hundred and forty-three dollars and seventy-five cents (\$1,743.75) on account of the Museum Collection Fund of 1905 (subscriptions by members and friends of the institute).

A painting entitled "The Fugitive," by Thomas Couture, purchased on account of the Museum Collection Fund of 1906 (subscriptions by members and friends of the institute).

A painting entitled "The Adoption of the Constitution," by James B. Stearns, presented by Mr. Sylvester L. Stearns.

A portrait painting of the late James S. T. Stranahan, by Daniel Huntington, presented by Mrs. Mary S. Croxson.

A painting entitled "The Water Carrier," by Hector Leroux, presented by Mr. Peter Geddes.

A portrait of William II., Emperor of Germany, by Keinke, after the original by V. Corcos, presented by the Emperor.

A portrait of Daniel Webster, by T. G. Chandler, presented by Mrs. J. V. Wilbur. From the estate of the late Caroline H. Polhemus, sixty oil paintings, twelve water colors and other works of art.

A painting entitled "The Forest Camp," by E. Irving Couse, A. N. A., presented by Adolph Obrig.

Two paintings, entitled (1) "Christian Martyrs in the Catacombs," by Gabriel Max, and (2) "The Unruly Calf," by Winslow Homer, presented by the Hon. Charles A. Schieren.

Two landscape paintings by de Roos, presented by the estate of Richard P. Buck.

A portrait painting of M. James J. Tissot by himself, presented by Mr. Thomas E. Kirby, of the American Art Association of New York.

Ceramics, Porcelains and Other Works of Art.

Sixty lacquer dishes and one hundred and forty-seven books, presented by Mr. Samuel P. Avery.

Two Japanese musical instruments, "Koto and Samusin," three Chinese bronzes from the "Bishop Collection," one small shrine and two large gilt seated Buddha, presented by the Hon. Carl H. De Silver.

Fifty pieces of china, one book "Mexican Painting and Painters," a Chinese carved cinnabar lacquer box, and Austrian enameled glass, presented by the Rev. Alfred Duane Pell.

Engravings, Photographs and Books.

Two volumes entitled "Investigations and Studies in Jade," this copy being No. 52 in a series of one hundred copies published at a cost of about eighteen hundred dollars (\$1,800) a copy, presented by the estate of Heber R. Bishop.

Twenty-four colored engravings of the Loggia frescoes by Raphael. (Copper-plate engravings, hand-painted), presented by Dr. Nathan T. Beers.

Fifty-seven photographs of Venetian frescoes, by Tiepolo, presented by Mr. William H. Hooper.

Eighty-one photographs of paintings, sculptures and famous buildings of Europe, collected by Henry Ward Beecher, presented by Mr. F. E. Haight.

Photograph of model of frigate "Constitution," presented by Mr. John Robinson, of Salem, Mass.

To the scientific collections many additions were made. Among the more notable of these are the Henry A. Ward collections of corals and sponges, purchased from Ward's Natural Science Establishment, Rochester, N. Y., for the sum of five thousand dollars (\$5,000), paid from the Museum Collection Fund of 1906. The collections comprise some eight hundred (800) specimens of sponges and three hundred (300) corals. These collections will be placed on exhibition in the large gallery on the second floor of the eastern section of the Museum Building when completed.

The Gregor collection of shells, comprising some two thousand species, together with collections of shells and birds received from the estate of the late Henry Mumford.

From the estate of the late John W. Cooper, three pairs of horns of cattle—the black Spanish, the South African and the South American.

From Mr. William T. Hornaday, the skin of a large male mountain sheep.

From the New York Zoological Society: One (1) Galapagos tortoise, one (1) bob-cat, one (1) ostrich and cassowary for skeletons, one (1) polar bear, one (1) muskrat, one (1) monkey, one (1) European white stork, one (1) large baboon, one (1) Malabar squirrel, one (1) Dorcas gazelle, one (1) ostrich for skeleton, one (1) Canada lynx, one (1) anteater, one (1) Spanish ibex, one (1) moor monkey, one (1) sooty mangaby, one (1) Canada porcupine, one (1) boa constrictor, black bear skin, brown pelican, brown bear skin, kit fox skin, European stork skeleton.

From Col. Robert B. Woodward thirty additional specimens of mounted animals, illustrating methods of flight.

From Ward's Natural Science Establishment, by purchase, at one thousand dollars (\$1,000), a mounted skeleton of a sperm whale. Also by purchase, one skeleton of the Hatteria.

Ethnological collections from Arizona, New Mexico and the Pacific Coast were purchased at an expense of five hundred dollars and fifty-five cents (\$500.55) from the Museum Collection Fund of 1906 (subscriptions by members and friends of the institute).

From Hon. Carl H. De Silver, skins and skulls of sea elephant, and skins of penguins.

From Messrs. Carl H. De Silver and George C. Brackett, a group of Gila monsters.

On the recommendation of the Park Commissioner of the Boroughs of Brooklyn and Queens and the Board of Trustees of the Institute and with the approval of his Honor Mayor McClellan, two laws were enacted by the New York State Legislature in the spring of 1906, which have an important bearing upon the work of the institute and its co-operation with the Department of Parks in providing means for public education. The first of these measures, chapter 618 of the Laws of 1906, is entitled "An Act to amend chapter 509 of the Laws of 1897, entitled 'An Act to provide for the establishment of a Botanic Garden and Arboretum on park lands in the Borough of Brooklyn.'" The second of these measures is chapter 637 of the Laws of 1906, and is entitled "An Act to authorize a change in the site of the Astronomical Observatory of the Brooklyn Institute of Arts and Sciences and to provide for the erection and maintenance of said Observatory." In fulfillment of the provisions of these acts the institute has secured a subscription of twenty-five thousand dollars (\$25,000) to be used in providing scientific instruments for the Astronomical Observatory, authorized to be established by chapter 637, and the institute has also secured a subscription of fifty thousand dollars (\$50,000), the principal or interest of which shall be used in providing plants for the Botanic Garden and Arboretum, authorized to be established by chapter 618.

Forms of agreement as between The City of New York and the Institute for the Establishment and Maintenance of a Botanic Garden and Arboretum and of an Astronomical Observatory have been prepared and submitted to the Board of Park Commissioners of the City during the year.

Courses of lectures were given in the large lecture hall at the Central Museum during the autumn and spring months and at the Children's Museum, Bedford Park, during the entire educational year from October 1 to June 1. These lectures at the Central Museum were open free to the general public, and at the Children's Museum to the teachers and pupils in the public and private schools of the City. The attendance at the Central Museum for the year ending December 31, 1906, was one hundred and forty-three thousand and forty-seven (143,047); at the Children's Museum, eighty-five thousand nine hundred and eighty-one (85,981).

Financial Statement Showing Amount Appropriated for Regular Maintenance, for Special Work, and Receipts from Rentals.

Title of Appropriation.	Appropriation for 1906 Allowed by Board of Estimate and Apportionment, January 1, 1906.	Transfers by Board of Estimate and Apportionment, Subsequent to January 1, 1906.	Total Appropriation for 1906.	Expenditures.	Outstanding on Contracts.	Balance.
Administration	\$28,900 00	.....	\$28,900 00	\$28,900 00	.....	.....
Labor, Maintenance, Supplies and Care of Trees	585,000 00	.....	585,000 00	561,545 51	\$23,291 60	\$162 89
Maintenance of Museums	80,000 00	.....	80,000 00	67,335 58	.....	12 664 42
Music	12,864 00	.....	12,864 00	12,790 00	.....	74 00

BOND ACCOUNTS. (Revenue Bond).

Title of Appropriation.	Amount of Appropriation.	Expenditures.	Outstanding on Contracts.	Balance.
Revenue Bond Fund for Maintenance of Parks, Parkways and Playgrounds Under the Jurisdiction of the Department of Parks, Boroughs of Brooklyn and Queens, 1905.....	\$11,844 73	\$10,822 65	.....	\$1,022 08
Revenue Bond Fund for Expenses Incident to the Contemplated Public Observance on the Occasion of Unveiling the Statue of Major-General Henry W. Slocum, at Eastern Parkway and Bedford Avenue, Borough of Brooklyn, N. Y.....	636 71	.....	.....	636 71
Revenue Bond Fund for Labor, Maintenance and Supplies for the Commissioner of Parks for the Boroughs of Brooklyn and Queens.....	3,477 22	3,421 68	.....	55 54
Revenue Bond Fund for Department of Parks, Brooklyn and Queens, Maintenance of Parks, Parkways, Playgrounds, etc., Deficiency in Appropriation, 1906.....	80,000 00	75,681 39	\$2,605 10	1,713 51
Revenue Bond Fund for Department of Parks, Brooklyn and Queens, Maintenance New Parks, Parkways and Drives, 1906.....	35,000 00	34,968 70	.....	31 30
Revenue Bond Fund for Department of Parks, Brooklyn and Queens, Care of Trees in City Streets, 1906.....	20,000 00	20,000 00	.....	.....
Revenue Bond Fund for Department of Parks, Brooklyn and Queens, Re-planting Trees in Prospect Park, 1906	50,000 00	48,944 21	1,050 00	5 79

(Corporate Stock).

Title of Appropriation.	Amount of Appropriation.	Expenditures.	Outstanding on Contracts.	Balance.
Improvement of Parks, Parkways and Drives, Boroughs of Brooklyn and Queens.....	\$92,422 53	\$42,913 12	\$18,683 71	\$30,825 70
Improvement and Construction of Parks, Parkways, Playgrounds, Boulevards and Driveways, Boroughs of Brooklyn and Queens.....	260,633 71	223,787 03	36,295 94	550 74
Completion of Shore Road, Between First Avenue and Fort Hamilton, Borough of Brooklyn.....	1,875,000 00	3 75	.....	1,874,996 25
Construction of Gymnasium Equipment for Boys and Girls, and Laying Sidewalks and Interior Walks, McLaughlin Park.....	35,000 00	.....	32,378 80	2,621 20
Construction of Shelter House, With Toilet Accommodations, Fulton Park Repaving Pennsylvania Avenue With Asphalt on Concrete Foundation....	10,000 00	30 60	.....	9,969 40
Laying Concrete Walk on West Side of Prospect Park, from Fifth Street to Fifteenth Street.....	25,000 00	.....	24,688 60	311 40
Construction of Approaches to the New Boathouse in Prospect Park and a Platform or Ramp on the Lake Side of Boathouse, as Designed in Original Plans of the Architect.....	7,902 07	7,610 80	.....	291 27
Construction of New Entrance to Prospect Park at Fifteenth Street and Ninth Avenue.....	35,284 85	20,065 94	11,629 00	3,589 91
Construction of Comfort Station for Men on Park Land in the Vicinity of Main Entrance to Prospect Park.	25,000 00	15 30	18,400 00	6,584 70
Construction of Shelter House on Tennis Grounds, Prospect Park.....	12,000 00	2,592 50	9,307 50	100 00
Purchase of Topsoil, Trees and Shrubbery for Amersfort Park.....	50,000 00	.....	51 00	49,949 00
Construction of Comfort Station on Children's Playgrounds at New Lots....	1,500 00	.....	58 33	1,441 67
Construction of Stone Shelter House and Comfort Station, Winthrop Park	6,000 00	40 80	.....	5,959 20
Construction of Temporary Fence and Regulating and Grading Williamsburg Park.....	25,000 00	46 92	.....	24,953 08
Regrading and Cleaning Up Extension to Institute Park, Opposite Willink Entrance to Prospect Park.....	25,000 00	.....	.....	25,000 00
Laying of Asphalt Tile Walks, Interior of Sunset Park.....	5,000 00	.....	.....	5,000 00
Construction of Shelter House and Comfort Station, Sunset Park.....	24,000 00	.....	.....	24,000 00
Construction of New Comfort House, City Park.....	35,000 00	40 80	32,498 00	2,461 20
Construction of Concrete Sidewalk East of Seaside Park and Purchase of Topsoil and Shrubbery for Said Park	12,000 00	.....	.....	12,000 00
Construction of Additional Greenhouses for Use in Propagation of Plants, etc., Forest Park.....	4,480 00	2,167 50	1,882 50	430 00
Construction of Water Tower, Pumping Station and Mains to Connect With Golf Clubhouse, Forest Park.....	6,563 57	5,906 14	174 95	482 48
Laying Asphalt Tile Walks, Interior of Kings Park, Jamaica.....	7,500 00	29 58	.....	7,470 42
Laying New Sidewalks Where Required Around Kings Park, Jamaica.....	11,000 00	.....	.....	11,000 00
Construction of Lockers and Interior Furnishings, New Boathouse, Prospect Park, Athletic Building on Parade Ground and Golf House in Forest Park.....	3,400 00	.....	.....	3,400 00
Repaving and Recurbing Portion of Glenmore Avenue with Asphalt on Concrete Foundation.....	15,000 00	1,196 83	9,498 00	4,305 17
Excavating, Regrading, Repaving with Asphalt Block on Concrete Foundation, Recurbing and Supplying Manholes and Catch Basins, Two Traffic Roads Alongside of Eastern Parkway, from Prospect Park Plaza to the Intersection of Pitkin Avenue, Ralph Avenue and Eastern Parkway Extension.....	40,000 00	38,175 30	.....	1,824 70
Construction of Additional Timber Jetty, Seaside Park, Coney Island.....	180,000 00	47,040 00	113,798 40	19,161 60
Purchase and Delivery of 4,500 Cubic Yards of Stone for Use on Bulkhead at End of Coney Island Parkway.....	18,000 00	.....	.....	18,000 00
.....	15,750 00	.....	.....	15,750 00

BOND ACCOUNT.

Balances from 1901 (Brooklyn's Balances).

Title of Appropriation.	Amount of Appropriation.	Expenditures.	Outstanding on Contracts.	Balance.
Park Site and Improvement Fund.....	\$763 27	.....	.....	\$763 27
Museum of Arts and Sciences Fund....	424 87	.....	.....	424 87
Memorial Arch Fund.....	18 47	.....	.....	18 47
Park Purchase Fund.....	115 15	.....	.....	115 15
County Street Improvement Fund.....	728 91	.....	.....	728 91
County Improvement of Streets (additional).....	52 74	.....	.....	52 74

SPECIAL ACCOUNT.

(Balance from 1901.)

Title of Appropriation.	Amount of Appropriation.	Expenditures.	Outstanding on Contracts.	Balance.
Maintenance and Improvement of Public Parks on Brooklyn Heights, Borough of Brooklyn.....	\$962 63	.....	.....	\$962 63
Museum of Arts and Sciences Fund, Erection of an Addition.....	374,252 29	\$150,844 71	.....	223,407 58
Revenue from Rents and Privileges.				
Prospect Park.....		\$17,656 66		
Forest Park.....		376 05		
Canarsie Park.....		20 00		
Shore road and Bay Ridge parkway.....		1,283 50		
Furman street.....		550 08		
				\$19,887 29
Sale of sheep, horses, etc.....		\$904 95		
Bay windows and ornamental projections.....		276 58		
				1,181 53
				\$21,068 82

DEPARTMENT OF DOCKS AND FERRIES.

New York, December 3, 1906.

The following communications were received, action being taken thereon as noted, to wit:

From the Mayor (70163)—Transmitting communication from Elias Diamond requesting information in relation to rates charged for vehicles passing over the Municipal Ferry to Staten Island and stating that he has been charged 60 cents for a one-horse vehicle and 90 cents for a two-horse vehicle, which he considers an overcharge. Information furnished.

From the Corporation Counsel (70131)—Transmitting check for \$9,702.36, in settlement of amount due from the Independent Contracting Company for rental of portion of pier foot of West Thirtieth street, North river, for the quarters commencing March 15 and June 15, 1906, respectively. Filed.

From the Comptroller—

1 (70137). Requesting to be advised as to whether it is the intention of this Department to take action looking to the improvement of the waterfront between the high water mark and the bulkhead line between Two Hundred and Sixth and Two Hundred and Eighth streets, Harlem river, such information being required, as per opinion of the Corporation Counsel, before the Commissioners of the Sinking Fund can take action on an application made by John C. Rodgers for a release of certain lands under water at the locality in question. Advised that the City acquired the property in question under a grant made by the State in 1871, and that while this Department is not now improving the premises, the locality is in the same condition as much of the City's water front, the improvement being merely deferred.

2 (70085). Stating that a claim has been filed by Mrs. J. A. Gee for the sum of \$20 alleged to be due for damages to a skirt occasioned on October 21, 1906, owing to refuse or dirt in a seat of one of the Staten Island ferryboats, and requesting information in relation thereto. Information furnished, with the statement that the skirt was probably damaged before Mrs. Gee boarded the boat, as there was nothing on any of the seats that could cause the damage referred to.

3 (70201). Calling attention to bill in favor of the Curtis-Blaisdell Company, amounting to \$919.31, for supplying coal, and asking why it could not have been procured under the terms of the contract at public letting. Notified that the coal was required for the operation of the Municipal ferry to Thirty-ninth street, Brooklyn, there not being sufficient time between the authorization for the operation of the ferry by the City and the commencement of such operation by the City, for the preparation of a contract and its advertisement and award, but that a contract has since been entered into which will meet the Department's future requirements.

4 (70231). Calling attention to voucher in favor of Fox Bros. & Co., for \$848 for sheet iron furnished the Department and asking why it should not have been procured under a contract at public letting. Notified that the material was required for immediate use for providing fire protection under the trolley trestle at the St. George ferry terminal of the Municipal ferry.

From the Municipal Civil Service Commission—

1 (70147). Stating that the request of this Department for an examination for promotion from Collector, sixth grade, to Clerk, seventh grade, was denied. Filed.

2 (70196). Stating that the State Civil Service Commission has ordered the resolution of the Municipal Civil Service Commission amending the classification of positions in the exempt class of this Department by including therein two additional Assistant Superintendents of Ferries, continued on the calendar. Filed.

3 (70330). Authorizing the reassignment of Richard Lancer, Dockbuilder, to duty. Lancer reassigned.

From the Police Department—

1 (70138). Requesting that this Department repair the Police Launch No. 3 at the cost and expense of the Police Department. Engineer-in-Chief directed to repair and report the cost for collection.

2 (70368). Consenting to the transfer to this Department of James Dougherty, Deckhand. Municipal Civil Service Commission requested to authorize the transfer.

From the President of the Borough of Manhattan, Bureau of Highways (70191)—Calling attention to the fact that the Board of Estimate and Apportionment has authorized the paving of Academy street, from Nagle avenue to the bulkhead line of the Harlem river, and asking whether there would be any objection to having the work done under the direction of the Borough President on any part of the street which might come under the jurisdiction of the Department of Docks and Ferries. Notified that any paving which is to be done over areas of land under the control of the Department of Docks and Ferries will be done by this Department.

From the President of the Borough of Richmond (70321)—Consenting to the transfer to this office of John W. Grolz, Topographical Draughtsman. Municipal Civil Service Commission requested to authorize transfer.

From the Commissioner of Public Works for the Borough of Brooklyn (70010)—Requesting plan of the proposed bulkhead foot of Division avenue, Borough of Brooklyn, in order to enable the Superintendent of Sewers to design a portal for the outlet to the Kent avenue sewer. Notified that as no new plan for the improvement of this section of the waterfront has as yet been adopted and the department does not at present contemplate improvements thereat, such a plan cannot be furnished, and it is therefore the opinion of this department that any sewer piercing the present bulkhead at this locality should be so designed that when any permanent improvement is carried out the sewer may be changed and adapted to the permanent condition.

From the Consulting Engineer to the President of the Borough of Brooklyn (70075)—Requesting maps showing bulkhead and pierhead lines which the department has created for Coney Island creek, Borough of Brooklyn. Advised that the department has as yet established no such lines, nor, to its knowledge, has the Federal government established harbor lines for that portion of Coney Island creek easterly of Ocean avenue; maps showing Gravesend ship canal as established by the old city of Brooklyn and showing the portions of Coney Island creek filled in easterly of the Ocean parkway, forwarded.

From the Department of Public Charities (70061)—Requesting repairs to the pier foot of Twenty-sixth street, East river; removal of float stage from East One Hundred and Twentieth street pier and replacing of same with new stage now at Randall's Island; repairs to East One Hundred and Twentieth street pier and dock at Randall's Island, and repairs to the coal dock at Randall's Island. Engineer-in-Chief directed to make necessary repairs to the waterfront property of the Department of Public Charities.

From the Fire Department (70168)—Requesting a berth for the fireboat, "Abram S. Hewitt," at Pier (new) 30, East river, as considerable inconvenience is caused by coal boats in the slip at the foot of Main street, Brooklyn, where the boat berths at the present time. Notified that Pier 30, being a recreation pier, is not available and that accommodations on the Manhattan side of the river in the district in question cannot be furnished owing to the present congested conditions.

From the Board of Education (70167)—Stating they have been informed on several occasions that boys under fourteen years of age are employed as bootblacks on the municipal ferryboats and asking that the department exert its influence over the employers of the children to the end that they may be excluded from such work. Superintendent of Ferries notified that the law with reference to the employment of children must be strictly enforced.

From the Department of Street Cleaning (70009)—Requesting dredging under the outer dumping board on the pier foot of Twenty-ninth street, East river. Engineer in Chief of this department directed to order the necessary dredging.

From the Department of Water Supply, Gas and Electricity (70006)—Calling attention to the fact that the dock hydrant formerly located at the bulkhead adjoining Pier (old) 12, East river, has been removed, and requesting permission to replace same. On the recommendation of the Engineer in Chief of this department, permit was granted for the placing of two hydrants at the outer end of Pier 11, East river.

From the State Commission in Lunacy (70122)—Requesting permission to drive about three fender piles on the southerly side outer end of the pier foot of One Hundred and Sixteenth street, Harlem river, and also to add one pile to each of the two clusters in front of the float along the southerly side of the pier. Permit granted, the work to be done under the supervision of the Engineer in Chief of this department.

From D. Sweeney's Son (69764)—Requesting permission to use the southeast corner of approach to pier foot of West Forty-eighth street, North river, for the purpose of storing lumber thereon. Privilege granted, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$5 per month, payable at the end of each month to the Dockmaster of the district.

From Mary D. Taintor (69891)—Requesting permission to construct a small pier in the vicinity of North street, Kill von Kull, Borough of Richmond. Permit granted, the work to be done under the supervision of the Engineer in Chief of this department in accordance with plans submitted as amended, upon the condition that the permit is not to be considered as conveying any pier rights in and to the premises in question.

From the New Jersey Dock and Bridge Company (69907)—Requesting permission to build shipways about 120 feet west of Simonson avenue, Kill von Kull, Port Richmond, Borough of Richmond. Permit granted, the work to be done under the supervision of the Engineer in Chief of this department in accordance with plans submitted.

From Henry Meyer (69981)—Requesting permission to erect a coal pocket on the easterly side of Mott Haven canal, about 425 feet northerly of East One Hundred and Thirty-fifth street, Borough of The Bronx. Permit granted, structure to remain during the pleasure of the Commissioner, the work to be done under the supervision of the Engineer in Chief of this department in accordance with amended plans.

From the American Dock and Trust Company (70034)—Requesting permission to extend the sheds on Piers 1 and 2, near the foot of Arrietta street, Tompkinsville, Borough of Richmond. Permit granted, the work to be done under the supervision of the Engineer in Chief of this department in accordance with plans submitted as amended, structures to remain during the pleasure of the Commissioner.

From the Degnon Contracting Company (70113)—Requesting permission to level off the area of marginal street in the vicinity of Sixteenth street, North river, in order to provide a proper access to the floating dumping board in this vicinity. Permit granted, the work to be done under the supervision of the Engineer in Chief of this department.

From Russell W. Smith (70173, 70338)—Requesting permission, on behalf of the Standard Oil Company, to reconstruct bulkhead between One Hundred and Nineteenth and One Hundred and Twentieth streets, Harlem river, by building same of concrete for a length of 40 feet southerly of One Hundred and Twentieth street, Harlem river. Permit granted, the work to be done under the supervision of the Engineer-in-Chief of this Department.

From the Delaware, Lackawanna and Western Railroad Company (70207)—Requesting permission to make repairs, as required, to its ferry structures at the foot of Barclay, Christopher and Twenty-third streets, North river. Permit granted, to include the various piers occupied by the company along the North river, all work to be kept within existing lines and to be done under the supervision of the Engineer-in-Chief of this Department, to whom at least twenty-four hours' notice must be given prior to the commencement of any work, the permit to continue during the pleasure of the Commissioner until July 1, 1907.

From E. E. Olcott (70237)—Stating that he wishes to discontinue, during the winter months, the use of the additional 15 feet of floor space on West One Hundred and Twenty-ninth street pier, which he has been using for extra baggage room, and requesting a renewal of the privilege for a period from June 1, 1907, to November 1, 1907. Permit of April 16, 1906, revoked, to take effect as of October 31, 1906, the space having been vacated. Permit granted for the use of the space from June 1, 1907, to October 31, 1907, to continue during the pleasure of the Commissioner, compensation to be at the rate of \$25 per month, payable monthly in advance to the Cashier.

From Robt. Murray (70286)—Requesting permission to erect and maintain a boat storage house about 25 feet square and 8 feet high, together with runway in front of same, between One Hundred and Fortieth and One Hundred and Forty-first streets, North river. Permit granted, the work to be done under the supervision of the Engineer-in-Chief of this Department, the structure to remain during the pleasure of the Commissioner.

From the New York City Railway Company (70335)—Requesting permission to dredge in front of premises between Ninety-fifth and Ninety-sixth streets, East river. Permit granted, the work to be done under the supervision of the Engineer-in-Chief of this Department.

From Richard Fitzpatrick (70250)—Stating, in response to communication from this Department, that he knows nothing of the alleged theft of paving blocks from between One Hundred and Thirty-first and One Hundred and Thirty-third streets, North river, for which one of his trucks is said to have been used. Filed.

From E. Rutzler Company (70194)—Requesting a partial payment for work done under Contract No. 1007, for installing salt water fire service at St. George, Borough of Richmond. Notified that before payment can be made it will be necessary for the company to secure an extension of time on the contract, the time specified in the contract for doing the work having expired October 1, 1906, and that an application for such extension of time will receive due consideration.

From H. P. Murcott and Others (70188)—Requesting the Department to construct a public walk or run, with float, at Broad Channel, Jamaica Bay, Borough of Queens. Notified that this Department cannot comply with the request.

From Ph. E. Haag (70160)—Requesting credit account for wharfage. Granted.

From the New York Central and Hudson River Railroad Company (70124)—Making renewal application for the use of Pier (new) 35, East river, with adjoining bulkheads, for a term of ten years, with the privilege of two or three renewals. Notified that this Department cannot at present entertain the proposition for a lease of the premises in question.

From the Phoenix Construction and Supply Company (70104)—Giving notice that on and after December 5, 1906, in conformity with Supreme Court order, the name of the company will be "The Phoenix Construction Company." Filed.

From the National Powder Company (70132)—Complaining that the Dockmasters have demanded 50 cents for the privilege of driving their teams on the piers foot of Thirty-fifth and Ninety-sixth streets, North river, and requesting to be advised if this charge is regular. Notified that this Department, through its Dockmasters, demands legal wharfage rates only.

From the J. Chr. G. Hupfel Brewing Company (70032)—Complaining of the congested conditions at the piers foot of Thirty-sixth and Thirty-seventh streets, East river, and asking that future applications for exclusive privileges on the piers be denied, in order to relieve such conditions. Answered that it is not the intention to grant further special privileges at the locality in question.

From Edwin Brandow (70030)—Submitting bill for \$100 for services rendered to the launch "Bronx" by the tugs "Charm" and "J. A. Reynolds" on October 2, 1906, after the "Bronx" had collided with the tug "Royal." Notified that the claim is considered excessive, but that authority to settle all claims is vested in the Comptroller.

From Charles W. Davis (70028)—Requesting permission to extend his shed on Pier 54, East river, a distance of 10 feet. Denied.

From W. J. Fitzgerald (70193)—Demanding the return to him of the sum of \$523.25, being 25 per cent. of the amount fixed for the privilege of filling in at and south of West Twenty-third street, North river, which privilege was awarded to him on July 31, 1905, and subsequently canceled and sold at public sale to another party. Notified that this Department has no authority to settle claims, the right being vested in the Comptroller.

From Alfred L. Brown (69947)—Requesting to be advised as to what restrictions to the use of water front property at the foot of Temple street, Astoria, Borough of Queens, the Department would impose in the event of its leasing by the owners, and asking whether the City contemplates condemning the property in the near future. Plan for improvement of water front in the vicinity of Temple street transmitted; advised that the restrictions imposed are those suggested by the Corporation Counsel, that in the event of the City at any time acquiring the property either by purchase or condemnation, no item of value shall be claimed by or allowed to the owners of the property or others by reason of any structures erected upon the property under the permit beyond the actual cost of the improvement, less depreciation.

From the Staten Island Rapid Transit Railway Company (69920)—Requesting that shelters be erected over the remaining portions of the platforms at the north and south shore steam railroad terminals at St. George, Borough of Richmond. Answered that it is not the business of this Department to provide the shelters.

From the New York and New Jersey Telephone Company (69749)—Requesting that the Department cancel permit for the cable landing across Newtown creek, between Oakland street, Greenpoint, and East avenue, Long Island City. Permit revoked, to take effect as of September 30, 1906.

From the D. Grieme Coal Company (69620)—Complaining of the storage of lumber on the sidewalk at Forty-eighth street, North river. Filed, permit for such storage having been issued to D. Sweeney.

From Benjamin F. Forbell (69498)—Asking for the rental value of dock foot of Crescent street, Borough of Brooklyn, and whether the lessee would be expected to bear the expense of rebuilding same. Answered that an application for a lease or a permit will receive consideration, but that it would be impracticable for the City to undertake the work of rebuilding the pier, owing to the insufficiency of the depth of water in the creek.

From Jacob Solomon (69480)—Requesting rebate in rental for his bathing privilege, foot of West One Hundred and Fifty-eighth street, North river, he having been deprived of the use of the premises by the Department of Health from May 16 to August 1, 1906. Filed, rebate allowed for the period from May 16, 1906, to August 1, 1906.

From William B. Buckley and John B. Smith (70133)—Tendering their resignations from the position of Marine Stoker in the Department. Resignations accepted.

From Frank Clark (70129)—Tendering his resignation from the position of Marine Stoker in the Department. Accepted.

From Thomas F. Golden and John J. Drennan (70152)—Tendering their resignations from the position of Dock Laborers in the Department. Resignations accepted.

From the Superintendent of Ferries (70205)—Recommending that the name of William V. Elliott, Financial Clerk, be dropped from the rolls of this Department for absence from duty without leave since September 3, 1906. Name dropped from the list of employees of this Department.

From the Engineer-in-Chief—

1 (69885). Reporting that on October 29, 1906, the tug "Hugh L. Bond, Jr.," belonging to the Baltimore and Ohio Railroad Company, ran into and damaged the outer end of the extension now being built to Pier (new) 21, North river, and recommending the issuance of an order for the making of necessary repairs at the cost of the company. Engineer-in-Chief directed to repair and report the cost for collection.

2 (70002). Submitting report of work done under his charge and supervision for the week ending November 17, 1906. Filed.

3 (70052). Recommending an increase in compensation for Richard J. Purcell, Laborer. Purcell fixed at \$18 per week, to take effect December 8, 1906.

4 (70135). Recommending that as the premises are City property, the Manhattan Beach Hotel and Land Company be directed to show cause by what authority they are occupying the property foot of Ocean avenue, Manhattan Beach, Borough of Brooklyn, and maintaining structures thereon. Company directed to furnish information as recommended.

5 (70148). Recommending the issuance of orders for repairs to Piers 1, 4 and 5, Wallabout basin, Borough of Brooklyn. Orders issued to Engineer-in-Chief to do the work recommended.

6 (70175). Recommending the issuance of an order for the paving with second hand paving blocks of the area of marginal street along the Claremont section, from about the northerly side of One Hundred and Twenty-ninth street to a point 60 feet north of the northerly side of West One Hundred and Thirty-first street, North river, excepting therefrom the portion leased to the Weber-McLoughlin Coal Company. Order issued to Engineer-in-Chief in accordance with recommendation.

7 (70176). Recommending that the Department of Street Cleaning be requested to remove the rubbish, etc., from the deck of the pier foot of One Hundred and Thirty-fourth street, North river, in order that this Department may make the necessary repairs to the pier. Request sent to Department of Street Cleaning as recommended.

8 (70184). Recommending that the Manhattan Elevated Railway Company, lessee, be directed to make repairs, at the earliest practicable date, required to the fender system along the bulkhead wall between Seventy-fourth and Seventy-fifth streets, East river. Company notified to repair the premises as recommended.

9 (70184). Recommending that the Seaboard Contracting Company, lessee, be directed to make the necessary repairs at once to the pier foot of Fifty-sixth street, North river. Company notified as recommended.

10 (70186). Reporting dangerous condition of old portion of pier, foot of West Seventy-ninth street, North river, leased to the New York Contracting Company, but which portion has not been repaired owing to the controversy relative to the cancellation of the lease between the Company and the City, and recommending that some action be taken that would permit of the making of the necessary repairs to the pier. Filed.

11 (70187). Recommending that the Manhattan Borough President be requested to carry the sewer foot of Seventy-fourth street, East river, through the outlet left by this Department in the bulkhead wall at the foot of said street. Borough President requested to have the work done.

12 (70199). Recommending that the Manhattan Borough President be requested to take the necessary steps to have sewer system for the Chelsea section, North river, installed without delay in order that this Department may proceed with the paving of the marginal street in this locality. Filed.

13 (70203). Recommending that the New York City Railway Company be notified to begin raising their track to the new grade on Thirteenth avenue, between Twenty-second and Twenty-third streets, North river, as soon as possible. Filed, the work being now in progress.

14 (70206). Recommending that, in accordance with his agreement, the Richmond Borough President be requested to cause to be laid the water main extending from Arrietta street to a point in South street, St. George, Borough of Richmond, where same is to connect with the water main to be laid by the Department's contractor for the purpose of supplying water to the St. George Terminal of the Municipal ferry. Borough President requested to have the water main laid.

15 (70209). Recommending the issuance of an order for making repairs, when required, to the granite pavement, between One Hundred and Thirty-fourth and One Hundred and Thirty-fifth streets, Harlem river, at a cost not to exceed \$1,000 in the aggregate. Order issued to Engineer in Chief to do the work as recommended.

16 (70221). Recommending the issuance of an order for the making of the necessary repairs to the pavement, etc., in rear of the bulkhead foot of Corlears street, East river. Order issued to Engineer in Chief to do the required work.

17 (70226). Reporting the upsetting of a pot of paint by one of the workmen of the Snare & Triest Company on November 17, 1906, while painting the ironwork over Slip 3 at the St. George Ferry Terminal, and the consequent spattering of the paint over the clothing of Thomas Cable of Bay street, Stapleton, and recommending that the Comptroller be notified. Filed, as the provisions of the contract take care of cases of this nature.

18 (70232). Recommending the issuance of an order for the making of necessary repairs to the piers foot of Forty-ninth street, East river, foot of One Hundredth street, Harlem river, foot of One Hundred and First street, Harlem river, and foot of One Hundred and Twentieth street, Harlem river. Orders issued, as recommended, to the Engineer in Chief.

19 (70233). Recommending the issuance of an order for the necessary repairs to the bulkhead platform and the approach leading thereto at the foot of Fifty-fourth street, East river. Order issued to Engineer in Chief to do the required work.

20 (70233). Recommending the issuance of an order for the making of the necessary repairs to the bulkhead at and near the foot of Sixteenth street, East river. Order issued to Engineer in Chief to do the required work.

21 (70235). Reporting that on November 12 and November 17, 1906, the tug "Dunmore" collided with the north side of the new extension to Pier (new) 21, North river, damaging same, and recommending the issuance of an order for the making of the necessary repairs at the cost and expense of the Erie Railroad Company, owner of the tug. Engineer in Chief directed to make the necessary repairs and report the cost for collection.

22 (70240). Recommending that the following be dropped from the list of employees, they having been absent for upwards of thirty days:

Joseph Cronan, Dock Laborer.
John W. Kennedy, Dock Laborer.
Thomas F. Rice, Dock Laborer.
Michael Donovan, Blacksmith's Helper.
Benj. L. Macdonald, Tinsmith and Roofer.
Edward Wilson, Dock Laborer.
Jeremiah Lyons, Dock Laborer.
Thomas Dermody, Laborer.
Joseph Doyle, Dockbuilder.
Thomas McNally, Stoker.
William Heffernan, Laborer.

John F. Innes, Laborer.
Peter S. McCort, Laborer.
Thomas J. McQuade, Pipe Fitter's Helper.

Resignations of Michael Donovan, John W. Kennedy and Edward Wilson (veterans) accepted; the remaining persons dropped from the list of employees.
23 (70241). Recommending that the Department of Water Supply, Gas and Electricity be requested to make the necessary repairs to the hydrant at Thirteenth avenue and Twenty-second street, North river, and also to raise it to correspond with the new grade of the pavement in that locality; and further, that the lamp-post on the westerly side of Thirteenth avenue and Twenty-third street be either raised to the proper grade or removed. Department of Water Supply, Gas and Electricity requested to make the requisite changes.

24 (70189). Submitting map of property to be sold at auction by T. F. Archer for the reputed owner, William Trist Bailey, at Bayswater, Far Rockaway, Jamaica Bay, Borough of Queens, and recommending that as there is considerable doubt as to whether any of these lands in Jamaica Bay are privately owned, the Corporation Counsel be notified of the proposed sale, so that the interests of the City may be protected. Corporation Counsel advised as recommended.

25 (B. O. 3882). Returning order for taking up the moorings of the U. S. S. "Aileen," at the foot of Fifty-eighth street, South Brooklyn, it being impossible to prosecute the work. Filed.

From the Superintendent of Ferries—

1 (70350). Reporting the finding, on or about November 21, 1906, of the body of a man on a raft of timber lying at the bulkhead pier leading to the lay-up slips at St. George, Staten Island. Filed.

2 (70153). Reporting damage to the ferryboat "West Brooklyn" on November 15, 1906, while entering the Thirty-ninth street, Brooklyn, slip, caused by the projection of the top piece of the rack, and stating that the accident was unavoidable. Filed; repairs ordered.

The Commissioner of Navigation at Washington, D. C., was requested to permit the change of the name of the ferryboat "Robert Garrett" to "Stapleton," under the provisions of the Act of March 2, 1881, in order to conform to the department's policy of naming its vessels for localities connected with their employment.

The Superintendent of Docks, in accordance with the previous request of Olin J. Stephens, was directed to assign a Dock Laborer, to act under instruction from the Dockmaster, for the purpose of regulating the passage of boats in the Mott Haven Canal, in the vicinity of the bridge at One Hundred and Thirty-fifth street.

A communication was forwarded to the Corporation Counsel recommending that as the Municipal Art Commission has disapproved the designs and it has therefore become necessary to select another architect, a quit-claim be procured from James J. F. Gavigan, architect, on the payment to him of the amount due for the work actually done by him up to the present time in the preparation of plans, specifications, etc., for the ferry terminal at the foot of Whitehall street, Borough of Manhattan.

A communication (70213) was received from the New England Navigation Company, requesting permission to extend Pier (new) 19, North river, out to the established pierhead line, and to erect a shed over same. The company was notified that permit will be granted, subject to approval of plans, upon agreement to pay 25 cents per square foot per annum for the land under water covered by the extension.

J. W. SAVAGE, Secretary.

New York, December 4, 1906.

The following communications were received, action being taken thereon as noted, to wit:

From M. Kane & Son (70364)—Requesting permission to occupy space on new-made land north of Fiftieth street, North river, for the storage of building material. Privilege granted to occupy space 30 by 100 feet on upland in rear of bulkhead between Fifty-second and Fifty-third streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From R. & C. Henry (70363)—Requesting permission to occupy space for the storage of sand at One Hundred and First street and Harlem river. Privilege granted to occupy space 30 by 100 feet on upland between One Hundred and First and One Hundred and Second streets, Harlem river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From Bernard Campbell & Co. (70356)—Requesting permission to occupy space for the storage of sand on the bulkhead between Twenty-eighth and Twenty-ninth streets, North river. Privilege granted to occupy space 30 by 100 feet on upland in rear of the bulkhead between Twenty-eighth and Twenty-ninth streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From Saverio Feraca (70347)—Requesting permission to occupy space for the storage of sand on the bulkhead between One Hundred and Second and One Hundred and Third streets, Harlem river. Privilege granted to occupy space 30 by 100 feet on the upland between One Hundred and Second and One Hundred and Third streets, Harlem river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From C. J. Gallagher (70337)—Requesting permission to occupy space on upland foot of Fifty-third street, North river, for the storage of sand. Privilege granted to occupy space 30 by 100 feet on upland between Fifty-third and Fifty-fourth streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From Murray & Co. (70336)—Requesting permission to occupy space for the storage of building material between Piers 4 and 5 and Piers 5 and 6, East river. Privilege granted to occupy spaces 30 by 100 feet on the upland in rear of the bulkhead between Piers 4 and 5 and between Piers 5 and 6, East river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum for each of the two locations, payable monthly in advance to the Cashier.

From F. H. Chapman (70334)—Requesting permission to occupy space on bulkhead between Piers 5 and 6, East river, for the storage of sand. Privilege granted to occupy space 30 by 100 feet on the upland in rear of the bulkhead between Piers 5 and 6, East river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From Fred Getler (70328)—Requesting permission to store sand on the bulkhead north of Ninety-seventh street, North river. Privilege granted to occupy space 30 by 100 feet on the upland in rear of the bulkhead between Ninety-seventh and Ninety-eighth streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From Joseph T. Hackett (70327)—Requesting permission to store sand on the bulkhead between Piers 47 and 48, North river. Privilege granted to occupy space 30 by 100 feet on the upland in rear of bulkhead between Piers 47 and 48, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From James B. Brady (70325)—Requesting permission to occupy space on the bulkhead between One Hundred and Third and One Hundred and Fourth streets, Harlem river, for the storage of building material. Privilege granted to occupy space 30 by 100 feet on upland in rear of the bulkhead between One Hundred and Third and One Hundred and Fourth streets, Harlem river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From William Brooks's Son (70301)—Requesting permission to occupy space on the bulkhead between Fifty-first and Fifty-second streets, North river, for the storage of sand and stone. Privilege granted to occupy space 30 by 100 feet on the

upland in rear of the bulkhead between Fifty-first and Fifty-second streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From C. S. Goss & Co. (70297)—Requesting permission to occupy space on the new-made land in rear of the bulkhead between Fifty-second and Fifty-fourth streets, North river, for the storage of brick. Privilege granted to occupy space 30 by 100 feet on the upland in rear of bulkhead between Fifty-second and Fifty-third streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From Rafferty Brothers (70296)—Requesting permission to store sand and stone on the south side of bulkhead foot of Fifty-fourth street, North river. Privilege granted to occupy space 30 by 100 feet on the upland in rear of the bulkhead between Fifty-third and Fifty-fourth streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From the Sicilian Asphalt Paving Company (70295)—Requesting permission to occupy space 100 feet by 100 feet on the upland east of the bulkhead between Fifty-fourth and Fifty-fifth streets, North river, for the storage of binder stone and sand. Privilege granted to occupy space 90 by 100 feet on the upland in rear of the bulkhead between Fifty-fourth and Fifty-fifth streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$990 per annum, payable monthly in advance to the Cashier.

From A. J. H. Brooks Company (70294)—Requesting permission to occupy space on the bulkhead between Fiftieth and Fifty-second streets, North river, to be used for the storage of sand and broken stone. Privilege granted to occupy space, 30 by 100 feet, on the upland in rear of the bulkhead between Fifty-first and Fifty-second streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From the Consolidated Telegraph and Electrical Subway Company (70293)—Requesting permission to occupy space, 100 by 100 feet, on the bulkhead foot of Fifty-second street, North river, to be used for the storage of sand, broken stone, etc. Privilege granted to occupy space, 90 by 100 feet, on the upland in rear of the bulkhead between Fifty-first and Fifty-second streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$990 per annum, payable monthly in advance to the Cashier.

From the Empire Brick and Supply Company (70156)—Requesting permission to occupy space on the bulkhead between Fifty-second and Fifty-fourth streets, North river, to be used for the storage of brick. Privilege granted to occupy space, 30 by 100 feet, on the upland in rear of the bulkhead between Fifty-second and Fifty-third streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From the James McLaughlin Company—

1 (70348). Requesting permission to store sand on the bulkhead north of Ninety-seventh street, North river. Privilege granted to occupy space, 30 by 100 feet, on the upland in rear of the bulkhead between Ninety-seventh and Ninety-eighth streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

2 (70298). Requesting permission to store sand on bulkhead foot of West Fifty-third street, North river. Privilege granted to occupy space, 30 by 100 feet, on the upland in rear of bulkhead between Fifty-third and Fifty-fourth streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

3 (70326). Requesting permission to store sand on the bulkhead foot of Eightieth street, North river. Privilege granted to occupy space, 30 by 100 feet, on the upland in rear of the bulkhead between Eightieth and Eighty-first streets, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly in advance to the Cashier.

From the Engineer-in-Chief (70352)—Reporting need of six additional Machinists. Municipal Civil Service Commission requested to submit eligible list.

J. W. SAVAGE, Secretary.

New York, December 5, 1906.

The following communications were received, action being taken thereon as noted, to wit:

From the Corporation Counsel (70299)—Transmitting, approved as to form, lease to the Brunswick Steamship Company of Piers (new) 14 and 15, North river, together with adjoining bulkheads. Filed.

From the Comptroller—

1 (70236). Transmitting report of its inspector, stating that several cargoes of coal have been delivered to the Department of Docks and Ferries under contract, for use on the Thirty-ninth street (Brooklyn) ferry, but that no notice has been given him prior to the receipt of such cargoes, and requesting that in the future due notice be forwarded the Finance Department, so that inspection may be made. Notified that request will be complied with.

2 (70243). Transmitting copy of testimony taken in the matter of the claim of Helen F. Murdoch for the sum of \$75 alleged to be due for damages to a dress occasioned on November 5, 1906, while in the vicinity of Twenty-third street and Thirteenth avenue, owing to the negligence of an employee of this Department, and requesting to be furnished with whatever information this Department may possess in relation thereto. Information furnished.

From the Municipal Civil Service Commission—

1 (70292). Requesting declaration sheet of John J. Curley, Watchman. Advised that as Curley never reported for duty, his name has been dropped from the list of employees.

2 (70329). Approving the reassignment of Henry Weber and John J. Gordon, Dock Laborers, to duty. Weber ordered reassigned with compensation at the rate of \$18 per week; Gordon reinstated, with compensation at the rate of 31½ cents per hour, while employed.

3 (70376). Authorizing the transfer of John F. Chambers from the position of Dock Laborer to that of Machinist's Helper in this Department. Chambers transferred from Dock Laborer to Machinist's Helper, with compensation at the rate of 37½ cents per hour, while employed, to take effect December 8, 1906.

From the United States Department of Commerce and Labor, Bureau of Navigation (70379)—Requesting latest annual report of the Department, and asking also whether this Department can furnish some authoritative publication on the history of the development of the docks of The City of New York. Report furnished, together with copy of paper read by an Assistant Engineer of the Department before the American Society of Civil Engineers.

From the United States Harbor Line Board (70214)—Requesting to be advised as to whether this Department has any objection to certain contemplated changes in the harbor line in Gravesend Bay, between the foot of Bay Forty-sixth and Bay Forty-seventh streets, Borough of Brooklyn. Advised that the Department has no objection to the proposed change.

From the Lehigh Valley Railroad Company (70182)—Requesting permission to install a small steam heating plant inside the shed on Pier 66, North river. Permit granted, the work to be done under the supervision of the Engineer-in-Chief of this Department.

From the Munson Steamship Company (70288)—Requesting permission to commence the erection of a steel freight shed on the completed portion of Pier 9, East river. Permit granted, the work to be done under the supervision of the Engineer-in-Chief of this Department.

From Murtha & Schmohl Company (70381)—Requesting permission to occupy space on bulkhead between One Hundred and Eighth and One Hundred and Ninth streets, Harlem river. Privilege granted to occupy space 30 by 100 feet on upland in rear of bulkhead between One Hundred and Eighth and One Hundred and Ninth streets, Harlem river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly, in advance, to the Cashier.

From M. Larkin & Son (70383)—Requesting permission to store sand on the bulkhead between Nineteenth and Twentieth streets, East river. Privilege granted to occupy space 30 by 100 feet on the upland between Nineteenth and Twentieth streets, East river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly, in advance, to the Cashier.

From M. Kane & Son (70393)—Requesting permission to occupy space on upland between Piers 46 and 48, North river, for the storage of sand and broken stone. Privilege granted to occupy space 30 by 100 feet on the upland in the rear of the bulkhead between Piers 46 and 48, North river, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$330 per annum, payable monthly, in advance, to the Cashier.

From Charles Noehren, Jr. (70395)—Requesting permission to occupy Lot No. 192 at Goose Creek Station, Jamaica Bay, Borough of Queens. Privilege granted to occupy Lot No. 192, an area of 2,500 square feet, to begin January 1, 1907, to continue during the pleasure of the Commissioner until April 30, 1907, compensation to be at the rate of \$30 per annum, payable in advance to the Cashier.

From Anthony D. Nichols (70285)—Giving notice of an application to be made by him to the Commissioners of the Land Office for a water grant about 250 feet west of the westerly side of Arlington avenue, Borough of Richmond. Corporation Counsel notified with the statement that there is no objection thereto on the part of this department, provided the covenants which call for a particular kind of construction work to be hereafter placed over the area be opposed, and that the interest of the City be protected relative to any street which may hereafter be laid out over the area in question.

From Daniel P. Duffie (70157)—Giving notice of an application to be made by him to the Commissioners of the Land Office for a grant of land under water easterly of Bement avenue, Borough of Richmond. Corporation Counsel notified that the Department can see no objection to the issuance of the grant, provided that any covenants which provide for a particular kind of construction to be placed over the area be opposed, and that the interests of the City be protected relative to any street which may hereafter be laid out over such area.

From H. B. Brownell (70355)—Offering certain suggestions to prevent the doors on the upper decks of the Staten Island ferryboats from being blown open on windy days. Filed.

From J. W. Millard (70290)—Transmitting copy of communication from the Harlan & Hollingsworth Corporation in which it is stated that they contemplate being able to deliver the new ferryboats within the time specified in the contract. Filed.

From the Fordham Dock Company (70275)—Rejecting the Department's offer of November 20, 1906, of \$17,000 for the property and appurtenant water rights, etc., situated on the easterly side of the Harlem river and the southerly side of Fordham road in the Borough of The Bronx. Board of Estimate and Apportionment requested to authorize condemnation proceedings for the acquisition of the property.

From Cesare Conti (70260)—Asking, in behalf of the Lloyd Sabando, whether the department has a covered pier below Fortieth street, North river, which it can lease to the company and requesting particulars in regard to rent, etc. Notified that the City does not own any covered pier on the North river south of Fortieth street which is not leased at present.

From F. Cunliffe Owen (70251)—Complaining of the closing of the door of the waiting room at the Whitehall terminal of the Staten Island Ferry on November 23, 1906, preventing his boarding the boat and causing him great inconvenience. Notified that the rule with reference to the closing of the exit door must be observed for the protection of life, that it is a good rule and is observed on all ferries.

From the Hazelwood Ice Company (70248)—Making application for a renewal of its lease of 130 feet of the north side of the pier foot of Fifth street, East river, for a period of five years from January 22, 1907. Notified that this department will not take up the matter of renewing the lease and that when the lease expires the material owned by the company must be removed from the premises.

From John J. McLaughlin (70198)—Requesting permission to land the steamer "Islander" daily, except Sunday, at the pier foot of Third street, East river. Notified that landings may be made at regular wharfage rates whenever there is a vacant berth at the pier.

From Capt. J. C. Diefenbach (70070)—Requesting permission to occupy a berth at Pier 54, foot of Jackson street, East river, for his steamer "Northport," he having been obliged to vacate his berth at Pier 3, East river. Notified that landings may be made at the regular wharfage rates whenever there is a vacant berth at the pier.

From the Engineer-in-Chief—
1 (70384). Reporting death of James Gilligan, Deckhand, on October 25, 1906. Name dropped from the list of employees.

2 (70281). Reporting that Gilbert A. Brice, Marine Sounder, has not reported for duty since July 10, 1906. Name dropped from the list of employees.

From the Superintendent of Docks (69690)—Reporting that the New York City Railway Company has failed to comply with the department's order for the removal of material from the marginal street at the foot of Forty-third street, North river. Filed, the work of removal having since been commenced.

From the Board of Examiners for the non-competitive class of the department (70388)—Submitting the name of Lawrence Hanaway as being eligible for the position of Pilot (Quartermaster). Hanaway appointed to the position with compensation at the rate of \$100 per month, to take effect upon assignment to work.

From the Superintendent of Ferries—
1 (70282). Reporting damage to the guard braces of the ferryboat "Mineola," of the Thirty-ninth Street Ferry, on November 26, 1906, occasioned by a department catamaran crossing the Brooklyn ferry slip in front of the boat, and stating that the accident occurred through no fault of the Captain. Filed.

2 (70407). Recommending that the compensation of Arthur Hinchey, Deckhand, be fixed at the rate of \$75 per month, and that the compensation of Frederick Bloss, Dock Laborer, be fixed at the rate of \$60 per month. Compensation fixed as recommended, to take effect at once.

3 (70261). Transmitting bonds of Ticket Agents, Gatemen and Ticket Choppers employed on the Thirty-ninth Street, Brooklyn, Ferry. Bonds forwarded to the Comptroller.

The following Department order was issued:

No.	Issued To and For.	Price.
23120.	Montross, Clark & Emmons, tracing cloth.	\$30 04

A report in relation to the operations of the department during the past year was forwarded to the Mayor.

A communication (70215) was received from Hermann G. Friedmann, asking that the Commissioner call upon the New York & College Point Ferry Company to resume operation of its ferry between East One Hundred and Thirty-fourth street and College Point, an investigation on behalf of the South Bronx Property Owners' Association showing there is no reason why the company should not operate its ferry continuously. Friedmann was requested to furnish the Department with the results of the examinations made.

J. W. SAVAGE, Secretary.

BOROUGH OF THE BRONX.

BUREAU OF BUILDINGS.

I herewith submit a report of the operations of the Bureau of Buildings, Borough of The Bronx, for the week ending January 5, 1907:

Plans filed for new buildings (estimated cost, \$325,200)	26
Plans filed for alterations (estimated cost, \$34,250)	3
Unsafe cases filed	5
Violation cases filed	24
Unsafe notices issued	6

Violation notices issued	29
Complaints lodged with the Bureau	5
Number of pieces of iron and steel inspected	405

P. J. REVILLE,

Superintendent of Buildings, Borough of The Bronx.

John H. Hanan, Chief Clerk.

BOROUGH OF THE BRONX.

BUREAU OF BUILDINGS.

Herewith I have the honor to submit a report of the operations of the Bureau of Buildings, Borough of The Bronx, for the week ending January 12, 1907.

Plans filed for new buildings (estimated cost, \$287,625)	32
Plans filed for alterations (estimated cost, \$7,450)	11
Violation cases filed	42
Fire-escape cases filed	1
Unsafe cases filed	8
Unsafe notices issued	14
Violation notices issued	41
Fire-escape notices issued	1
Complaints lodged with the bureau	9
Number of pieces of iron and steel inspected	604

P. J. REVILLE,

Superintendent of Buildings, Borough of The Bronx.

John H. Hanan, Chief Clerk.

BOROUGH OF MANHATTAN.

BUREAU OF BUILDINGS.

Operations for the Week Ending January 5, 1907.

Plans filed for new buildings (estimated cost, \$674,500)	4
Plans filed for alterations (estimated cost, \$2,129,875)	55
Buildings reported as unsafe	26
Buildings reported for additional means of escape	7
Other violations of law reported	34
Unsafe building notices issued	85
Fire escape notices issued	13
Violation notices issued	69
Unsafe building cases forwarded for prosecution	3
Violation cases forwarded for prosecution	1
Iron and steel inspections made	3,976

EDW. S. MURPHY,

Superintendent of Buildings, Borough of Manhattan.

William H. Class, Chief Clerk.

EXECUTIVE DEPARTMENT.

City of New York,
Office of the Mayor.

Know all men by these presents that I, George B. McClellan, Mayor of The City of New York, by virtue of the authority of the statutes in such case made and provided, do hereby designate the scales of Daniel Mapes, Jr., located at No. 1920 West Farms road, Borough of The Bronx, as public scales, subject to the laws and regulations governing the use of such scales, and to take effect upon the filing of the bond required by law.

In witness whereof, I have hereunto set my hand and affixed my seal of office, this 28th day of January, one thousand nine hundred and seven.

GEO. B. MCCLELLAN,
Mayor.

Know all men by these presents that I, George B. McClellan, Mayor of The City of New York, by virtue of the authority of the statutes in such case made and provided, do hereby designate the scales of Darrt & Co., located at No. 552 West Twenty-fourth street, Borough of Manhattan, as public scales, subject to the laws and regulations governing the use of such scales, and to take effect upon the filing of the bond required by law.

In witness whereof, I have hereunto set my hand and affixed my seal of office, this 28th day of January, one thousand nine hundred and seven.

GEO. B. MCCLELLAN,
Mayor.

Mayor's Office—Bureau of Licenses,
New York, January 29, 1907.
Number of licenses issued and amounts received therefor in the week ending Saturday, January 26, 1907:

Date.	No. of Licenses.	Amounts.
Monday, January 21	127	\$541 00
Tuesday, January 22	61	238 00
Wednesday, January 23	127	1,396 25
Thursday, January 24	92	354 50
Friday, January 25	120	283 50
Saturday, January 26	44	156 75
Total	571	\$2,970 00

BOROUGH OF BROOKLYN.

Date.	No. of Licenses.	Amounts.
Monday, January 21	31	\$163 00
Tuesday, January 22	28	95 75
Wednesday, January 23	20	108 50
Thursday, January 24	29	647 50
Friday, January 25	37	128 00
Saturday, January 26	8	25 50
Total	153	\$1,258 25

BOROUGH OF QUEENS.

Date.	No. of Licenses.	Amounts.
Monday, January 21	9	\$50 50
Tuesday, January 22	9	50 50
Wednesday, January 23	9	50 50
Thursday, January 24	9	50 50
Friday, January 25	9	50 50
Saturday, January 26	19	43 00
Total	28	\$93 50

BOROUGH OF RICHMOND.

Date.	No. of Licenses.	Amounts.
Monday, January 21	7	\$13 50
Tuesday, January 22	4	8 50
Wednesday, January 23	5	14 50
Thursday, January 24	1	4 00
Friday, January 25	1	4 00
Saturday, January 26	1	4 00
Total	18	\$44 50

JOHN P. CORRIGAN,
Chief of Bureau of Licenses.

BOARD OF ALDERMEN.

Public notice is hereby given that the Committee on Laws and Legislation of the Board of Aldermen will hold a public hearing in the Aldermanic Chamber, City Hall, Borough of Manhattan, on February 7, 1907, at 2 o'clock p. m., on the following matters:

Communication from E. F. Schenk in relation to ticket speculation.

Ordinance amending the Code of Ordinances in relation to ticket speculators.

Ordinance to amend the Code of Ordinances in relation to the sale of theatre tickets.

All persons interested in the above matters are respectfully invited to attend.

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

CHANGES IN DEPARTMENTS, ETC.

DEPARTMENT OF FINANCE.

January 28—The Comptroller has fixed the salary of William A. Nelson, Jr., Disbursing Clerk in the Bureau of Audit of the Department of Finance, at \$1,350 per annum, taking effect January 24, 1907.

The Comptroller has also fixed the salary of William C. Thomas, Clerk in the Bureau for the Collection of Taxes, Borough of Richmond, at \$1,350 per annum,

taking effect February 1, 1907. Mr. Thomas has been transferred to the Bureau for the collection of Assessments and Arrears, Borough of The Bronx, taking effect February 1, 1907.

The Comptroller has accepted the resignation of Nels A. Nelson, Cashier in the Bureau for the Collection of Taxes, Borough of Queens, to take effect at the close of business January 29, 1907.

DEPARTMENT OF BRIDGES.

January 26—Resignation of Boris Levitt, No. 232 East Tenth street, Manhattan, from the position of Structural Steel Draughtsman, to take effect January 31, 1907.

DEPARTMENT OF PARKS.

Boroughs of Brooklyn and Queens.

January 28—Appointed Climbers and Pruners:

Chas. H. Donohue, Jr., No. 55 Seabring street.

William Lawson, No. 643 Twentieth street.

John Butler, No. 98 Warren street.

Jacob Schmidt, Bay Fifteenth street, near Bath avenue.

Lane Hansen, No. 101 Rogers avenue.

John Sulinski, No. 152 Twenty-sixth street.

Arthur Bent, No. 116 North Elliott place.

Andrew J. Walsh, No. 180 Nevins street.

William J. Curran, No. 68 North Portland avenue.

Thomas F. Flanagan, No. 169 Bond street.

Hiram Sablesbury, No. 265 Stockton street.

James Mulvey, No. 992 Fourth avenue.

William J. Tobin, No. 409 Seventh avenue.

Resigned, Milton A. Holmes, Park Laborer, January 24, 1907.

Died, Albert R. Crawford, Gardener, January 24, 1907.

BOARD OF WATER SUPPLY.

January 28—The Board of Water Supply has appointed William Dilberger, No. 188 Baltic street, Brooklyn, to the position of Office Boy for the emergency period of seven days, commencing January 17, 1907, at a salary of \$300 per annum.

The Board made the following appointments:

Charles Delmont, One Hundred and Eighty-third street and Aqueduct avenue, Topographical Draughtsman (7-day emergency appointment), \$1,200 per annum, January 17.

Charles Delmont, One Hundred and Eighty-third street and Aqueduct avenue, Topographical Draughtsman, 7-day emergency appointment, \$1,200 per annum, January 24.

Miles Reilly, No. 49 East Fiftieth street, Office Boy (7-day emergency appointment), \$300 per annum, January 23.

Raymond O'Neill, No. 51 East Houston street, Office Boy (7-day emergency appointment), \$300 per annum, January 24.

William Dilberger, No. 188 Baltic street, Brooklyn, Office Boy (7-day emergency appointment), \$300 per annum, January 24.

John Fitzgibbons, No. 79 East One Hundred and Fourteenth street, Office Boy (7-day emergency appointment), \$300 per annum, January 24.

Robert W. Steed, No. 114 Liberty street, Mechanical Engineer, \$3,600 per annum, January 21.

Isaac Lazarus, No. 426 Grand street, Night Watchman, \$2 per night, January 23.

Edw. D. Hedenkamp, No. 199 South Ninth street, Brooklyn, Night Watchman, \$2 per night, January 22.

The services of Walter J. Kingston and Carl L. Weil as Office Boys to this Board have terminated January 14, 1907.

PRESIDENT OF THE BOROUGH OF THE BRONX.

January 28—Death of August H. Diehl, Inspector of Regulating, Grading and Paving, on the 17th inst.

Transfer of Charles E. Clarke, Mechanical Draughtsman, to the Corporation Counsel's office, to take effect February 1, 1907.

BELLEVUE AND ALLIED HOSPITALS.

Appointments, Bellevue Hospital.

January 1, Coffey, George M., Hospital Helper, \$240.

January 1, Sullivan, Thomas, Hospital Helper (promoted from \$480), \$600.

January 1, O'Neill, V., Hospital Helper (promoted from \$480), \$600.

January 1, Byron, Charles, Hospital Helper (promoted from \$360), \$480.

January 1, Smith, Sam A., Hospital Helper (promoted from \$276), \$300.

January 1, Redington, Joseph, Hospital Helper (promoted from \$300), \$360.

January 1, Taylor, William K., Hospital Helper (promoted from \$300), \$360.

January 1, White, Herman, Hospital Helper (promoted from \$360), \$480.

January 2, Boney, Lena, Hospital Helper, \$180.

January 3, Ryan, James, Hospital Helper, \$240.

January 3, Pilvey, Madeline, Hospital Helper, \$180.

January 3, Karesi, Fannie, Hospital Helper, \$180.

January 3, May, Margaret, Hospital Helper, \$180.

January 3, Matthew, Reginald, Hospital Helper, \$240.

January 3, Benedict, Dwight, Hospital Helper, \$240.

January 3, Stokes, Edward, Driver, \$500.

January 4, Press, Charles, Hospital Helper, \$240.

January 4, Attridge, Alexander, Hospital Helper, \$240.

January 4, Boyldone, Robert J., Hospital Helper, \$240.

January 4, Monohan, Thomas, Hospital Helper, \$240.

January 4, Davin, Jennie, Hospital Helper, \$180.

January 4, Hill, George, Hospital Helper, \$240.

January 4, Cannon, Annie, Hospital Helper, \$180.

January 4, Reeves, Alfred, Hospital Helper, \$240.

January 4, Maher, Lizzie, Hospital Helper, \$180.

January 4, Foster, William, Hospital Helper, \$240.

January 5, Crossly, Charles W., Hospital Helper, \$360.

January 5, Degman, Mary, Hospital Helper, \$180.

January 5, Miranda, Jose, Hospital Helper, \$240.

January 5, Callahan, William, Hospital Helper, \$240.

January 5, Gaffney, Lizzie, Hospital Helper, \$180.

January 5, Nugent, Agnes, Hospital Helper, \$180.

January 5, McGivney, Mary, Hospital Helper, \$180.

January 6, Feeley, Michael, Hospital Helper, \$240.

January 7, Beach, Mary, Hospital Helper, \$180.

January 7, Kelly, Susan, Hospital Helper, \$180.

January 7, Lackhove, Rose, Head Pupil Nurse, \$600.

January 7, Leo, Maggie, Hospital Helper, \$180.

January 7, Gerrity, Kate, Hospital Helper, \$180.

January 7, Murphy, Jennie, Hospital Helper, \$180.

January 7, Mahon, Mary, Hospital Helper, \$180.

January 7, Dwyer, Michael, Hospital Helper, \$240.

January 8, Easton, John, Hospital Helper, \$240.

January 8, Hall, Andrew, Hospital Helper, \$240.

January 8, McGovern, Mary, Hospital Helper, \$180.

January 8, Easton, Jennie, Hospital Helper, \$180.

January 8, Anderson, Kate, Hospital Helper, \$180.

January 8, Hull, Willard J., Apothecary, \$750.

January 8, McCormack, Peter, Hospital Helper, \$240.

January 8, Gaughan, John, Hospital Helper, \$240.

January 9, Duffy, Kate, Hospital Helper, \$180.

January 9, Healey, William, Hospital Helper, \$240.

January 9, Goodenough, Clara, Head Pupil Nurse, \$600.

January 9, Harvey, Edward J., Hospital Helper, \$240.

January 9, Anderson, Margaret, Hospital Helper, \$180.

January 10, Williams, Alma, Hospital Helper, \$180.

January 10, Dwyer, Margaret, Hospital Helper, \$180.

January 10, Healy, Annie, Hospital Helper, \$180.

January 10, Wallin, John C., Hospital Helper, \$240.

January 10, Harrison, Annie, Hospital Helper, \$180.

January 10, Maher, Johanna, Hospital Helper, \$180.

January 10, McGloin, Maggie, Hospital Helper, \$180.

January 10, Dillon, Laura, Hospital Helper, \$180.

January 10, Byrne, Joseph, Hospital Helper, \$240.

January 11, Brennan, Annie, Hospital Helper, \$180.

January 11, Kenney, Jane, Hospital Helper, \$180.

January 11, McShane, Kate, Hospital Helper, \$180.

January 11, Clark, Annie, Hospital Helper, \$180.

January 11, Baker, William, Hospital Helper, \$240.

January 12, Everits, Mary, Hospital Helper, \$180.

January 12, Herbert, Kate, Hospital Helper, \$180.

January 12, Prescott, Elizabeth, Hospital Helper, \$180.

January 13, Reynolds, Agnes, Hospital Helper, \$180.

January 13, Stafft, Fred, Hospital Helper, \$240.

January 14, Martin, Elizabeth, Hospital Helper, \$480.

January 14, Beach, Mary, Hospital Helper, \$180.

January 14, Huffman, Henry, Hospital Helper, \$240.

January 15, Boyd, Beatrice, Hospital Helper, \$180.

January 15, Hague, Thomas, Hospital Helper, \$300, promoted from \$240.

January 15, Crawford, James, Hospital Helper, \$240.

January 15, Boylan, Annie, Hospital Helper, \$180.

January 16, Brennan, James F. M., Hospital Helper, \$300.

January 16, Celeste, Anthony, Hospital Helper, \$240.

January 17, Clarke, Anna, Head Pupil Nurse, \$480.

January 17, Smith, Jennie, Hospital Helper, \$180.

January 17, McLarney, Esther, Hospital Helper, \$180.

January 17, Gardner, William H., Hospital Helper, \$240.

January 17, Kenny, Charles C., Hospital Helper, \$240.

January 17, Taylor, Mary, Hospital Helper, \$180.

January 18, Wilson, Lizzie, Hospital Helper, \$180.

January 18, Reynold, Fannie, Hospital Helper, \$180.

January 18, Edwards, Hattie, Hospital Helper, \$180.

January 18, Bolster, Mabel, Hospital Helper, \$180.

January 18, Hankinson, Maggie, Hospital Helper, \$180.

January 19, Muve, Annie, Hospital Helper, \$180.

January 19, Rice, Annie, Hospital Helper, \$180.

January 19, McGrath, Mary, Hospital Helper, \$180.

January 20, Horan, Rose, Hospital Helper, \$180.

January 20, Cassidy, Maggie, Hospital Helper, \$180.

January 21, Detwiler, Frances, Head Pupil Nurse, \$600.

January 21, Conlon, Margaret M., Stenographer, \$720.

January 21, O'Neill, Wm. H., Engineer, \$3.50 per day.

January 21, O'Connor, Maggie, Hospital Helper, \$180.

January 21, Sumner, Daniel, Head Pupil Nurse, \$480.

Dismissals, Resignations—Bellevue Hospital.

January 1, Kelly, Mary, Hospital Helper, \$180, absence.

January 1, Sommerville, Frank, Hospital Helper, \$240, intemperance.

January 1, Logan, Edward, Hospital Helper, \$240, intemperance.

January 1, Collins, Edward, Hospital Helper, \$240, incompetent.

January 2, Connors, James, Hospital Helper, \$240, resigned.

January 2, Smith, Frank, Hospital Helper, \$240, absence.

January 2, Haggerty, Lizzie, Hospital Helper, \$180, resigned.

January 2, Lynch, Nora, Hospital Helper, \$180, incompetent.

January 2, Smith, Catherine, Hospital Helper, \$180, illness.

January 2, Dealy, Mitchell, Hospital Helper, \$480, resigned.

January 2, Boldt, John, Driver, \$500, neglect of duty.

January 2, Norton, Frank, Hospital Helper, \$240, intoxication.

January 2, McDermott, Mary, Hospital Helper, \$180, absence.

January 3, Wolf, John, Hospital Helper, \$240, absence.

January 3, McTassay, Leonard, Hospital Helper, \$240, absence.

January 3, Brown, George, Hospital Helper, \$240, resigned.

January 3, Keegan, Lizzie, Hospital Helper, \$180, absence.

January 3, Downey, Margaret, Hospital Helper, \$180, absence.

January 3, Jones, Thomas J., Hospital Helper, \$240, resigned.

January 3, Marozewski, Bell, Hospital Helper, \$240, absence.

January 3, Thornton, Agnes, Hospital Helper, \$180, intemperance.

January 3, McMahon, Timothy, Hospital Helper, \$240, resigned.

January 3, Gardner, Harry, Hospital Helper, \$240, resigned.

January 3, McTernan, John, Hospital Helper, \$540, absence.

January 4, Oughton, Mary, Hospital Helper, \$180, absence.

January 4, Gallagher, Susie, Hospital Helper, \$180, intemperance.

January 4, Kaiser, Louise, Hospital Helper, \$180, unsatisfactory.

January 4, Strahl, Joseph, Hospital Helper, \$240, absence.

January 4, O'Donnell, John, Hospital Helper, \$240, insubordination.

January 5, Kelly, Margaret, Hospital Helper, \$180, absence.

January 6, Ward, Della, Hospital Helper, \$180, absence.

January 6, Enfield, Margaret, Hospital Helper, \$180, illness.

January 6, Logan, Delia, Hospital Helper, \$180, resigned.

January 6, Gas, Frederick, Head Pupil Nurse, \$480, resigned.

January 6, O'Reilly, Juliana, Head Pupil Nurse, \$600, resigned.

January 6, Malone, Dominick, Hospital Helper, \$240, absence.

January 6, O'Brien, Mary, Hospital Helper, \$180, absence.

January 6, Peters, Tessie, Hospital Helper, \$180, absence.

January 7, Thomas, Frances, Hospital Helper, \$180, absence.

January 7, Ledwith, Annie, Hospital Helper, \$180, absence.

January 7, Leonard, Thomas, Hospital Helper, \$240, resigned.

January 7, O'Neill, Kate, Hospital Helper, \$180, absence.

January 7, Neilson, Henry, Apothecary, \$750, transferred to Fordham Hospital.

January 7, Nugent, Agnes, Hospital Helper, \$180, resigned.

January 7, Smith, Jennie, Hospital Helper, \$180, illness.

January 7, Brady, John, Hospital Helper, \$240, intoxication.

January 7, Frazer, James, Hospital Helper, \$240, resigned.

January 7, Haetty, Charles, Hospital Helper, \$240, absence.

January 8, Rogers, Susan, Hospital Helper, \$180, unsuitable.

January 8, Reid, John, Hospital Helper, \$240, quarrelsome.

January 8, Toumey, Nellie, Hospital Helper, \$180, resigned.

January 8, Mulcahy, Mary, Hospital Helper, \$180, resigned.

January 9, Enos, Nally, Hospital Helper, \$240, illness.

January 9, Conboy, Mary, Hospital Helper, \$180, illness.

January 9, Brooks, Nellie, Hospital Helper, \$180, illness.

January 9, McGrath, Mary, Hospital Helper, \$180, absence.

January 9, Pryor, Rose, Hospital Helper, \$180, illness.

January 9, Davin, Jennie, Hospital Helper, \$180, intoxication.

January 10, Feehey, Mary, Hospital Helper, \$180, unsatisfactory.

January 11, Beach, Mary, Hospital Helper, \$180, illness.

January 12, Reynolds, Evelyn, Hospital Helper, \$180, absence.

January 12, Mahon, Sylvester, Hospital Helper, \$240, resigned.

January 12, Brennan, Annie, Hospital Helper, \$180, absence.

January 13, McLarney, Esther, Hospital Helper, \$180, absence.

January 13, Byrne, Joseph, Hospital Helper, \$240, resigned.

January 13, Degnan, Mary, Hospital Helper, \$180, resigned.

January 14, Eiseler, Katie, Hospital Helper, \$180, resigned.

January 14, Lally, Michael, Hospital Helper, \$300, resigned.

January 15, Daly, Joseph, Hospital Helper, \$240, resigned.

January 15, Messenger, Bella, Hospital Helper, \$180, absence.

January 15, Gaffney, Lizzie, Hospital Helper, \$180, insubordination.

January 16, Franklin, Anna, Head Pupil Nurse, \$480, resigned.

January 16, Nolan, Ellen, Hospital Helper, \$180, illness.

January 16, Powell, Mary, Hospital Helper, \$180, absence.

January 16, Prescott, Elizabeth, Hospital Helper, \$180, quarrelsome.

January 16, Black, Margaret, Hospital Helper, \$180, quarrelsome.

No. 2, Rose Pryor, Ida Smith, Lena Southard, Mary Upstrand.

From \$240 to \$300—Nora Cox, Edwin Edwards, William Flynn, Maggie Gibbons, James Girard, William Garvey, Denis Haleran, Nellie Hickman, Kate Hogan, Mollie Kane, Margaret Lehan, Bridget Mahoney, No. 1, John Marcellus, Lawrence Mulligan, David Murphy, Lizzie Murphy, James Murray, Mary McDonough, No. 1, John McGarigal, Ernest Siren, Henry Taussig, John Ward.

From \$300 to \$360—Ernest Bergstrand, Charles Daly, Alfred Friend, John Hayden, Edward Johnson, Cora Laird, Frank D. Manner, Hospital Orderly; Owen McGuinness, Frank McShane.

From \$216 to \$240—Mary Morrissey. From \$312 to \$360—Annie Doran. From \$264 to \$300—Nicholas Wasserow. From \$480 to \$540—John Walker. From \$288 to \$300—Rose Breslin, Mary Miller, Rose McCabe, Margaret Shelly. From \$420 to \$480—Frances Habersstroh, Mary Murphy, Hospital Orderly; Ella Roy, Hospital Orderly.

Reduction in Salary, January 1, 1907. From \$600 to \$400—Anna Franklin, Head Pupil Nurse.

Leave of Absence Without Pay. Edna Cutler, Hospital Helper, \$600, two days.

James Hart, Hospital Helper, \$240, three days.

Nora Brown, Trained Nurse, \$600, January 7, 1907, two weeks.



OFFICIAL DIRECTORY.

CITY OFFICERS.

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

EXECUTIVE DEPARTMENT.

MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.
Telephone, 8022 Cortlandt.
GEORGE B. MCLELLAN, Mayor.
Frank M. O'Brien, Secretary.
William A. Willis, Executive Secretary.
James A. Riedon, Chief Clerk and Bond and Warrant Clerk.

BUREAU OF WEIGHTS AND MEASURES.

Room 7, City Hall, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.
Telephone, 8020 Cortlandt.
Patrick Derry, Chief of Bureau.

BUREAU OF LICENSES.

9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 8020 Cortlandt.
John P. Corrigan, Chief of Bureau.
Principal Office, Room 1, City Hall. Gaetano D'Amato, Deputy Chief, Boroughs of Manhattan and The Bronx.

Branch Office, Room 12, Borough Hall, Brooklyn, Daniel J. Griffin, Deputy Chief, Borough of Brooklyn.

Branch Office, Richmond Building, New Brighton, S. I.: William R. Woelfle, Financial Clerk, Borough of Richmond.

Branch Office, Hackett Building, Long Island City; Charles H. Smith, Financial Clerk, Borough of Queens.

THE CITY RECORD OFFICE.

BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.

Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance, Room 807, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.
Telephone, 1505 and 1506 Cortlandt. Supply Room, No. 2 City Hall.
Patrick J. Tracy, Supervisor; Henry McMillen, Deputy Supervisor; C. McKemie, Secretary.

BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 7560 Cortlandt.
Patrick F. McGowan, President.
P. J. Scully, City Clerk.

CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12; 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 7560 Cortlandt.
P. J. Scully, City Clerk and Clerk of the Board of Aldermen.

William J. Boyhan, First Deputy City Clerk.
Michael F. Blake, Chief Clerk of the Board of Aldermen.

Joseph V. Scully, Deputy Chief Clerk, Borough of Brooklyn.

Thomas J. McCabe, Deputy Chief Clerk, Borough of the Bronx.

William R. Zimmerman, Deputy Chief Clerk, Borough of Queens.

Joseph F. O'Grady, Deputy Chief Clerk, Borough of Richmond.

DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Herman A. Metz, Comptroller.
John H. McCooley and N. Taylor Phillips, Deputy Comptrollers.

Hubert L. Smith, Assistant Deputy Comptroller.
Oliver E. Stanton, Secretary to Comptroller.

MAIN DIVISION.

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

BOOKKEEPING AND AWARDS DIVISION.

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

STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk, Room 37.

BUREAU OF AUDIT—MAIN DIVISION.

P. H. Quinn, Chief Auditor of Accounts, Room 27.

LAW AND ADJUSTMENT DIVISION.

Jeremiah T. Mahoney, Auditor of Accounts, Room 185.

BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

Charles S. Hervey, Supervising Statistician and Examiner, Room 180.

CHARITABLE INSTITUTIONS DIVISION.

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

BUREAU OF THE CITY PAYMASTER.

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

BUREAU OF ENGINEERING.

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

REAL ESTATE BUREAU.

Thomas F. Byrnes, Mortimer J. Brown, Appraisers of Real Estate, Room 157.

BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room 81.

David E. Austen, Receiver of Taxes.
John J. McDonough, Deputy Receiver of Taxes.
Borough of The Bronx—Municipal Building, Third and Tremont avenues.

John B. Underhill, Deputy Receiver of Taxes.
Borough of Brooklyn—Municipal Building, Rooms 2-8.

James B. Bouck, Deputy Receiver of Taxes.
Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.

Geo. H. Creed, Deputy Receiver of Taxes.
Borough of Richmond—Borough Hall, St. George, New Brighton.

John DeMorgan, Deputy Receiver of Taxes.

BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan—Stewart Building, Room 81.

Daniel Monahan, Collector of Assessments and Arrears.

John B. Adger Mullally, Deputy Collector of Assessments and Arrears.

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

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

Borough of Brooklyn—Municipal Building.
William E. Melody, Deputy Collector of Assessments and Arrears.

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

Patrick E. Leahy, Deputy Collector of Assessments and Arrears.

Borough of Richmond—Bay and Sand streets, Stapleton.

George Brand, Deputy Collector of Assessments and Arrears.

BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.

Stewart Building, Chambers street and Broadway, Room 141.

John M. Gray, Collector of City Revenue and Superintendent of Markets.

James H. Baldwin, Deputy Collector of City Revenue.

David O'Brien, Deputy Superintendent of Markets.

BUREAU OF THE CITY CHAMBERLAIN.

Stewart Building, Chambers street and Broadway, Rooms 61 to 67.

Patrick Keenan, City Chamberlain.

John H. Campbell, Deputy Chamberlain.

LAW DEPARTMENT.

OFFICE OF CORPORATION COUNSEL.

Hall of Records, Chambers and Centre streets, 6th, 7th and 8th floors, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 3000 Worth.

William B. Ellison, Corporation Counsel.

Assistants—Theodore Connolly, Charles D. Olen-

dorf, George L. Sterling, William P. Burr, George S. Coleman, Charles N. Harris, Arthur C. Butts,

John L. O'Brien, Terence Farley, James T. Malone, Franklin Chase Hoyt, Edwin J. Freedman, John C. Breckinridge, Cornelius F. Collins, Louis H. Hahlo,

Frank B. Pierce, Stephen O'Brien, William B. Crowell, Thomas F. Byrne, Richard H. Mitchell, John

Widdecombe, Edward S. Malone, Charles A. O'Neil,

John F. O'Brien, Arthur Sweeney, William H. King,

Thomas F. Noonan, Andrew T. Campbell, Jr.,

Alfred W. Booram, George P. Nicholson, Josiah A. Stover, J. Gabriel Britt, Royal E. T. Riggs,

Curtis A. Peters, Charles McIntyre, Francis X. McQuade, Francis J. Byrne, Edmund C. Viemeister,

William J. Clarke, John W. Goff, Jr., Leonce Fuller,

Charles W. Miller, George O'Reilly, J. Townsend

Burden, Jr., William H. Doherty, Francis Martin,

Frank E. Smith, Loring T. Hildreth, Henry W. Mayo.

Secretary to the Corporation Counsel—David Ryan.

Chief Clerk—Andrew T. Campbell.

BROOKLYN OFFICE.

Borough Hall, 2d floor, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 2048 Main.

James D. Bell, Assistant in charge.

BUREAU OF STREET OPENINGS.

No. 90 West Broadway, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 8190 Cortlandt.

John P. Dunn, Assistant in charge.

BUREAU FOR THE RECOVERY OF PENALTIES.

No. 119 Nassau street, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4526 Cortlandt.

Herman Stiefel, Assistant in charge.

BUREAU FOR THE COLLECTION OF ARREARS OF PERSONAL TAXES.

No. 280 Broadway, 5th floor. Office hours for public, 10 a. m. to 2 p. m.; Saturdays, 10 a. m. to 12 m.

Telephone, 4585 Worth.

James P. Keenan, Assistant in charge.

TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.

No. 44 East Twenty-third street, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 1961 Gramercy.

John P. O'Brien, Assistant in charge.

COMMISSIONERS OF SINKING FUND.

George B. McClellan, Mayor, Chairman; Herman A. Metz, Comptroller; Patrick Keenan, Chamberlain; Patrick F. McGowan, President of the Board of Aldermen, and John R. Davies, Chairman Finance Committee, Board of Aldermen, Members; N. Taylor Phillips, Deputy Comptroller, Secretary.

Office of Secretary, Room 12, Stewart Building. Telephone, 6120 Franklin.

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.

No. 277 Broadway. Room 806. Telephone, 3484 Worth.

Joseph Haag, Secretary. Charles V. Adeo, Clerk to Board.

PUBLIC IMPROVEMENTS.

Nelson P. Lewis, Chief Engineer, No. 277 Broadway, Room 801. Telephone, 3457 Worth.

BUREAU OF FRANCHISES.

Harry P. Nichols, Assistant Engineer in charge, Room 79, No. 280 Broadway. Telephone, 671 Franklin.

BOARD OF REVISION OF ASSESSMENTS.

Herman A. Metz, Comptroller.

William B. Ellison, Corporation Counsel.

Lawson Purdy, President of the Department of Taxes and Assessments.

Henry J. Storrs, Chief Clerk, Finance Department, No. 280 Broadway.

AQUEDUCT COMMISSIONERS.

Room 207 Stewart Building, 5th floor, 9 a. m. to 4 p. m.

Telephone, 1043 Franklin.

The Mayor, the Comptroller, *ex-officio*. Commissioners John F. Cowan (President), William H. Ten Eyck, John J. Ryan and John P. Windolph; Harry W. Walker, Secretary; Walter H. Sears, Chief Engineer.

POLICE DEPARTMENT.

CENTRAL OFFICE.

No. 300 Mulberry street, 9 a. m. to 4 p. m. Telephone, 3100 Spring.

Theodore A. Bingham, Commissioner.

Arthur J. O'Keefe, First Deputy Commissioner.

Frederick H. Bugher, Second Deputy Commissioner.

Bert Hanson, Third Deputy Commissioner.

Daniel G. Slattery, Secretary.

James L. Mock, Executive Clerk to Commissioner.

William H. Kipp, Chief Clerk.

BOARD OF ELECTIONS.

Headquarters, General Office, No. 107 West Forty-first street.

Commissioners—John T. Dooling (President), Charles B. Page (Secretary), John Maguire

Rudolph C. Fuller.

A. C. Allen, Chief Clerk.

BOROUGH OFFICES.

Manhattan.

No. 112 West Forty-second street.

William C. Baxter, Chief Clerk.

The Bronx.

One Hundred and Thirty-eighth street and Mott avenue (Solingen Building).

Cornelius A. Bunner, Chief Clerk.

Brooklyn.

No. 42 Court street (Temple Bar Building).

George Russell, Chief Clerk.

Queens.

No. 51 Jackson avenue, Long Island City.

Carl Voegel, Chief Clerk.

Richmond.

Staten Island Savings Bank Building, Beach and Water streets, Stapleton, S. I.

Alexander M. Ross, Chief Clerk.

All offices open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

DEPARTMENT OF BRIDGES.

Nos. 13-21 Park row.

James W. Stevenson, Commissioner.

John H. Little, Deputy Commissioner.

Edgar E. Schiff, Secretary.

Office hours, 9 a. m. to 4 p. m.

Saturdays, 9 a. m. to 12 m.

Telephone, 6080 Cortlandt.

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS.

Board of Rapid Transit Railroad Commissioners

No. 320 Broadway, New York.

Bion L. Burrows, Secretary.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.

Telephones, Manhattan, 8520 Cortlandt; Brooklyn, 2080 Main; Queens, 430 Greenpoint; Richmond, 94

Tompkinsville; Bronx, 62 Tremont.

John H. O'Brien, Commissioner.

Frank J. Goodwin, Deputy Commissioner.

I. M. de Verona, Chief Engineer.

George W. Birdsall, Consulting Hydraulic Engineer.

George F. Sever, Consulting Electrical Engineer.

Charles F. Lacombe, Chief Engineer of Light and Power.

Michael C. Padden, Water Register, Manhattan.

Joseph F. Prendergast, Secretary to the Department.

William A. Hawley, Secretary to Commissioner.

William C. Cozier, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.

William R. McGuire, Water Register, Brooklyn.

Thomas H. O'Neil, Deputy Commissioner, Borough of The Bronx, Crotona Park Building, One Hundred and Seventy-seventh street and Third avenue.

Thomas M. Lynch, Water Register, The Bronx.

Charles C. Wissel, Deputy Commissioner, Borough of Queens, Hackett Building, Long Island City.

Edward I. Miller, Deputy Commissioner, Borough of Richmond, Richmond Building, New Brighton, S. I.

FIRE DEPARTMENT.

Office hours for all, except where otherwise noted from 9 a. m. to 4 p. m.; Saturdays, 12 m.

HEADQUARTERS.

Nos. 157 and 159 East Sixty-seventh street, Manhattan. Telephone, 2230 Plaza, Manhattan; 2356 Main, Brooklyn.

Francis J. Lantry, Commissioner.

Hugh Bonner, Deputy Commissioner.

Charles C. Wise, Deputy Commissioner, Boroughs of Brooklyn and Queens.

Alfred M. Downes, Secretary; Michael J. Healon, Secretary to the Commissioner; George F. Dobson, Jr., Secretary to the Deputy Commissioner, Boroughs of Brooklyn and Queens.

Edward F. Coker, Chief of Department.

Thomas Lally, Deputy Chief of Department in charge, Boroughs of Brooklyn and Queens.

Franz S. Wolf, Oil Surveyor, temporarily in charge of Bureau of Combustibles, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

Joseph I. Berry, Commissioner of Parks for the Borough of the Bronx.
Office, Zbrowski Mansion, Claremont Park.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Hall of Records, corner of Chambers and Centre streets. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Commissioners Lawson Purdy, President, Frank Raymond, Nicholas Muller, James H. Tully, Charles Putzel, Thomas L. Hamilton.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 299 Broadway, 9 a. m. to 4 p. m.
William F. Baker, R. Ross Appleton, Alfred J. Talley.
Frank A. Spencer, Secretary.

Labor Bureau.

No. 51 Lafayette street (old No. 61 Elm street).

BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 4 p. m.; Saturdays, 12 m.
Antonio Zucca.
Paul Weimann.
James H. Kennedy.
William H. Jasper, Secretary.

DEPARTMENT OF EDUCATION.

BOARD OF EDUCATION.

Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (in the month of August, 9 a. m. to 4 p. m.) Saturdays, 9 a. m. to 12 m.
Telephone, 186 Plaza.

Richard H. Adams, Richard B. Aldcroft, Jr.; Grosvenor H. Backus, Nicholas J. Barrett, John J. Barry, Joseph E. Cosgrove, Francis P. Cunliffe, Thomas M. DeLaney, Samuel B. Donnelly, Horace E. Dresser, A. Leo Everett, Joseph Nicola Francolini, George Freifeld, John Greene, George J. Gillespie, Randolph Guggenheimer, George D. Hamlin, M. D.; Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, Arthur Hollick, Charles H. Ingalls, Nathan S. Jonas, Hugo Kanzler, John C. Kelley, Alrick H. Man, Clement March, Mitchell May, Dennis J. McDonald, M. D.; Thomas J. O'Donohue, Frank H. Partridge, George E. Payne, Frank Lyon Polk, George W. Schaefer, Henry H. Sherman, Abraham Stern, Samuel Stern, Cornelius J. Sullivan, Rupert B. Thomas, John R. Thompson, George A. Vandenhoff, John A. Wilbur, William N. Wilmer, Frank D. Wilsey, George W. Wingate, 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 School Buildings.
Patrick Jones, Superintendent of School Supplies.
Henry R. M. Con, Auditor.
Thomas A. Dillon, Chief Clerk.
Henry M. Leipziger, Supervisor of Lectures.
Claude G. Leland, Superintendent of Libraries.
Henry M. Devoe, Supervisor of Janitors.

BOARD OF SUPERINTENDENTS.

William H. Maxwell, City Superintendent of Schools, and George S. Davis, Andrew W. Edson, Clarence E. Meloney, Thomas S. O'Brien, Edward B. Shallow, Edward L. Stevens, Gustave Straubmüller, John H. Walsh, Associate City Superintendents.

DISTRICT SUPERINTENDENTS.

Darwin L. Bardwell, William A. Campbell, John J. Chickering, John W. Davis, John Dwyer, James M. Edsall, Matthew J. Elgas, Edward D. Farrell, Cornelius D. Franklin, John Griffin, M. D.; John H. Haaren, John L. N. Hunt, Henry W. Jameson, James Lee, Charles W. Lyon, James J. McCabe, William J. O'Shea, Julia Richmond, Alfred T. Schaeffer, Albert Shields, Edgar Dubs Shimer, Seth T. Stewart, Edward W. Stitt, Grace C. Strachan, Joseph S. Taylor, Evangeline E. Whitney.

BOARD OF EXAMINERS.

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

COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.
John N. Bogart, Commissioner.
James P. Archibald, Deputy Commissioner.
John J. Caldwell, Secretary.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 5884 Franklin.

ARMORY COMMISSIONERS.

The Mayor, George B. McClellan, Chairman; the President of the Department of Taxes and Assessments, Lawson Purdy; the President of the Board of Aldermen, Patrick F. McGowan; Brigadier-General James McLeer and Brigadier-General George Moore Smith, Commissioners.
Harrie Davis, Secretary, and Frank J. Bell, Acting Secretary, Room No. 6, Basement, Hall of Records, Chambers and Centre streets.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

ART COMMISSION.

City Hall, Room 21.
Telephone call, 1197 Cortlandt.
Robert W. de Forest, President; Walter Cook, Vice-President; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences, Howard Mansfield, Secretary; George B. McClellan, Mayor of the City of New York; J. Pierpont Morgan, President of Metropolitan Museum of Art; John Bigelow, President of New York Public Library; F. D. Millet, Painter; John J. Boyle, Sculptor; John B. Pine.
Milo R. Maltbie, Assistant Secretary.

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.
Warren A. Conover, Charles Buek, Lewis Harding, Charles G. Smith, Edward F. Croker, Henry R. Marshall and William J. Fryer, Chairman.
Edward V. Barton, Clerk.
Board meeting every Tuesday at 2 p. m.

EXAMINING BOARD OF PLUMBERS.

Robert McCabe, President; David Jones, Secretary; Thomas E. O'Brien, Treasurer; ex-officio Horace Loomis and Matthew E. Healy.
Rooms 14, 15 and 16 Aldrich Building, Nos. 149 and 151 Church street.
Office open during business hours every day in the year except legal holidays. Examinations are held on Monday, Wednesday and Friday after 1 p. m.

NEW YORK CITY IMPROVEMENT COMMISSION.

Nos. 13-21 Park row.
Francis K. Pendleton, Chairman; Jacob S. Cantor, George A. Hearn, Whitney Warren, Harry Payne Whitney, Frank Bailey, John W. Alexander, Daniel C. French, Louis F. Haffen, James A. Wright, Joseph Cassidy, William J. La Roche, J. Edward Swanson, George Cromwell and Henry S. Thompson.
Advisory Committee—Nelson P. Lewis, Chief Engineer, Board of Estimate and Apportionment, Secretary.

tary to the Commission; John A. Bense, Commissioner, Department of Docks and Ferries; O. F. Nichols, Chief Engineer, Bridge Department; Samuel Parsons, Jr., Landscape Architect, Park Department.

CHANGE OF GRADE DAMAGE COMMISSION.

Twenty-third and Twenty-fourth Wards.
Office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.
Commissioners—William E. Stillings, George C. Norton, Oscar S. Bailey.
Lamont McLoughlin, Clerk.
Regular advertised meetings on Monday, Wednesday and Friday of each week at 2 o'clock p. m.

METROPOLITAN SEWERAGE COMMISSION.

Office, No. 17 Battery Place. Daniel Lewis, President, Olin H. Landreth, George A. Soper, Andrew J. Provost, Jr., Secretary, James H. Fuertes, Commissioners.

BOROUGH OFFICES.

Borough of Manhattan.

Office of the President, Nos. 10, 11 and 12 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
John F. Ahearn, President.
Bernard Downing, Secretary.
Edward S. Murphy, Superintendent of Buildings.
William Dalton, Commissioner of Public Works.
James J. Hagan, Assistant Commissioner of Public Works.

William H. Walker, Superintendent of Public Buildings and Offices.
George F. Scannell, Superintendent of Highways.

Borough of the Bronx.

Office of the President, corner Third Avenue and One Hundred and Seventy-seventh street; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Louis F. Haffen, President.
Henry A. Gumbleton, Secretary.
John F. Murray, Commissioner of Public Works.
Josiah A. Briggs, Chief Engineer.
Frederick Greifenberg, Principal Assistant Topographical Engineer.
Charles H. Graham, Engineer of Sewers.
Samuel C. Thompson, Engineer of Highways.
Patrick J. Reville, Superintendent of Buildings.
Assistant Commissioner of Public Works, Peter J. Stumpf.
Martin Geisler, Superintendent of Highways.

Borough of Brooklyn.

President's Office, Nos. 15 and 16 Borough Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Bird S. Coler, President.
Charles Frederick Adams, Secretary.
John A. Heffernan, Private Secretary.
Desmond Dunne, Commissioner of Public Works.
Durbin Van Vleck, Assistant Commissioner of Public Works.
David F. Moore, Superintendent of Buildings.
Frank J. Ulrich, Superintendent of the Bureau of Highways.
James Dunne, Superintendent of the Bureau of Sewers.
Joseph M. Lawrence, Superintendent of the Bureau of Public Buildings and Offices.

Borough of Queens.

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Joseph Bernell, President.
Herman Ringe, Secretary.
Lawrence Gresser, Commissioner of Public Works.
Alfred Denton, Assistant Commissioner of Public Works.
James P. Hicks, Superintendent of Highways.
Carl Berger, Superintendent of Buildings.
Joseph H. de Bragga, Superintendent of Sewers.
Lucien Knapp, Superintendent of Street Cleaning Office, No. 48 Jackson avenue, Long Island City.
Henry Willet, Superintendent of Public Buildings and Offices, Office, Town Hall, Jamaica.
Robert R. Crowell, Engineer Topographical Bureau, Office, No. 252 Jackson avenue, Long Island City.

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. Suel, Superintendent of Highways.
John T. Fetherston, Superintendent of Street Cleaning.
Ernest H. Seehusen, Superintendent of Sewers.
John Timlin, Jr., Superintendent of Public Buildings and Offices.
George W. Tuttle, Principal Assistant Engineer, Bureau of Engineering—Topographical.
Theodor S. Oxholm, Principal Assistant Engineer, Bureau of Engineering—Construction.
Offices—Borough Hall, New Brighton, N. Y., 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

CORONERS.

Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.

Coroners: Julius Harburger, Peter P. Acritelli, George F. Shady, Jr., Peter Dooley.

Julius Harburger, President, Board of Coroners.
Jacob E. Bausch, Chief Clerk.

Borough of the Bronx—Corner of Third Avenue and One Hundred and Seventy-seventh street. Telephone, 1250 Tremont and 3415 Harlem.

Robert F. McDonald, A. F. Schwanncke.
William T. Austin, Chief Clerk.

Borough of Brooklyn—Office, Room 11, Borough Hall. Telephone, 4004 Main and 4005 Main.

Henry J. Brewer, M. D., John F. Kennedy.
Joseph McGuinness, Chief Clerk.

Open all hours of the day and night.
Borough of Queens—Office, Borough Hall, Fulton street, Jamaica, L. I.

Samuel D. Nutt, Alfred S. Ambler.
Martin Mager, Jr., Chief Clerk.

Office hours, from 9 a. m. to 10 p. m.
Borough of Richmond—Second street, New Brighton. Open for the transaction of business all hours of the day and night.

Matthew J. Cahill.

NEW YORK COUNTY.

SURROGATE.

New County Court-house. Court open from 9 a. m. to 4 p. m., except Saturday, when it closes at 12 m. During the months of July and August the hours are from 9 a. m. to 5 p. m.

Frank T. Fitzgerald, Abner C. Thomas, Surrogates; William V. Leary, Chief Clerk.

SHERIFF.

No. 209 Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Nicholas J. Hayes, Sheriff.
A. J. Johnson, Under Sheriff.

DISTRICT ATTORNEY.

Building for Criminal Courts, Franklin and Centre streets.
Office hours from 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

William Travers Jerome, District Attorney.
John A. Henneberry, Chief Clerk.

REGISTER.

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

COUNTY CLERK.

Nos. 8, 9, 10 and 11 New County Court-house.
Office hours from 9 a. m. to 4 p. m.
Peter J. Dooling, County Clerk.
John F. Curry, Deputy.
Joseph J. Glennen, Secretary.

COMMISSIONER OF JURORS.

Room 127, Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.
Thomas Allison, Commissioner.
Matthew F. Neville, Assistant Commissioner.
Frederick P. Simpson, Assistant Commissioner.
Frederick O'Byrne, Secretary.

PUBLIC ADMINISTRATOR.

No. 119 Nassau street, 9 a. m. to 4 p. m.
William M. Hoes, Public Administrator.

COMMISSIONER OF RECORDS.

Office, New County Court-house.
William S. Andrews, Commissioner.

KINGS COUNTY.

COUNTY COURT, KINGS COUNTY.

County Court-house, Brooklyn, Rooms 10, 19, 20, 22 and 23. Court opens at 10 a. m. daily and sits until business is completed. Part I., Room No. 23; Part II., Room No. 10, Court-house. Clerk's Office, Rooms 10, 20 and 22, open daily from 9 a. m. to 4 p. m.; Saturdays, 12 m.
Norman S. Dike and Lewis L. Fawcett, County Judges.
Charles S. Devoy, Chief Clerk.

SURROGATE.

Hall of Records, Brooklyn, N. Y.
James C. Church, Surrogate.
William P. Pickett, Clerk of the Surrogate's Court.
Court opens at 10 a. m. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

SHERIFF.

County Court-house, Brooklyn, N. Y.
9 a. m. to 4 p. m.; Saturdays, 12 m.
Michael J. Flaherty, Sheriff.

DISTRICT ATTORNEY.

Office, County Court-house, Borough of Brooklyn.
Hours, 9 a. m. to 5 p. m.
John F. Clarke, District Attorney.

REGISTER.

Hall of Records. Office hours, 9 a. m. to 4 p. m., excepting months of July and August; then from 9 a. m. to 2 p. m., provided for by statute.
Alfred J. Boulton, Register.

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 T. Hartzheim, County Clerk.
Bela Tokai, Deputy County Clerk.
James P. Kohler, Assistant Deputy County Clerk.
Robert Stewart, Counsel.
Telephone call, 4930 Main.

COMMISSIONER OF JURORS.

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

COMMISSIONER OF RECORDS.

Hall of Records.
Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
John K. Neal, Commissioner.
D. H. Ralston, Deputy Commissioner.
Thomas D. Moscrop, Superintendent.
William J. Beattie, Assistant Superintendent.

PUBLIC ADMINISTRATOR.

No. 26 Court street (Garfield Building), Brooklyn, 9 a. m. to 4 p. m.
Charles E. Teale, Public Administrator.

QUEENS COUNTY.

SURROGATE.

Daniel Noble, Surrogate.
Office at Jamaica.
Except on Sundays, holidays and half-holidays, the office is open between March 31 and October 1 from 8 a. m. to 5 p. m.; on Saturdays from 8 a. m. to 12 m.; between September 30 and April 1, from 9 a. m. to 5 p. m.; on Saturdays, from 9 a. m. to 12 m.
The calendar is called on Tuesday of each week at 10 a. m., except during the month of August, when no court is held, and the court sits every day thereafter until all contested cases have been disposed of.

COUNTY COURT.

Temporary County Court-house, Long Island City.
County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms each Saturday, except during August.
County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y.
Burt J. Humphrey, County Judge.

SHERIFF.

County Court-house, Long Island City, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Herbert S. Harvey, Sheriff.
Henry W. Sharkey, Under Sheriff.
William Repper, Chief Deputy.

DISTRICT ATTORNEY.

Office, Queens County Court-house, Long Island City, 9 a. m. to 5 p. m.
Ira G. Darrin, District Attorney.

COUNTY CLERK.

Jamaica, Fourth Ward, Borough of Queens, City of New York.
Office open, April 1 to October 1, 8 a. m. to 5 p. m.; October 1 to April 1, 9 a. m. to 5 p. m.; Saturdays throughout year until 12 noon.
John Niederstein, County Clerk.
Henry J. Walter, Jr., Deputy County Clerk.
Charles Mahler, Assistant Deputy County Clerk.
Frank C. Klingenberg, Secretary.
Telephone, 151 Jamaica.

COMMISSIONER OF JURORS.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Queens County Court House, Long Island City.
John P. Balbert, Commissioner of Jurors.
Rodman Richardson, Assistant Commissioner.

PUBLIC ADMINISTRATOR.

Nos. 62 to 68 Jackson avenue, Long Island City.
Charles J. Schneller, Public Administrator, County of Queens.

RICHMOND COUNTY.

COUNTY JUDGE AND SURROGATE.

Terms of Court, Richmond County, 1906.
County Courts—Stephen D. Stephens, County Judge.

First Monday of June, Grand and Trial Jury.
First Monday of December, Grand and Trial Jury.
Fourth Wednesday of January, without a Jury.
Fourth Wednesday of February, without a Jury.
Fourth Wednesday of March, without a Jury.
Fourth Wednesday of April, without a Jury.
Fourth Wednesday of July, without a Jury.
Fourth Wednesday of September, without a Jury.
Fourth Wednesday of October, without a Jury.
—All at the Court-house at Richmond.

Surrogate's Court—Stephen D. Stephens, Surrogate.
Mondays at the Corn Exchange Bank Building, St. George, 10.30 o'clock.

Tuesdays at the Corn Exchange Bank Building, St. George, at 10.30 o'clock a. m.
Wednesdays at the Surrogate's Office, Richmond, at 10.30 o'clock a. m.

DISTRICT ATTORNEY.

No. 400 Richmond Terrace, New Brighton, S. I.
Office hours from 9 a. m. to 12 m., and 1 p. m. to 5 p. m.
John J. Kenney, District Attorney.

COUNTY CLERK.

County Office Building, Richmond, S. I., 9 a. m. to 4 p. m.
C. L. Bostwick, County Clerk.
County Court-house, Richmond, S. I., 9 a. m. to 4 p. m.

SHERIFF.

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

COMMISSIONER OF JURORS.

Village Hall, Stapleton.
Charles J. Kullman, Commissioner.
John J. McCaughey, Assistant Commissioner.
Office open from 9 a. m. until 4 p. m.; Saturdays from 9 a. m. to 12 m.

THE COURTS.

APPELLATE DIVISION OF THE SUPREME COURT.

FIRST JUDICIAL DEPARTMENT.

Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 1 p. m.
Edward Patterson, Presiding Justice, George L. Ingraham, Chester B. McLaughlin, Frank C. Laughlin, John Proctor Clarke, James W. Houghton, Francis M. Scott, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.
Clerk's office open at 9 a. m.

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. 33.
Special Term, Part VI. (Elevated Railroad cases), Room 31.

Trial Term, Part II., Room No. 34.
Trial Term, Part III., Room No. 22.
Trial Term, Part IV., Room No. 21.
Trial Term, Part V., Room No. 24.
Trial Term, Part VI., Room No. 35.
Trial Term, Part VII., Room No. 23.
Trial Term, Part VIII., Room No. 27.
Trial Term, Part IX., Room No. 26.
Trial Term, Part X., Room No. 28.
Trial Term, Part XI., Room No. 37.
Trial Term, Part XII., Room No. 26.
Trial Term, Part XIII., and Special Term, Part VII., Room No. 36.

Appellate Term, Room No. 29.
Naturalization Bureau, Room No. 38, third floor.
Assignment Bureau, room on third floor.
Clerks in attendance from 10 a. m. to 4 p. m.
Clerk's Office, Special Term, Part I. (motions) Room No. 16.

Clerk's Office, Special Term, Part II. (ex-parte business), room southwest corner mezzanine floor.
Clerk's Office, Special Term, Calendar, room southeast corner, second floor.

Clerk's Office, Trial Term, Calendar, room northeast corner, second floor, east.
Clerk's Office, Appellate Term, room southwest corner, third floor.

Trial Term, Part I. (criminal business).
Criminal Court-house, Centre street.

Justices—Charles H. Truax, Charles F. McLean, Henry Bischoff, Jr., Leonard A. Giegerich, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, David Leventritt, James A. O'Gorman, James A. Blanchard, Edward S. Clinch, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph Newburger, M. Linn Bruce, John W. Goff, Samuel Seabury, M. Warley Platzek, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Erlanger, Charles L. Guy.

SUPREME COURT—SECOND DEPARTMENT.

Kings County Court-house, Borough of Brooklyn, N. Y.
Court open daily from 10 o'clock a. m. to 5 o'clock p. m. Six jury trial parts. Special Term for Trials Special Term for Motions.
James F. McGee, General Clerk.

CRIMINAL DIVISION—SUPREME COURT.

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

COURT OF GENERAL SESSIONS.

Held in the building for Criminal Courts, Centre, Elm, White and Franklin streets.
Court opens at 10.30 a. m.
Thomas C. T. Crain, City Judge; Francis S. McAvoy, Recorder; Otto A. Rosalsky, Warren W. Foster and Thomas C. O'Sullivan, Judges of the Court of General Sessions. Edward R. Carroll, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
During July and August will close at 2 p. m., and on Saturdays at 12 m.

CITY COURT OF THE CITY OF NEW YORK.

No. 32 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.
Part I.
Part II.
Part III.
Part IV.
Part V.

Special Term Chambers will be held from 10 a. m. to 4 p. m.
 Clerk's Office open from 9 a. m. to 4 p. m.
 Edward F. O'Dwyer, Chief Justice; John Henry McCarty, Lewis J. Conlan, Theodore F. Hascall, Francis B. Delehanthy, Joseph I. Green, William P. Wadhams, Justices. Thomas F. Smith, Clerk.

COURT OF SPECIAL SESSIONS.

Building for Criminal Courts, Centre street between Franklin and White streets, Borough of Manhattan.
 Court opens at 10 a. m.
 Justices—First Division—John B. McKean, William E. Wyatt, Willard H. Olmstead, Joseph M. Deuel, Lorenz Zeller, John B. Mayo, Charles W. Cullin, Clerk; William M. Fuller, Deputy Clerk.
 Clerk's Office open from 9 a. m. to 4 p. m.
 Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Wednesdays and Fridays at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesday at 10 o'clock; Town Hall, New Brighton Borough of Richmond, Thursday at 10 o'clock.
 Justices—Howard J. Forker, Patrick Keady, John Fleming, Thomas W. Fitzgerald, Robert J. Wilkin, George J. O'Keefe; Joseph L. Kerrigan, Clerk; John J. Dorman, Deputy Clerk.
 Clerk's Office, No. 171 Atlantic avenue, Borough of Brooklyn, open from 9 a. m. to 4 p. m.

CHILDREN'S COURT.

First Division—No. 66 Third avenue, Manhattan Edmund C. Lee, Clerk.
 Second Division—No. 102 Court street, Brooklyn, James P. Sinnott, Clerk.

CITY MAGISTRATES' COURT.

Courts open from 9 a. m. to 4 p. m.
 City Magistrates—Robert C. Cornell, Leroy B. Crane, Peter T. Barrow, Matthew P. Green, Seward Baker, Charles S. Whitman, Joseph F. Moss, James J. Walsh, Henry Steiner, Daniel E. Finn, Charles G. F. Wahle, Alexander Finelite, William A. Sweetser, Frederick B. House.
 James McCabe, Secretary. One Hundred and Twenty-first street and Sylvan place.
 First District—Criminal Court Building.
 Second District—Jefferson Market.
 Third District—No. 60 Essex street.
 Fourth District—Fifty-seventh street, near Lexington avenue.
 Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.
 Sixth District—One Hundred and Sixty-first street and Brook avenue.
 Seventh District—Fifty-fourth street, west of Eighth avenue.
 Eighth District—Main street, Westchester.

SECOND DIVISION.

Borough of Brooklyn.

City Magistrates—Alfred E. Steers, A. V. B. Voorhees, Jr., James G. Tighe, Edward J. Dooley, John Nanner, E. G. Higgenbotham, Frank E. O'Reilly, Henry J. Furlong, John F. Hyland, Alexander H. Geismar.

President of the Board, Frank E. O'Reilly, No. 249 Manhattan avenue.
 Secretary to the Board, William F. Delaney, No. 495 Gates avenue.

First District—No. 318 Adams street.
 Second District—Court and Butler streets.
 Third District—Myrtle and Vanderbilt avenues.
 Fourth District—Lee avenue and Clymer street.
 Fifth District—Manhattan avenue and Powers street.
 Sixth District—No. 495 Gates avenue.
 Seventh District—No. 31 Snider avenue (Flatbush).
 Eighth District—West Eighth street (Coney Island).

Borough of Queens.

City Magistrates—Matthew J. Smith, Luke I. Conorton, Edmund J. Healy.
 First District—Long Island City.
 Second District—Flushing.
 Third District—Far Rockaway.

Borough of Richmond.

City Magistrates—John Croak, Nathaniel Marsh.
 First District—New Brighton, Staten Island.
 Second District—Stapleton, Staten Island.

MUNICIPAL COURTS.

BOROUGH OF MANHATTAN.

First District—Third, Fifth and Eighth Wards and all that part of the First Ward lying west of Broadway and Whitehall street, including Governor's Island, Bedloe's Island, Ellis Island and the Oyster Islands. New Court-house, No. 128 Prince street, corner of Wooster street.
 Wauhope Lynn, Justice. Thomas O'Connell, Clerk.
 Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Second, Fourth, Sixth and Fourteenth Wards, and all that portion of the First Ward lying south and east of Broadway and Whitehall street. Court-room, No. 50 Madison street.
 John Hoyer, Justice. Francis Mangin, Clerk.
 Clerk's Office open from 9 a. m. to 4 p. m.

Court opens daily at 9 a. m., and remains open until daily calendar is disposed of and close of the daily business, except on Sundays and legal holidays.

Third District—Ninth and Fifteenth Wards. Court room, southwest corner Sixth avenue and West Tenth street. Court opens daily (Sundays and legal holidays excepted), from 9 a. m. to 4 p. m.

William F. Moore, Justice. Daniel Williams, Clerk.

Fourth District—Tenth and Seventeenth Wards. Court-room, No. 30 First street, corner Second avenue. Clerk's Office open daily from 9 a. m. to 4 p. m. Court opens 9 a. m. daily, and remains open to close of business.

George F. Roesch, Justice. Andrew Lang, Clerk.
 Fifth District—The Fifth District embraces the Eleventh Ward and all that portion of the Thirteenth Ward which lies east of the centre line of Norfolk street and north of the centre line of Grand street and west of the centre line of Pitt street and north of the centre line of Delancey street and northwest of Clinton street to Rivington street, and on the centre line of Rivington street south to Norfolk street. Court-room, No. 154 Clinton street.

Benjamin Hoffman, Justice. Thomas Fitzpatrick, Clerk.

Sixth District—Eighteenth and Twenty-first Wards. Court-room, northwest corner Twenty-third street and Second avenue. Court opens at 9 a. m. daily (except legal holidays), and continues open until close of business.

Henry W. Unger, Justice. Abram Bernard, Clerk.
 Seventh District—That portion of Nineteenth Ward east of Lexington avenue, bounded on the south by the north of East Fortieth street and on the north by the south side of East Eighty-sixth street, also that portion bounded on the south by the north side of East Sixty-first street, on the west by the east side of Park avenue, and on the north by the south side of East Sixty-fifth street. Court-room, No. 151 East Fifty-seventh street. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.

Herman Joseph, Justice. Edward A. McQuade, Clerk.

Eighth District—Sixteenth and Twentieth Wards. Court-room northwest corner of Twenty-third street and Eighth avenue. Court opens at 9 a. m. and continues open until close of business. Summary proceedings and return causes called at 9 a. m. Calendar trial causes, 9 a. m.

Clerk's Office open from 9 a. m. to 4 p. m., and on Saturdays until 12 m.
 Trial days and Return days, each Court day.
 James W. McLaughlin, Justice. Henry Merzbach, Clerk.

Ninth District—Twelfth Ward, except that portion thereof which lies west of the centre line of Lenox or Sixth avenue and of the Harlem river, north of the terminus of Lenox avenue. Court-room, No. 170 East One Hundred and Twenty-first street, southeast corner of Sylvan place. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.
 Joseph F. Fallon, Justice. William J. Kennedy, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Tenth District—The Tenth District embraces that portion of the Twenty-second Ward south of Seventieth street, west of Central Park West to Fifty-fifth street, south on Fifty-fifth street to Seventh avenue, west on Seventh avenue to Fifty-third street, north on Fifty-third street to Eighth avenue, west on Eighth avenue to Fortieth street, north side to Hudson river. Court-room, No. 314 West Fifty-fourth street. Court opens from 9 a. m. to 4 p. m., Sundays and legal holidays excepted.
 Thomas E. Murray, Justice. Michael Skelly, Clerk.

Eleventh District—The Eleventh District embraces that portion of the Twelfth Ward which lies north of the centre line of West One Hundred and Tenth street, between Lenox avenue and Seventh avenue, north of the centre line of One Hundred and Twentieth street, between Seventh avenue and Broadway, north of the centre line of One Hundred and Nineteenth street, between Broadway and the North or Hudson river, and west of the centre line of Lenox or Sixth avenue and of the Harlem river north of the terminus of Lenox or Sixth avenue. Court-room, No. 70 Manhattan street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Court convenes daily at 9 a. m.
 Francis J. Worcester, Justice. Heman B. Wilson, Clerk.

Twelfth District—The Twelfth District embraces that portion of the Twenty-second Ward north of Seventieth street, and that portion of the Twelfth Ward which lies north of the centre line of Eighty-sixth street and west of the centre line of Seventh avenue and south of the centre line of One Hundred and Twentieth street, between Seventh avenue and Broadway, and south of the centre line of One Hundred and Nineteenth street, between Broadway and the North or Hudson river. Court-room, No. 255 Broadway.
 Alfred P. W. Seaman, Justice. James V. Gilloon, Clerk.

Thirteenth District—South side of Delancey street from East river to Pitt street; east side of Pitt street, Grand street, south side of Grand street to Norfolk street, east side of Norfolk street to Division street, south side of Division street to Catharine street, east side of Catharine street to East river. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
 Leon Sanders, Justice. James J. Devlin, Clerk.
 Court-room, No. 264 Madison street.

Fourteenth District—The Fourteenth District embraces that portion of the Borough of Manhattan bounded as follows: Beginning at West Fortieth street and Eighth avenue, north on Eighth avenue to West Fifty-third street; east on West Fifty-third street to Seventh avenue; north on Seventh avenue to West Fifty-ninth street to Eighth avenue; north on Eighth avenue and west on Central Park West to the Transverse road at Central Park West and West Ninety-seventh street; east on Transverse road to Fifth avenue and East Ninety-seventh street; south on Fifth avenue to East Ninety-sixth street; east on Ninety-sixth street to Lexington avenue; south on Lexington avenue to East Sixty-fifth street; west on Park avenue to East Sixty-fifth street; east on East Sixty-first street to Lexington avenue; south on Lexington avenue to East Fortieth street; west on East and West Fortieth streets to the point of beginning at West Fortieth street and Eighth avenue.
 Edgar J. Laner, Justice. William J. Chamberlain, Clerk.
 Court-house No. 620 Madison avenue.

BOROUGH OF THE BRONX.

First District—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by Chapter 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, Main street, Westchester Village. Court open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Trial of causes are Tuesday and Friday of each week.
 William W. Penfield, Justice. Thomas F. Delahanty, Clerk.
 Office hours from 9 a. m. to 4 p. m.; Saturdays, closing at 12 m.

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 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.
 John M. Tierney, Justice. Thomas A. Maher, Clerk.

BOROUGH OF BROOKLYN.

First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards and that portion of the Eleventh Ward beginning at the intersection of the centre 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.
 John J. Walsh, Justice. Edward Moran, Clerk.
 Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Seventh Ward and that portion of the Twenty-first and Twenty-third Wards west of the centre line of Stuyvesant avenue and the centre line of Schenectady avenue, also that portion of the Twentieth Ward beginning at the intersection of the centre lines of North Portland and Myrtle avenues, thence along the centre line of Myrtle avenue to Waverly avenue, thence along the centre line of Waverly avenue to Park avenue, thence along the centre line of Park avenue to Washington avenue, thence along the centre line of Washington avenue to Flushing avenue, thence along the centre line of Flushing avenue to North Portland avenue, and thence along the centre line of North Portland avenue to the point of beginning.
 Court-room, No. 495 Gates avenue.
 Gerard B. Van Wart, Justice. Franklin B. Van Wart, Clerk.
 Clerk's Office open from 9 a. m. to 4 p. m.

Third District—Embraces the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards, and that portion of the Twenty-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 of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Willoughby avenue, between the centre lines of

Bushwick avenue and Broadway. Court-house, Nos. 6 and 8 Lee avenue, Brooklyn.
 Philip D. Meagher, Justice. John W. Carpenter, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

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

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

Sixth District—The Sixth District embraces the Ninth and Twenty-ninth Wards and that portion of the Twenty-second Ward north of the centre line of Prospect avenue; also that portion of the Eleventh and Twentieth Wards, beginning at the intersection of the centre lines of Bridge and Fulton streets; thence along the centre line of Fulton street to Flatbush avenue; thence along the centre line of Flatbush avenue to Atlantic avenue; thence along the centre line of Atlantic to Washington avenue; thence along the centre line of Washington avenue to Park avenue; thence along the centre line of Park avenue to Waverly avenue; thence along the centre line of Waverly avenue to Myrtle avenue; thence along the centre line of Myrtle avenue to Hudson avenue; thence along the centre line of Hudson avenue to Johnson street; thence along the centre line of Johnson street to Bridge street, and thence along the centre line of Bridge street to the point of beginning.
 Justice, Lucien S. Bayliss. Charles P. Bible, Clerk.
 Court-house No. 585 Fulton street.

Seventh District—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.
 Alexander S. Rosenthal, Justice. Samuel F. Brothers, Clerk.
 Court-house, corner Pennsylvania avenue and Fulton street.

Clerk's Office open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Trial days Mondays, Wednesdays and Fridays.

BOROUGH OF QUEENS.

First District—First Ward (all of Long Island City formerly composing five wards). Court-room, St. Mary's Lyceum, Nos. 115 and 117 Fifth street, Long Island City.

Clerk's Office open from 9 a. m. to 4 p. m. each day, excepting Saturdays, closing at 12 m. Trial days Mondays, Wednesdays and Fridays. All other business transacted on Tuesdays and Thursdays.
 Thomas C. Kadien, Justice. Thomas F. Kennedy, Clerk.

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

William Rasquin, Jr., Justice. Henry Walter, Jr., Clerk. John E. Prendeville, Assistant Clerk. James B. Snediker, Stenographer.

Clerk's Office open from 9 a. m. to 4 p. m.

Third District—Fourth and Fifth Wards, comprising the territory of the former Towns and Villages of Jamaica, Far Rockaway and Rockaway Beach.
 James F. McLaughlin, Justice. George W. Damon, Clerk.
 Court-house, Town Hall, Jamaica.
 Telephone, 169 Jamaica.
 Clerk's Office open from 9 a. m. to 4 p. m.

Court held on Mondays, Wednesdays and Fridays at 9 a. m.

BOROUGH OF RICHMOND.

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

Thomas C. Brown, Justice. Anning S. Prall, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Stapleton.

George W. Stake, Justice. Peter Tiernan, Clerk.
 Clerk's Office open from 9 a. m. to 4 p. m.

Court opens at 9 a. m. Calendar called to a. m. Court continued until close of business. Trial days Mondays, Wednesdays and Fridays.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF chapter 537 of the Laws of 1893 and the Acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said Acts will be held at the office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays and Fridays of each week, at 2 o'clock p. m., until further notice.
 Dated New York City, November 20, 1906.
 WILLIAM E. STILLINGS,
 GEORGE C. NORTON,
 OSCAR S. BAILEY,
 Commissioners.

LAMONT McLOUGHLIN,

Clerk.

BOARD MEETINGS.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Friday, at 10.30 o'clock a. m.
 JOSEPH HAAG,
 Secretary.

The Commissioners of the Sinking Fund meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.
 N. TAYLOR PHILLIPS,
 Deputy Comptroller, Secretary.

The Board of City Record meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.
 PATRICK J. TRACY,
 Supervisor, Secretary.

OFFICIAL BOROUGH PAPERS.

BOROUGH OF THE BRONX.

"North Side News," "Harlem Reporter and Bronx Chronicle," "Bronx Sentinel."

BOROUGH OF RICHMOND.

"Staten Islander," "Staten Island Star."

BOROUGH OF QUEENS.

"Long Island Star" (First and Second Wards), "Flushing Evening Journal" (Third Ward), "Long Island Farmer" (Fourth Ward), "Rockaway News" (Fifth Ward).

BOROUGH OF BROOKLYN.

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard-Union," "Brooklyn Free Press."

BOROUGH OF MANHATTAN.

"Democracy," "Tammany Times" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).
 Designated by Board of City Record June 19, 1906.
 Amended June 20, 1906.

OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."

Evening—"The Globe," "The Evening Mail."

Weekly—"Tammany Times," "Real Estate Record and Guide."

German—"Staats-Zeitung."

Designated by the Board of City Record, January 22, 1906. Amended March 1, 1906, and November 20, 1906.

DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, FEBRUARY 11, 1907,

Borough of Brooklyn.

No. 1. FOR REPAIRS, ETC., IN PUBLIC SCHOOL 147, ON EAST SIDE OF BUSHWICK AVENUE, BETWEEN MCKIBBIN AND SEIGEL STREETS, BOROUGH OF BROOKLYN.

The time of completion is 60 working days.

The amount of security required is Four Thousand Dollars.

On Contract No. 1 the bids will be compared and the contract awarded in a lump sum to the lowest bidder.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER,
 Superintendent of School Buildings.

Dated January 30, 1907. j30,f11

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, FEBRUARY 11, 1907,

Borough of The Bronx.

No. 2. FOR ALTERATIONS TO BUILDING AND IMPROVEMENTS TO THE SITE OF MORRIS HIGH SCHOOL, ON ONE HUNDRED AND SIXTY-SIXTH STREET, BETWEEN BOSTON ROAD AND JACKSON AVENUE, AND EXTENDING BACK TO HOME STREET, BOROUGH OF THE BRONX.

The time allowed to complete the whole work will be as follows: Seventy-five (75) days for the completion of improvements on and about the site, and fifty (50) days (beginning June 1, 1907) for the completion of alterations in auditorium, as provided in the contract.

The amount of security required is Sixteen Thousand Dollars.

Borough of Richmond.

No. 3. FOR FURNITURE FOR NEW PUBLIC SCHOOL 1, ON THE SOUTH SIDE OF SUMMIT STREET, BETWEEN PROSPECT AND GARRETSON AVENUES, TOTTENVILLE, BOROUGH OF RICHMOND.

The time allowed to complete the whole work will be 60 working days, as provided in the contract.

The amount of security required is as follows:

Item 1.....	\$1,500 00
Item 2.....	800 00
Item 3.....	900 00
Item 4.....	700 00
Item 5.....	1,600 00

A separate proposal must be submitted for each item and award will be made thereon.

No. 4. FOR INSTALLING HEATING AND VENTILATING APPARATUS FOR ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 4, ON SHORE ROAD, NORTH OF SHARROTT'S ROAD, KREISCHVILLE, BOROUGH OF RICHMOND.

The time of completion is 40 working days.

The amount of security required is Three Thousand Dollars.

On Contracts Nos. 2 and 4 the bids will be compared and the contract awarded in a lump sum to the lowest bidder on each contract.

On Contract No. 3 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

Extensions must be made and footed up, as the bids will be read from the total of each item and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan; also at branch office, Borough Hall, New Brighton, Borough of Richmond, for work for their respective boroughs.

C. B. J. SNYDER,
 Superintendent of School Buildings.
 Dated January 31, 1907. j30,f11

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, FEBRUARY 4, 1907,
Borough of Brooklyn.

No. 1. FOR INSTALLING HEATING AND VENTILATING APPARATUS IN PUBLIC SCHOOL 30, ON THE EASTERLY SIDE OF CONOVER STREET, BETWEEN WOLCOTT AND SULLIVAN STREETS, BOROUGH OF BROOKLYN.

The time of completion is ninety (90) working days.

The amount of security required is Eighteen Thousand Dollars.

On Contract No. 1 the bids will be compared and the contract awarded in a lump sum to the lowest bidder.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER,
Superintendent of School Buildings.

Dated January 23, 1907.

j23,f4

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, FEBRUARY 4, 1907,
Borough of Queens.

No. 2. FOR INSTALLING ELECTRIC EQUIPMENT IN BUILDINGS OF THE PARENTAL SCHOOL, ON THE WESTERLY SIDE OF ROAD BETWEEN FLUSHING AND JAMAICA, ABOUT 1,700 FEET SOUTH OF NORTH HEMPSTEAD TURNPIKE, FLUSHING, BOROUGH OF QUEENS.

The time allowed to complete the whole work will be 160 working days, as provided in the contract.

The amount of security required is Fifteen Thousand Dollars.

On Contract No. 2 the bids will be compared and the contract awarded in a lump sum to the lowest bidder.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan; also at Branch Office, No. 69 Broadway, Flushing, Borough of Queens.

C. B. J. SNYDER,
Superintendent of School Buildings.

Dated January 24, 1907.

j23,f4

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m., on

MONDAY, FEBRUARY 4, 1907,
Borough of Manhattan.

No. 3. FOR FURNISHING AND DELIVERING MATERIALS AND SUPPLIES TO THE HALL OF THE BOARD OF EDUCATION, PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 20 working days, as provided in the contract.

The amount of security required is 50 per cent. of the estimated cost of the supplies bid for by each bidder.

All supplies must conform to the description and specification.

Attention of bidders is expressly called to the first page of specifications.

On Contract No. 3 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

Extensions must be made and footed up, as the bids will be read from the total of each item and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

Blank forms and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, Ninth Floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER,
Superintendent of School Buildings.

Dated January 24, 1907.

j23,f4

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

DEPARTMENT OF EDUCATION, SOUTHWEST CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Supplies at the above office of the Department of Education until 12 o'clock noon on

FRIDAY, FEBRUARY 1, 1907,
Borough of Manhattan and Brooklyn.

FOR FURNISHING AND DELIVERING LAUNDRY FOR THE TRUANT SCHOOLS OF THE CITY OF NEW YORK, BOROUGH OF MANHATTAN AND BROOKLYN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 31, 1907.

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 item, dozen or other unit of measure, by which the bids will be tested. Award will be made to the lowest bidder on each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Department of Education, Borough of Manhattan, southwest corner of Park avenue and Fifty-ninth street.

PATRICK JONES,
Superintendent of School Supplies.

Dated January 22, 1907.

j22,f1

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

COLLEGE OF THE CITY OF NEW YORK.

PROPOSALS FOR BIDS OR ESTIMATES FOR HEATING.

SEALED BIDS OR ESTIMATES WILL BE received by the Chairman of the Board of Trustees of the College of the City of New York, at the office of the Board, No. 17 Lexington avenue, in The City of New York, until 2 o'clock on

SATURDAY, FEBRUARY 9, 1907,

for the heating of the water for the Gymnasium Building of the College of the City of New York. Bidders shall state separate price per day seven days per week to keep and maintain in operation the pumps, heaters, etc., as set forth in the specifications. The time during which the heating will be required shall be from such times to such times between the date of the award of the contract and May 31, 1907, inclusive, as may be designated by the Board. The amount of the surety required will be One Thousand Dollars (\$1,000).

Inasmuch as the boilers and other portions of the steam plant have not yet been accepted by the City, the bidders must arrange with and reimburse the contractors who are supplying the boilers and other apparatus, and give satisfactory proof, prior to the award of the contract, that they have made arrangements with the present contractors satisfactory to them and the Board as to the use of their apparatus. Blank proposals and further information as to the nature and extent of the work required can be obtained at the office of the Board of Trustees, No. 17 Lexington avenue, in The City of New York.

EDWARD M. SHEPARD,
Chairman of Board of Trustees.

JAMES W. HYDE,
Secretary.

Dated Borough of Manhattan, City of New York, January 30, 1907.

j30,f9

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

DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

THE COMMISSIONER OF BRIDGES WILL sell at public auction, at the Brooklyn Bridge shops and yard, Borough of Brooklyn, on

THURSDAY, FEBRUARY 21, 1907,

at 10.30 a. m., a quantity of old materials as follows:

- Item 1. Several tons of scrap iron and steel mixed, at a price bid per net ton.
- Item 2. A quantity of old brass, at a price bid per pound.
- Item 3. A lot of old roadway plank, at a lump sum price bid for the lot.

TERMS OF SALE.

The whole of the purchase price bid and the auctioneer's fees shall be paid by the successful bidder in cash or bankable funds on or before delivery of the material; and the purchaser must remove from the yard within twenty days from the date of the sale all of the materials purchased.

To secure the removal as above specified, the purchaser thereof shall be required to make, at time of sale, a cash deposit of \$100 for Item 1, \$20 for Item 2 and \$50 for Item 3.

The Commissioner of Bridges reserves the right to resell any of the material not removed by the purchaser within the twenty days specified.

Full information may be obtained upon application to the Engineers' Office, Brooklyn Bridge, No. 179 Washington street, Brooklyn.

J. W. STEVENSON,
Commissioner of Bridges.

SAM VORZIMER,
Auctioneer.

j24,f21

DEPARTMENT OF TAXES AND ASSESSMENTS.

THE CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS, MAIN OFFICE, BOROUGH OF MANHATTAN, HALL OF RECORDS, JANUARY 12, 1907.

NOTICE IS HEREBY GIVEN, AS REQUIRED by the Greater New York Charter, that the books called "The Annual Record of the Assessed Valuation of Real and Personal Estate of the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond, comprising The City of New York," will be open for public inspection, examination and correction on the second Monday of January, and will remain open up to and including the 31st day of March, 1907.

During the time that the books are open to public inspection application may be made by any person or corporation claiming to be aggrieved by the assessed valuation of real or personal estate to have the same corrected.

In the Borough of Manhattan, at the main office of the Department of Taxes and Assessments, Hall of Records, No. 31 Chambers street.

In the Borough of The Bronx, at the office of the Department, Municipal Building, One Hundred and Seventy-seventh street and Third avenue.

In the Borough of Brooklyn, at the office of the Department, Municipal Building.

In the Borough of Queens, at the office of the Department, Hackett Building, Jackson avenue and Fifth street, Long Island City.

In the Borough of Richmond, at the office of the Department, Masonic Building, Bay street, Stapleton, S. I.

Corporations in all the boroughs must make application only at the main office in the Borough of Manhattan.

Applications in relation to the assessed valuation of personal estate must be made by the person assessed at the office of the Department in the borough where such person resides, and in case of a non-resident carrying on business in The City of New York at the office of the Department in the borough where such place of business is located, between the hours of 10 a. m. and 2 p. m., except on Saturday, when all applications must be made between 10 a. m. and 12 noon.

LAWSON PURDY,
President;

FRANK RAYMOND,
NICHOLAS MULLER,
CHARLES PUTZEL,
JAMES H. TULLY,
THOS. L. HAMILTON,
Commissioners of Taxes and Assessments.

j12,m31

DEPARTMENT OF HEALTH.

DEPARTMENT OF HEALTH, SOUTHWEST CORNER OF FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 9.45 a. m. on

WEDNESDAY, FEBRUARY 13, 1907

FOR FURNISHING AND DELIVERING THREE HUNDRED WHITE ENAMELED IRON CRIBS TO THE WILLARD PARKER HOSPITAL, FOOT OF EAST SIXTEENTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is on or before the expiration of sixty (60) days after the award of the contract.

The amount of security required is fifty per cent. (50%) of the amount of the bid.

Bids will be compared and the contract awarded to the lowest bidder for the contract complete, as indicated by the specifications.

Blank forms and further information may be obtained and sample may be seen at the office of the Chief Clerk of the Department of Health, southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan.

THOMAS DARLINGTON, M. D.,
President;

ALVAH H. DOTY, M. D.,
THEODORE A. BINGHAM,
Board of Health.

Dated January 30, 1907.

j30,f13

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

BOROUGH OF BROOKLYN.

NOTICE IS HEREBY GIVEN THAT, IN accordance with section 432 of the Charter of The City of New York, the following petition on file and ready for inspection, will be considered by the Local Boards of the Heights and Prospect Heights Districts, at a joint meeting to be held in the office of the President of the Borough of Brooklyn, Room 11, Borough Hall, on

MONDAY, FEBRUARY 11, 1907,

at 2.30 p. m.

No. 1. Flatbush Avenue—To regulate, grade, set curb on concrete and lay cement sidewalks between curb and building lines on Flatbush avenue, as extended, from Nassau street to Fulton street.

No. 2. Flatbush Avenue—To pave with granite block on concrete foundation Flatbush avenue, as extended, from Nassau street to Fulton street.

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

CHARLES FREDERICK ADAMS,
Secretary of the Borough.

NOTICE IS HEREBY GIVEN THAT, IN accordance with section 432 of the Charter of The City of New York, the following petition on file and ready for inspection, will be considered by the Local Boards of the Bedford and Williamsburg Districts, at a joint meeting to be held in the office of the President of the Borough of Brooklyn, Room 11, Borough Hall, on

MONDAY, FEBRUARY 11, 1907,

at 2.30 p. m.

No. 1. Grand Street—To regulate, grade, set bluestone curb and lay cement sidewalks between the curb and building lines on Grand street, as extended, from Hooper street to Bridge Plaza.

No. 2. Grand Street—To pave with granite block on concrete foundation Grand street, as extended, between Hooper street and Bridge Plaza.

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

CHARLES FREDERICK ADAMS,
Secretary of the Borough.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, FEBRUARY 13, 1907

No. 1. FOR FURNISHING AND DELIVERING 900 TONS OF REFINED ASPHALT.

The time for the delivery of the material and the full performance of the contract is on or before November 1, 1907.

The amount of security required is Six Thousand Dollars.

No. 2. FOR FURNISHING AND DELIVERING 37,500 GALLONS OF FLUX OR RESIDUUM OIL.

The time for the delivery of the material and the full performance of the contract is on or before November 1, 1907.

The amount of security required is Six Hundred Dollars.

No. 3. FOR FURNISHING AND DELIVERING 1,200 CUBIC YARDS OF BROKEN TRAP ROCK OR LIMESTONE.

The time for the delivery of the materials and the full performance of the contract is on or before November 1, 1907.

The amount of security required is Eight Hundred Dollars.

No. 4. FOR FURNISHING AND DELIVERING 1,200 TONS OF STONE DUST.

The time for the delivery of the materials and the full performance of the contract is on or before November 1, 1907.

The amount of security required is Twelve Hundred Dollars.

No. 5. FOR FURNISHING AND DELIVERING 6,000 CUBIC YARDS OF SAND AT THE YARD OF THE BUREAU OF HIGHWAYS ON THE NORTH SIDE OF THE SEVENTH STREET BASIN OF THE GOWANUS CANAL.

The time for the delivery of the materials and the full performance of the contract is on or before November 1, 1907.

The amount of security required is Fifteen Hundred Dollars.

No. 6. FOR FURNISHING AND DELIVERING 2,500 CUBIC YARDS OF SAND, 1,500 OF WHICH IS TO BE DELIVERED AT THE YARD OF THE BUREAU OF HIGHWAYS ON NORTH EIGHTH STREET, NEAR UNION AVENUE, AND 1,000 AT THE YARD ON HOPKINSON AVENUE, NEAR MARION STREET.

The time for the delivery of the materials and the full performance of the contract is on or before November 1, 1907.

The amount of security required is Eight Hundred Dollars.

No. 7. FOR FURNISHING AND DELIVERING 3,000 CUBIC YARDS OF SAND AT THE YARD OF THE BUREAU OF HIGHWAYS AT WALLABOUT MARKET.

The time for the delivery of the materials and the full performance of the contract is on or before December 31, 1907.

The amount of security required is One Thousand Dollars.

No. 8. FOR FURNISHING AND DELIVERING 1,500 BARRELS OF PORTLAND CEMENT.

The time for the delivery of the materials and the full performance of the contract is on or before December 31, 1907.

The amount of security required is Seven Hundred and Fifty Dollars.

No. 9. FOR FURNISHING AND DELIVERING 12,000 LINEAR FEET OF BLUESTONE CURBSTONE.

The time for the delivery of the materials and the full performance of the contract is on or before September 1, 1907.

The amount of security required is Two Thousand Five Hundred Dollars.

No. 10. FOR FURNISHING AND DELIVERING 50,000 SQUARE FEET OF BLUESTONE FLAGSTONE.

The time for the delivery of the materials and the full performance of the contract is on or before October 1, 1907.

The amount of security required is Three Thousand Dollars.

No. 11. FOR FURNISHING AND DELIVERING 300,000 POUNDS OF PAVING PITCH.

The time for the delivery of the materials and the full performance of the contract is on or before December 31, 1907.

The amount of security required is One Thousand Dollars.

No. 12. FOR FURNISHING AND DELIVERING 300 CUBIC YARDS OF PAVING GRAVEL AND 250 CUBIC YARDS OF CEMENT SIDEWALK GRIT.

The time for the delivery of the materials and the full performance of the contract is on or before November 1, 1907.

The amount of security required is One Thousand Dollars.

No. 13. FOR FURNISHING AND DELIVERING 100 GROSS TONS OF THE BEST ANTHRACITE COAL, EGG SIZE.

The time for the delivery of the materials and the full performance of the contract is on or before September 1, 1907.

The amount of security required is Six Hundred Dollars.

No. 14. FOR FENCING VACANT LOTS IN VARIOUS PLACES AND ON VARIOUS STREETS IN THE BOROUGH OF BROOKLYN.

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

1,380 linear feet of fence.

The time for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is Two Hundred Dollars.

No. 15. FOR FENCING VACANT LOTS IN VARIOUS PLACES AND ON VARIOUS STREETS IN THE BOROUGH OF BROOKLYN.

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

658 linear feet of fence.

The time for the completion of the work and the full performance of the contract is ten (10) working days.

The amount of security required is One Hundred Dollars.

No. 16. FOR FURNISHING AND DELIVERING FOUR STEAM ASPHALT ROLLERS.

The time for the delivery of the materials and the full performance of the contract is on or before May 15, 1907.

The amount of security required is Two Thousand Dollars.

No. 17. FOR FURNISHING AND DELIVERING TWELVE ASPHALT TRUCKS.

The time for the delivery of the materials and the full performance of the contract is on or before May 1, 1907.

The amount of security required is One Thousand Five Hundred Dollars.

No. 18. FOR FURNISHING AND DELIVERING ASPHALT TOOLS.

The time for the delivery of the materials and the full performance of the contract is on or before April 15, 1907.

The amount of security required is Five Hundred Dollars.

No. 19. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON ETNA STREET, FROM DRESSEN STREET TO HALE AVENUE, AND FROM NORWOOD AVENUE TO THE CITY LINE.

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

6,060 linear feet of new curbstone, to be set in concrete.

50 linear feet of old curbstone, to be reset.

3,709 cubic yards of earth excavation.

2,967 cubic yards of earth filling not to be bid for.

300 cubic yards of concrete, not to be bid for.

22,882 square feet of cement sidewalk.

The time for the completion of the work and the full performance of the contract is forty-five (45) working days.

The amount of security required is Four Thousand Dollars.

No. 20. FOR CONSTRUCTING CEMENT SIDEWALKS ON BOTH SIDES OF FOURTH AVENUE, BETWEEN EIGHTY-SIXTH STREET AND SHORE ROAD.

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

5,100 cubic yards of earth excavation.
13,900 cubic yards of earth filling, to be furnished.
395 cubic yards of concrete, not to be bid for.

11,680 square feet of cement sidewalk.
793 square feet of new bluestone bridging.
Time for the completion of the work and the full performance of the contract is seventy (70) working days.

The amount of security required is Five Thousand Dollars.

No. 23. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF SIXTY-FIRST STREET, FROM THIRD AVENUE TO FOURTH AVENUE.

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

2,490 square yards of asphalt pavement.
346 cubic yards of concrete.
Time for the completion of the work and the full performance of the contract is twenty-five (25) working days.

The amount of security required is One Thousand Seven Hundred Dollars.

No. 24. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF SIXTY-FIFTH STREET, FROM THIRD AVENUE TO FOURTH AVENUE.

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

3,225 square yards of asphalt pavement.
450 cubic yards of concrete.
Time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Two Thousand Five Hundred Dollars.

No. 25. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF WAREHOUSE AVENUE, FROM NEPTUNE AVENUE TO SURF AVENUE.

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

5,250 square yards of asphalt pavement.
730 cubic yards of concrete.
Time for the completion of the work and the full performance of the contract is thirty (30) working days.

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

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Highways, the Borough of Brooklyn, Room 14, Municipal Building, Brooklyn.

BIRD S. COLER,
President.

Dated January 28, 1907.

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

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, FEBRUARY 6, 1907,

No. 1. FOR FURNISHING AND INSTALLING METALLIC CASES AND FIXTURES IN THE HALL OF RECORDS, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

The time allowed for doing and completing the work is 100 calendar days.

The amount of security required will be Three Thousand Five Hundred Dollars (\$3,500).

No. 2. FOR RELAUNDERING TOWELS USED AT THE SEVERAL PUBLIC INTERIOR BATHS AND PUBLIC COMFORT STATIONS DURING THE YEAR 1907.

The time allowed for the delivery of the articles, materials and supplies and full performance of the contract is December 31, 1907.

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

No. 3. FOR FURNISHING AND DELIVERING 504,517 POUNDS OF ICE TO THE VARIOUS PUBLIC BUILDINGS, BATHS AND COMFORT STATIONS.

The time allowed for the delivery of the articles, materials and supplies and full performance of the contract will be December 31, 1907.

Amount of security required will be Five Hundred Dollars (\$500).

Intending bidders will be required to place a deposit of ten dollars (\$10) for plans and specifications for Item No. 1 and \$5 deposit will be required for specifications in Items Nos. 2 and 3.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound or other unit of measure, by which the bids will be tested.

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

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the Bureau of Public Buildings and Offices, the Borough of Brooklyn, Room No. 29, Municipal Building, Borough of Brooklyn.

BIRD S. COLER,
President.

Dated January 18, 1907.

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

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, FEBRUARY 6, 1907

FURNISHING AND DELIVERING 2,250 TONS BEST GRADE WHITE ASH ANTHRACITE PEAK COAL, 2,240 POUNDS TO TON, FOR BUREAU OF SEWERS.

Time for delivery of supplies and full completion of contract is December 31, 1907.

Amount of security required is Forty-five Hundred Dollars (\$4,500).

Deposit of \$5 will be required for each set of specifications.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound 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,

ules herein contained or hereto annexed, per pound or ton, by which the bids will be tested. 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 and the plans and drawings may be seen at the Bureau of Public Buildings and Offices, the Borough of Brooklyn, Room 29, Municipal Building, Brooklyn.

BIRD S. COLER,
President.

Dated January 21, 1907.

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

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, FEBRUARY 6, 1907,

No. 1. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF ASHFORD STREET, FROM GLENMORE AVENUE TO PITKIN AVENUE.

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

1,120 square yards of asphalt pavement.
156 cubic yards of concrete.
Time for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is Eight Hundred Dollars.

No. 2. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF DOUGLASS STREET, FROM UNDERHILL AVENUE TO WASHINGTON AVENUE.

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

6,047 square yards of asphalt pavement.
840 cubic yards of concrete.
Time for the completion of the work and the full performance of the contract is thirty (30) working days.

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

No. 3. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON EAST SECOND STREET, FROM GREENWOOD AVENUE TO VANDERBILT STREET.

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

1,450 linear feet of new curbstone, to be set in concrete.
20 linear feet of old curbstone, to be reset.
1,370 cubic yards of earth excavation.
270 cubic yards of earth filling, not to be bid for.

72 cubic yards of concrete, not to be bid for.

7,238 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is One Thousand Two Hundred Dollars.

No. 4. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON EAST THIRD STREET, FROM VANDERBILT STREET TO FORT HAMILTON AVENUE.

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

50 linear feet of old curbstone, to be reset.
600 cubic yards of earth excavation.
260 cubic yards of earth filling, to be furnished.

2,680 linear feet of concrete curb.

13,405 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is thirty-five (35) working days.

The amount of security required is One Thousand Eight Hundred Dollars.

No. 5. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON EAST FOURTH STREET, FROM AVENUE C TO CHURCH AVENUE.

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

2,250 linear feet of new curbstone to be set in concrete.
800 cubic yards of earth excavation.
710 cubic yards of earth filling to be furnished.

110 cubic yards of concrete, not to be bid for.

11,230 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is One Thousand Eight Hundred Dollars.

No. 6. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON EAST FIFTH STREET, FROM VANDERBILT STREET TO FORT HAMILTON AVENUE.

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

80 linear feet of old curbstone to be reset.
1,350 cubic yards of earth excavation.
500 cubic yards of earth filling, not to be bid for.

2,700 linear feet of concrete curb.

13,350 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is One Thousand Eight Hundred Dollars.

No. 7. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON EAST FIFTH STREET, FROM ALBEMARLE ROAD TO CHURCH AVENUE.

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

800 linear feet of new curbstone to be set in concrete.
30 cubic yards of earth excavation.
245 cubic yards of earth filling, to be furnished.

40 cubic yards of concrete, not to be bid for.

3,800 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is Five Hundred Dollars.

No. 8. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON FORTY-SIXTH STREET, FROM SIXTH AVENUE TO SEVENTH AVENUE.

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

1,446 linear feet of new curbstone, to be set in concrete.
420 cubic yards of earth excavation.
40 cubic yards of earth filling, not to be bid for.

71 cubic yards of concrete, not to be bid for.

2,790 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is One Thousand Dollars.

No. 9. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON FIFTY-THIRD STREET, FROM SIXTH AVENUE TO SEVENTH AVENUE.

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

1,446 linear feet of new curbstone, to be set in concrete.
100 cubic yards of earth excavation.
300 cubic yards of earth filling, to be furnished.

72 cubic yards of concrete, not to be bid for.

5,780 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is One Thousand Dollars.

No. 10. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON FIFTY-THIRD STREET, FROM FORT HAMILTON AVENUE TO ELEVENTH AVENUE.

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

1,112 linear feet of new curbstone, to be set in concrete.
5,300 cubic yards of earth excavation.
550 cubic yards of earth filling, not to be bid for.

55 cubic yards of concrete, not to be bid for.

5,460 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is One Thousand Three Hundred Dollars.

No. 11. FOR REGULATING, GRADING, CURBING, GUTTERING AND LAYING SIDEWALKS ON GELSTON PLACE, FROM EIGHTY-SIXTH STREET TO NINETY-FOURTH STREET.

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

924 square yards of brick gutters on a concrete foundation.
4,160 linear feet of new curbstone, to be set in concrete.

20 linear feet of old curbstone, to be reset.

1,950 cubic yards of earth excavation.

390 cubic yards of earth filling, not to be bid for.

308 cubic yards of concrete, not to be bid for.

19,848 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is forty (40) working days.

The amount of security required is Four Thousand Dollars.

No. 12. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON GRAVESEND AVENUE, FROM FORT HAMILTON AVENUE TO TWENTY-SECOND AVENUE.

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

18,460 linear feet of new curbstone, to be set in concrete.
10,400 cubic yards of earth excavation.
15,040 cubic yards of earth filling, to be furnished.

912 cubic yards of concrete, not to be bid for.

81,850 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is one hundred and twenty (120) working days.

The amount of security required is Fifteen Thousand Dollars.

No. 13. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF KENMORE PLACE, FROM WOODRUFF AVENUE TO CATON AVENUE.

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

2,124 square yards of asphalt pavement.
358 cubic yards of concrete.
1,270 linear feet of new curbstone.

90 linear feet of old curbstone, to be reset.

350 cubic yards of earth excavation.

17 cubic yards of earth filling, not to be bid for.

4,000 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Two Thousand Four Hundred Dollars.

No. 14. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF KINGSTON AVENUE, FROM ST. JOHN'S PLACE TO EASTERN PARKWAY.

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

988 square yards of asphalt pavement.
206 cubic yards of concrete.
340 linear feet of new curbstone.

680 linear feet of old curbstone, to be reset.

374 cubic yards of earth excavation.

165 square yards of brick gutters on a concrete foundation.

Time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is One Thousand Dollars.

No. 15. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF LINCOLN AVENUE, FROM ATLANTIC AVENUE TO GLENMORE AVENUE.

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

5,101 square yards of asphalt pavement.
709 cubic yards of concrete.
Time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Three Thousand Dollars.

No. 16. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON NINETY-FIFTH STREET, FROM FOURTH AVENUE TO MARINE AVENUE.

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

2,967 linear feet of new curbstone, to be set in concrete.
58 linear feet of old curbstone, to be reset.
1,737 cubic yards of earth excavation.

293 cubic yards of earth filling, not to be bid for.

150 cubic yards of concrete, not to be bid for.

14,878 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is thirty-five (35) working days.

The amount of security required is Two Thousand Three Hundred Dollars.

No. 17. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF NINETY-SIXTH STREET, FROM SHORE ROAD TO MARINE AVENUE.

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

2,967 linear feet of new curbstone, to be set in concrete.
58 linear feet of old curbstone, to be reset.
1,737 cubic yards of earth excavation.

293 cubic yards of earth filling, not to be bid for.

150 cubic yards of concrete, not to be bid for.

14,878 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is thirty-five (35) working days.

The amount of security required is Two Thousand Three Hundred Dollars.

No. 18. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF ROGERS AVENUE, FROM PARK PLACE TO MONTGOMERY STREET.

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

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

2,055 square yards of asphalt pavement.
344 cubic yards of concrete.
1,264 linear feet of new curbstone.

2,610 cubic yards of earth filling, to be furnished.

6,200 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Three Thousand Dollars.

No. 19. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF WEBSTER AVENUE, FROM CONEY ISLAND AVENUE TO GRAVESEND AVENUE.

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

5,736 square yards of asphalt block pavement.
717 cubic yards of concrete.
Time for the completion of the work and the full performance of the contract is forty (40) working days.

The amount of security required is Four Thousand Five Hundred Dollars.

No. 20. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF WEBSTER AVENUE, FROM CONEY ISLAND AVENUE TO GRAVESEND AVENUE.

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

6,409 square yards of asphalt pavement.
898 cubic yards of concrete.
Time for the completion of the work and the full performance of the contract is thirty-five (35) working days.

The amount of security required is Four Thousand Dollars.

No. 21. FOR CONSTRUCTING CEMENT CONCRETE SIDEWALKS IN VARIOUS PLACES AND ON VARIOUS STREETS IN THE BOROUGH OF BROOKLYN.

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

10,700 square feet of cement concrete sidewalk.

Time for the completion of the work and the full performance of the contract is forty (40) working days.

The amount of security required is Six Hundred Dollars.

No. 22. FOR CONSTRUCTING CEMENT CONCRETE SIDEWALKS IN VARIOUS PLACES AND ON VARIOUS STREETS IN THE BOROUGH OF BROOKLYN.

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

19,375 square feet of cement concrete sidewalk.

Time for the completion of the work and the full performance of the contract is fifty (50) working days.

The amount of security required is One Thousand Dollars.

the Borough of Brooklyn, No. 14 Municipal Building, Brooklyn.

BIRD S. COLER,
President.

Dated January 21, 1907.

j22,f6

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

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn, at the above office, until 11 o'clock a. m., on

WEDNESDAY, JANUARY 30, 1907,

FOR FURNISHING AND PLACING MARBLE BASE, ETC., ON SECOND AND FOURTH FLOOR CORRIDORS, BOROUGH HALL.

Time allowed for completion of work will be thirty days.

Amount of security required will be One Thousand Dollars (\$1,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Assistant Commissioner of Public Works, the Borough of Brooklyn, Room 15, Municipal Building, Brooklyn.

BIRD S. COLER,
President.

Dated January 15, 1907.

j16,30

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

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 29, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from TUESDAY, FEBRUARY 5, AT 9 A. M., UNTIL 4 P. M. WEDNESDAY, FEBRUARY 13, 1907, for the position of—

CIVIL SERVICE EXAMINER (MEN AND WOMEN).

The examination will be held on

WEDNESDAY, FEBRUARY 27, 1907, at 10 a. m.

The subjects and weights of the examination are as follows:

General paper 4

Preparation and rating of questions and answers 2

Mathematics 1

Oral examination, to include experience... 3

The percentage required is 70.

In the general paper questions on history, geography, City, State and Federal Government will be put.

Mathematics will include arithmetic and algebra.

The oral examination will be held at a later date than the written.

Salaries ranging from \$1,200 to \$2,400 will be paid.

There are two vacancies with a beginning salary of \$1,200.

The appointees will be required to give all their time to the work of the Commission.

The minimum age is 21 years.

FRANK A. SPENCER,
Secretary.

j29,f27

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 25, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from 9 a. m., Friday, February 1, until 4 p. m., Friday, February 8, 1907, for the position of—

COURT STENOGRAPHER (MALE), FIFTH TO TENTH GRADE, INCLUSIVE.

The examination will be held on

MONDAY, FEBRUARY 18, 1907, at 10 a. m.

The subjects and weights of the examination are as follows:

Accuracy 6

Arithmetic 2

Speed 2

The percentage required is 70.

Dictation will be given at the rates of 150, 155, 160, 165, 170 and 175 words a minute to qualify for the several grades.

Candidates will also be required to take testimony and to read back from their notes. The speed mark will be given on this test.

No vacancies exist at present.

The salary is from \$1,500 to \$3,000 per annum.

The minimum age is 21 years.

FRANK A. SPENCER,
Secretary.

j25,f18

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 22, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that the time for receiving applications for the position of

ARCHITECTURAL DRAUGHTSMAN

has been extended until 4 p. m., Tuesday, February 5, 1907. The examination will be held on Tuesday and Wednesday, February 19 and 20, at 10 a. m.

FRANK A. SPENCER,
Secretary.

j22,f5

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 21, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from 9 a. m. ON MONDAY, JANUARY 28, UNTIL 4 P. M. MONDAY, FEBRUARY 4, 1907, for the position of

STENOGRAPHER AND TYPEWRITER (MALE), first to fourth grade, inclusive.

The examination will be held on

THURSDAY, FEBRUARY 14, 1907, at 10 a. m.

The subjects and weights of the examination are as follows:

Accuracy and style 6

Arithmetic 2

Letter writing 2

The percentage required is 70.

Handwriting will be considered in rating the letter.

Dictation will be given at the rates of 80, 90, 105 and 120 words a minute to qualify for the several grades.

Vacancies are constantly occurring in the various departments.

The salary is from \$750 to \$1,200 per annum. The minimum age is 18 years.

FRANK A. SPENCER,
Secretary.

j22,f14

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 8, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received until 4 p. m.

TUESDAY, FEBRUARY 5, 1907,

for the position of

ARCHITECTURAL DRAUGHTSMAN.

The examination will be held on Tuesday and Wednesday, February 19 and 20, 1907, at 10 a. m.

The subjects and weights of the examination are as follows:

Technical 8

Experience 2

The percentage required is 75 on the technical paper and 70 on all.

SCHEME OF THE EXAMINATION.

First Day.

Data of each drawing and the scale to be used will be furnished to applicants on examination day.

Drawings required:

Hours 10 to 12.40.

Q. 1 and 2. Accurate working drawing on white paper of one-half plan of a given building.

Lettering.

Q. 3. Complete ink tracing of the same.

Hours 1 to 3.

Q. 4 and 5. Accurate pencil drawing of parts marked on a given elevation of a building, the working plans also being furnished.

Hours 3 to 5.

Q. 6. Accurate working section in pencil from given drawings.

Second Day.

Hours 10 to 11.30.

Q. 7. One-quarter scale drawing of a given ornament.

Q. 8. Also one-half of same ornament, full size, with sections of projections.

Hours 11.30 to 1.

Q. 9, 10, 11 and 12. Constructional details.

Hours 1.20 to 5.

Q. 13 and 14. Questions in mensuration and arithmetic.

Candidates must furnish the following:

Drawing instruments, T-square, triangle, scale, etc.

Pencils.

Crayon or simple washes.

Inks.

Pen.

Drawing board no less than 23 inches by 31 inches.

Other materials will be furnished by the Commission.

There are four vacancies in the Board of Education at present, and certification will also be made to the Department of Bridges.

The salary is \$1,500 per annum, and over.

The minimum age is 21 years.

FRANK A. SPENCER,
Secretary.

j8,22

MUNICIPAL CIVIL SERVICE COMMISSION, No. 51 LAFAYETTE STREET, NEW YORK CITY, December 24, 1906.

PUBLIC NOTICE IS HEREBY GIVEN that applications for the following position in the Labor Class will be received on and after

WEDNESDAY, JANUARY 2, 1907

viz.: LABOR CLASS, PART II.

NICKEL PLATER, in the Fire Department.

WILLIAM F. BAKER,
President;

R. ROSS APPLETON,
ALFRED J. TALLEY,
Civil Service Commissioners.

FRANK A. SPENCER,
Secretary.

d27,j2

MUNICIPAL CIVIL SERVICE COMMISSION, No. 51 LAFAYETTE STREET, NEW YORK CITY, October 22, 1906.

PUBLIC NOTICE IS HEREBY GIVEN that applications for the following position in the Labor Class will be received on and after

THURSDAY, NOVEMBER 1, 1906,

viz.: LABOR CLASS—Part 2.

BRASS FINISHER.

WILLIAM F. BAKER,
President;

R. ROSS APPLETON,
ALFRED J. TALLEY,
Civil Service Commissioners.

FRANK A. SPENCER,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, CITY OF NEW YORK.

PUBLIC NOTICE WILL BE GIVEN OF all competitive examinations two weeks in advance of the date upon which the receipt of applications for any scheduled examination will close. Applications will be received for only such examinations as are scheduled.

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

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

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

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

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

Unless otherwise specifically stated, the minimum age requirement for all positions is 21.

WILLIAM F. BAKER,
President;

R. ROSS APPLETON,
ALFRED J. TALLEY,
Commissioners.

FRANK A. SPENCER,
Secretary.

12-24-03

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, FEBRUARY 6, 1907,

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING CORPORATION COCKS.

The time for delivery of the articles, materials and supplies and the performance of the contract is October 31, 1907.

The amount of security shall be Two Thousand Dollars (\$2,000).

FOR FURNISHING, DELIVERING AND LAYING WATER MAINS AND REMOVING EXISTING WATER MAINS IN FLUSHING, FRANKLIN, HARRISON, MARCY, METROPOLITAN, MYRTLE, NOSTRAND AND PARK AVENUES, AND IN HARRISON, HOOPER, LEONARD, RODNEY, ROEBLING, SKILLMAN AND WALWORTH STREETS, BOROUGH OF BROOKLYN.

The time allowed for doing and completing the work will be Two Hundred (200) Working Days.

The surety required will be One Hundred Thousand Dollars (\$100,000).

FOR FURNISHING AND DELIVERING NORTH RIVER BRICK, AMERICAN PORTLAND CEMENT, FIRE BRICK AND FIRE CLAY.

The time for delivery of the articles, materials and supplies and the performance of the contract is ninety (90) calendar days.

The amount of security shall be Eight Hundred Dollars (\$800).

FOR FURNISHING AND DELIVERING IRON CASTINGS.

The time for delivery of the articles, materials and supplies and the performance of the contract is until December 31, 1907.

The amount of security shall be Five Hundred Dollars (\$500).

FOR FURNISHING AND DELIVERING CHEMICALS, ETC., FOR LABORATORY.

The time for delivery of the articles, materials and supplies and the performance of the contract is ninety (90) calendar days.

The amount of security shall be Six Hundred Dollars (\$600).

FOR FURNISHING AND DELIVERING SODA ASH AND COPPER SULPHATE.

The time for delivery of the articles, materials and supplies and the performance of the contract is until December 31, 1907.

The amount of security shall be One Thousand Five Hundred Dollars (\$1,500).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

The bids will be compared and each contract awarded at a lump sum for all the work, articles, materials or supplies specified and contained in the annexed specifications and schedule.

Delivery will be required to be made from time to time and in such quantities and places as may be directed.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13 to 21 Park row, and at Room 25, Municipal Building, Borough of Brooklyn.

JOHN H. O'BRIEN,
Commissioner.

Dated January 23, 1907.

j24,f6

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

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, FEBRUARY 6, 1907,

Boroughs of Manhattan and The Bronx.

No. 1. FOR FURNISHING AND DELIVERING MECHANICAL AND CONTRACTORS' TOOLS, HARDWARE, MISCELLANEOUS SUPPLIES, COAL, COKE, CORD WOOD.

The time allowed for the delivery of the supplies and the performance of the contract will be until the 31st day of December, 1907.

The amount of security shall be fifty per centum of the amount of the bid or estimate.

Class 2. Cement, clay, sand and brick.

Class 6. Cold chisels, etc.

Class 7. Plumbers' supplies.

Class 11. Miscellaneous supplies.

Class 14. Coal, coke and cord wood.

No. 2. FOR FURNISHING AND DELIVERING CAST IRON WATER PIPE, BRANCH PIPE AND SPECIAL CASTINGS.

The time allowed for the delivery of the articles, materials and supplies and the performance of the contract will be one hundred and fifty (150) calendar days.

The amount of security shall be fifty per centum of the amount of the bid or estimate.

Where items of a particular manufacture or make are named it must be understood that such names are adopted as a standard. Any item equal in make may be furnished if accepted.

For particulars as to the quantity and quality of the supplies or the nature and extent of the work required or of the materials to be furnished, bidders are referred to the specifications and lists of materials, supplies and apparatus to be furnished, and to the samples at the office of the Department.

The Commissioner reserves the right to reject all bids or estimates if he deem it to be for the interest of the City so to do.

Bidders must state the price of each article in the class for which they bid, per pound, gallon, dozen, gross, etc., by which the bids will be tested. All prices are to include containers, and to be "net," without discounts or conditions.

The bids will be compared and contracts awarded to the lowest bidder on each class in No. 1 and to the lowest bidder on each item in No. 2.

All bids will be held to be informal which fail to name a price for every item in the class for which the bid is made.

All goods must be delivered as directed. The weight, measure, etc., will be allowed as received at points of delivery.

Delivery will be required to be made from time to time and in such quantities and places as may be directed by the Engineer.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, and any further information may be

obtained upon application therefor at the office of the Chief Engineer, Room 1521.

JOHN H. O'BRIEN,
Commissioner of Water Supply,
Gas and Electricity.

The City of New York, January 22, 1907.

j24,f6

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

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m., on

FRIDAY, FEBRUARY 1, 1907,

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING 20,000 GROSS TONS OF SEMI-BITUMINOUS COAL.

The time allowed for the delivery of the articles, materials and supplies and the performance of the contract will be until May 1, 1907.

The amount of security will be Twenty Thousand Dollars (\$20,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

The bids will be compared and the contract awarded at a lump sum for all the work, articles, materials or supplies specified and contained in the annexed specifications and schedule.

Delivery will be required to be made from time to time and in such quantities and places as may be directed.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13 to 21 Park row, and at Room 25, Municipal Building, Borough of Brooklyn.

JOHN H. O'BRIEN,
Commissioner.

Dated January 19, 1907.

QUARTERS BUILDING, BOROUGH OF MANHATTAN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before March 31, 1908.

The amount of security required is Six Hundred Dollars (\$600).

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); 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 and the plans and drawings may be seen at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

FRANCIS J. LANTRY,
Fire Commissioner.

Dated January 25, 1907.

j26,f6

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

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 m. on

MONDAY, FEBRUARY 11, 1907,
Borough of Manhattan.

CONTRACT No. 1046.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE EXCAVATION AND REMOVAL OF ROCK OVER THE SITE OF A PROPOSED BULKHEAD WALL, AND OUTSHORE FROM SAME, BETWEEN EAST SIXTY-FIFTH AND EAST SEVENTY-FOURTH STREETS, EAST RIVER, BOROUGH OF MANHATTAN.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 365 calendar days.

The amount of security required is Forty-seven Thousand Dollars.

The bidder will state a price per cubic yard contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested, as the bids will be read and award made to the lowest bidder.

Work will be required to be done at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the said Department.

J. A. BENDEL,
Commissioner of Docks.

Dated January 28, 1907.

j30,f11

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

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

FRIDAY, FEBRUARY 8, 1907,
Borough of Manhattan.

CONTRACT No. 1048—FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ABOUT 131,000 POUNDS OF MANILA ROPE.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 180 calendar days.

The amount of security required is Six Thousand Five Hundred and Sixty Dollars.

The bidder will state a price per pound contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested, as the bids will be read and award made to the lowest bidder.

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 said Department.

J. A. BENDEL,
Commissioner of Docks.

Dated January 17, 1907.

j26,f8

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

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

FRIDAY, FEBRUARY 8, 1907,
Borough of Manhattan.

CONTRACT No. 1050—FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ABOUT 2,000 TONS OF ANTHRACITE COAL.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 180 calendar days.

The amount of security required is Four Thousand Eight Hundred Dollars.

The bidder shall state a price per ton by which the bids will be tested, and award made to the lowest bidder.

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 said Department.

J. A. BENDEL,
Commissioner of Docks.

Dated January 23, 1907.

j26,f8

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

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

FRIDAY, FEBRUARY 1, 1907,
Borough of Manhattan.

CONTRACT No. 1041.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PREPARING FOR AND BUILDING TWO WOODEN LAUNCHES, COMPLETE, WITH ALL APPURTENANCES.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 120 calendar days.

The amount of security required is Ten Thousand Eight Hundred Dollars.

The bidder will state a price for both launches contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested, and award made to the lowest bidder.

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 said Department.

J. A. BENDEL,
Commissioner of Docks.

Dated January 18, 1907.

j21,f1

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

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," NORTH RIVER, NEW YORK, March 31, 1904.

THE COMMISSIONER HAS FIXED THE amounts of bonds required on contracts awarded by this Department, as follows:

On all contracts for supplies, 40 per cent. of the estimated cost;
On all contracts, other than contracts for supplies, where the estimated cost is not over \$200,000, 40 per cent. of the estimated cost;
On all contracts, other than contracts for supplies, where the estimated cost is over \$200,000, but not over \$1,000,000, 25 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$1,000,000, 20 per cent. of the estimated cost.

JOSEPH W. SAVAGE,
Secretary.

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, PROPERTY CLERK'S OFFICE, No. 300 MULBERRY STREET, NEW YORK, January 29, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that the eighty-first public auction sale of condemned Police horses will be held at the Eighth Precinct Station, Nos. 17 and 19 Leonard street, at 11 o'clock a. m.

MONDAY, FEBRUARY 11, 1907

"Teddy," No. 396, Seventeenth Precinct.
"Hurrah," No. 677, Fortieth Precinct.
"Manuel," No. 619, Forty-sixth Precinct.
"Pug," No. 412, Fifty-second Precinct.
"Examiner," No. 4, Sixty-seventh Precinct.
"Sid," No. 586, Seventy-second Precinct.
"Hindoo," No. 673, Seventy-second Precinct.
"Joe," No. 202, Training Stables.
"Swift," No. 625, Thirty-ninth Precinct.

THEODORE A. BINGHAM,
Police Commissioner.

j30,f11

POLICE DEPARTMENT OF THE CITY OF NEW YORK, No. 300 MULBERRY STREET.

SEALED BIDS OR ESTIMATES WILL BE received by the Police Commissioner of the Police Department of the City of New York at the above office until 12 o'clock a. m. on

TUESDAY, FEBRUARY 5, 1907,

No. 1. FOR FURNISHING AND DELIVERING SEVENTY-FIVE (75) HORSES FOR THE MOUNTED, PATROL WAGON AND CARRIAGE SERVICE.

No. 2. FOR FURNISHING AND DELIVERING HORSE EQUIPMENTS, HARNESS AND STABLE SUPPLIES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is during the year 1907.

The amount of security required will be as follows:

No. 1, \$5,000.
No. 2, Fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item. 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 Central Office of the Police Department, No. 300 Mulberry street, Borough of Manhattan.

THEODORE A. BINGHAM,
Police Commissioner.

Dated January 23, 1907.

j23,f5

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

POLICE DEPARTMENT—CITY OF NEW YORK.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: 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.

THEODORE A. BINGHAM,
Police Commissioner.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE DEPUTY Property Clerk of the Police Department of the City of New York—Office, No. 209 State street, Borough of Brooklyn—for the following property, now in his custody, without claimants: 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.

THEODORE A. BINGHAM,
Police Commissioner.

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

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS.

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

NOTICE IS HEREBY GIVEN THAT THE Board of Rapid Transit Railroad Commissioners for The City of New York will hold a public hearing upon the proposed terms and conditions of a contract for the construction (or, in the alternative, the construction, equipment and operation) of the Lexington Avenue Rapid Transit Railroad, in the office of the Board, Room 401, No. 320 Broadway, in the Borough of Manhattan, on

THURSDAY, FEBRUARY 7, 1907,

at 3 o'clock in the afternoon. Copies of the draft of the proposed contract can be obtained at the said office upon the payment of a fee of 25 cents.

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

A. E. ORR,
President.

BION L. BURROWS,
Secretary.

Dated New York, January 22, 1907.

j23,f7

BOARD OF ESTIMATE AND APPORTIONMENT.

NOTICE IS HEREBY GIVEN THAT the Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to widen Second avenue, from East Fifty-seventh to East Sixty-first street, and to lay out an approach to the Blackwell's Island Bridge, bounded by East Fifty-ninth street, East Sixtieth street, Second avenue and Third avenue, Borough of Manhattan, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on January 11, 1907, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by:

1. Widening Second avenue, from East Fifty-seventh street to East Sixty-first street, by adding 65 feet to its westerly side.
2. Laying out as an approach to the Blackwell's Island Bridge the remainder of the block bounded by East Fifty-ninth street, East Sixtieth street, Second avenue and Third avenue, in the Borough of Manhattan, City of New York, or by:

(A) Widening Second avenue, from East Fifty-seventh street to East Fifty-ninth street, by adding sixty-five feet to its westerly side;
(B) Widening Second avenue, from East Sixtieth street to East Sixty-first street, by adding sixty-seven feet to its westerly side;
(C) Laying out as an approach to the Blackwell's Island Bridge the entire block bounded by Second avenue, Third avenue, East Fifty-ninth street and East Sixtieth street, in the Borough of Manhattan, City of New York.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 8th day of February, 1907, 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 8th day of February, 1907.

JOSEPH HAAG,
Secretary.

No. 277 Broadway, Room 805.

j25,f5

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to locate and lay out Church avenue, from East Eleventh street to Ocean Parkway, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on January 11, 1907, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by locating and laying out Church avenue, from East Eleventh street to Ocean Parkway, in the Borough of Brooklyn, City of New York, more particularly described as follows:

A.—From East Eleventh Street to Coney Island Avenue.

The southern line to begin at the intersection of the eastern line of East Eleventh street with the southern line of Church avenue, as the same are laid down on the map of the City;

1. Thence westerly to a point on the eastern line of Coney Island avenue, distant 42.54 feet, more or less, northerly from the intersection of the northern line of Avenue A with the eastern line of Coney Island avenue, as the same are laid down on the map of the City;

2. The northern line to be 70 feet from and parallel with the above-described southern line.

B.—From Coney Island Avenue to Ocean Parkway.

The centre line to begin at a point in the western line of Coney Island avenue, distant 920.25 feet, more or less, northerly from the intersection of the northern line of Avenue B with the western line of Coney Island avenue, as the same are laid down on the map of the City;

1. Thence westerly to a point in the eastern line of Ocean Parkway, distant 593.14 feet, more or less, northerly from the intersection of the northern line of Avenue B with the eastern line of Ocean Parkway, as the same are laid down on the map of the City;

2. Between Coney Island avenue and East Seventh street, the northern and southern lines to

be respectively 35 feet north and south of and parallel with the centre line aforesaid.

3. Between East Seventh street and Ocean Parkway, the northern and southern lines to be respectively 50 feet north and south of and parallel with the centre line aforesaid.

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 8th day of February, 1907, 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 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,
Secretary.

No. 277 Broadway, Room 805.

Telephone 3454 Worth.

j25,f5

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade at the intersection of Sands and High streets, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on January 11, 1907, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade at the intersection of Sands and High streets, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Sands Street.
The grade at the intersection of Sands and Pearl streets to be 63.72 feet, as heretofore.

The grade at the intersection of Jay street to be 55.76 feet.

The grade at the intersection of Sands and Bridge streets to be 48.92 feet, as heretofore.

Jay Street.
The grade at the intersection of Jay and Prospect streets to be 57.52 feet, as heretofore.

The grade at the intersection of Sands street to be 55.76 feet.

The grade at the intersection of Jay and High streets to be 62.12 feet, as heretofore.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 8th day of February, 1907, 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 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,
Secretary.

No. 277 Broadway, Room 805.

Telephone 3454 Worth.

j25,f5

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to widen East One Hundred and Eighty-second street, from Park avenue to Washington avenue at its southerly side, so as to make said southerly side coincide with the southerly line of old Fletcher street, making the street about 52.2 feet wide, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on January 11, 1907, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by widening East One Hundred and Eighty-second street, from Park avenue to Washington avenue, at its southerly side so as to make said southerly side coincide with the southerly line of old Fletcher street, making the street about 52.2 feet wide, in the Borough of The Bronx, City of New York, more particularly described on map entitled "Map or plan showing the widening of East One Hundred and Eighty-second street at its southerly side, between Park avenue and Washington avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York," submitted by the President of the Borough of The Bronx.

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 8th day of February, 1907, 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 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,
Secretary.

No. 277 Broadway, Room 805.

Telephone 3454 Worth.

j25,f5

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to widen East One Hundred and Sixty-first street on its northerly side, between Brook avenue and Third avenue, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions

adopted by the Board on January 11, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by widening East One Hundred and Sixty-first street on its northerly side, between Brook avenue and Third avenue, in the Borough of The Bronx, City of New York, more particularly described on sketch submitted by the President of the Borough of The Bronx.

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 8th day of February, 1907, 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 8th day of February, 1907.

Dated January 25, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25.f5

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to strike therefrom Park place, between Freeman avenue and Webster avenue, in Long Island City, Borough of Queens, and that a meeting of said Board will be held in the old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on January 11, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by striking therefrom Park place, between Freeman avenue and Webster avenue, in Long Island City, in the Borough of Queens, City of New York, more particularly shown on map or plan submitted by the President of the Borough of Queens.

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 8th day of February, 1907, 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 8th day of February, 1907.

Dated January 25, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25.f5

NOTICE IS HEREBY GIVEN THAT the Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to strike therefrom Rutledge street, between Freeman avenue and the park between Vernon avenue and the East river, Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on January 11, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by striking therefrom Rutledge street, between Freeman avenue and the park between Vernon avenue and the East river, in the Borough of Queens, City of New York, more particularly shown on a map or plan submitted by the President of the Borough of Queens.

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 8th day of February, 1907, 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 8th day of February, 1907.

Dated January 25, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25.f5

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of an unnamed street between William and Beach streets, extending from St. Paul's avenue to Jackson street, Second Ward, Borough of Richmond, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on January 11, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of an unnamed street between William and Beach streets, extending from St. Paul's avenue to Jackson street, Second Ward, in the Borough of Richmond, City of New York, more particularly shown on a map or plan submitted by the President of the Borough of Richmond, dated October 25, 1906.

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 8th day of February, 1907, 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 8th day of February, 1907.

Dated January 25, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25.f5

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the lines of Van Alst avenue, between Hoyt and Winthrop avenues, by moving the street twenty-five feet east of its present position, Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on January 11, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the lines of Van Alst avenue, between Hoyt and Winthrop avenues, by moving the street twenty-five feet east of its present position, in the Borough of Queens, City of New York, more particularly described on map or plan submitted by the President of the Borough of Queens.

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 8th day of February, 1907, at 10.30 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 8th day of February, 1907.

Dated January 25, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25.f5

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was 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 West One Hundred and Sixty-seventh street, from Broadway to St. Nicholas avenue; public place bounded by Broadway, St. Nicholas avenue and West One Hundred and Sixty-seventh street; public place bounded by West One Hundred and Sixty-sixth street, St. Nicholas avenue, West One Hundred and Sixty-seventh street and Broadway, as laid out on the map of the City, in the Borough of Manhattan, 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 100 feet south of the southerly side of West One Hundred and Sixty-fifth street, measured at right angles thereto on a line midway between the westerly side of Broadway and the easterly side of Fort Washington avenue, and running thence northwardly on a line midway between the westerly side of Broadway and the easterly side of Fort Washington avenue to a point 100 feet north of the northerly side of West One Hundred and Sixty-eighth street, measured at right angles thereto; thence eastwardly on a line parallel with the northerly side of West One Hundred and Sixty-eighth street and parallel therewith to a point 100 feet east of the easterly side of Audubon avenue; thence southwardly on a line 100 feet east of the easterly side of Audubon avenue and parallel therewith to its intersection with a line midway between the southerly side of West One Hundred and Sixty-seventh street and the northerly side of West One Hundred and Sixty-sixth street; thence westwardly along a line midway between the southerly side of West One Hundred and Sixty-seventh street and the northerly side of West One Hundred and Sixty-sixth street and the prolongation thereof to a point 100 feet east of the easterly side of Audubon avenue; thence southwardly along a line 100 feet east of the easterly side of Audubon avenue and parallel therewith to a point 100 feet south of the southerly side of West One Hundred and Sixty-fifth street, measured at right angles thereto; thence westwardly along a line 100 feet south of the southerly side of West One Hundred and Sixty-fifth street and parallel therewith to the point 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 8th day of February, 1907, 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 8th of February, 1907.

Dated January 25, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25.f5

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was 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 the second new street north of West One Hundred and Eighty-first street, from Broadway west to Overlook terrace, and the third new street north of West One Hundred and Eighty-first street, between Broadway and Overlook terrace, in the Borough of Manhattan, 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 100 feet west of the westerly side of Overlook terrace, measured at right angles to the said Overlook terrace, and on the prolongation of a line midway between the first and second new streets north of West One Hundred and Eighty-first street, between Broadway and Overlook terrace, and running thence eastwardly on a line midway between the first and second new streets north of West One Hundred and Eighty-first street and the prolongation thereof to the westerly side of Broadway; thence northeastwardly to the northeasterly corner of Broadway and West One Hundred and Eighty-fifth street; thence eastwardly along the northerly side of West One Hundred and Eighty-fifth street to a point 100 feet east of the easterly side of Broadway, measured at right angles thereto; thence northwardly on a line 100 feet east of the easterly side of Broadway and parallel therewith to its intersection with the prolongation of a line midway between the northerly side of the third new street north of West One Hundred and Eighty-first street and the southerly side of the fourth new street north of West One Hundred and Eighty-first street; thence westwardly along the said line midway between the third and fourth new streets north of West One Hundred and Eighty-first street and the prolongation thereof to the westerly side of Bennett avenue; thence westwardly on a line parallel with the northerly side of the third new street north of West One Hundred and Eighty-first street and the prolongation thereof to a point 100 feet west of the westerly side of Overlook terrace and measured at right angles thereto; thence southwardly on a line 100 feet west of the westerly side of Overlook terrace and parallel therewith to the 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 8th day of February, 1907, 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 8th of February, 1907.

Dated January 25, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25.f5

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was 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 the fifth new street north of West One Hundred and Eighty-first street (Watkins place), extending from Broadway to first new avenue west of Broadway (Bennett avenue), in the Borough of Manhattan, 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:

On the north by a line midway between the northerly side of the fifth new street north of West One Hundred and Eighty-first street and the southerly side of the next parallel street to the north, as shown upon the plan adopted by the Board of Estimate and Apportionment on December 11, 1903; on the east by a line 100 feet east of the easterly side of Broadway and parallel therewith; on the south by a line midway between the southerly side of the fifth new street north of West One Hundred and Eighty-first street and the northerly line of the fourth new street north of West One Hundred and Eighty-first street, and on the west by a line 100 feet west of the westerly side of the first new avenue west of Broadway, or Bennett avenue, and parallel therewith.

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 8th day of February, 1907, 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 8th day of February, 1907.

Dated January 25, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25.f5

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was 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 West One Hundred and Twenty-ninth street, from Convent avenue to Amsterdam avenue, in the Borough of Manhattan, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolutions 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 West One Hundred and Twenty-ninth and West One Hundred and Thirtieth streets and by the prolongation thereof; on the east by a line 100 feet distant easterly from the easterly side of Convent avenue and parallel thereto, the said distance being measured at right angles to the line of Convent avenue; on the south by a line midway between West One Hundred and Twenty-ninth and West One Hundred and Twenty-eighth streets and by the prolongation thereof; and on the west by a line 100 feet distant westwardly from the westerly side of Amsterdam avenue and parallel therewith, the said distance being measured at right angles to the line of Amsterdam 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 8th day of February, 1907, 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 8th day of February, 1907.

Dated January 25, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25.f5

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was 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 Forrest street, from Central avenue to Flushing 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:

Beginning at the intersection of a line midway between Forrest street and Noll street with a line 100 feet southwestwardly from the southwesterly side of Central avenue and parallel therewith, the said distance being measured at right angles to the line of Central avenue, and running thence northwestwardly and parallel with the line of Central avenue to the intersection with a line distant 100 feet northwestwardly from the northwesterly side of Forrest street and parallel therewith, the said distance being measured at right angles to the line of Forrest street; thence running northeastwardly and parallel with the line of Forrest street to the intersection with the northwesterly side of Flushing avenue; thence northwestwardly at right angles to the line of Flushing avenue 100 feet; thence northeastwardly and parallel with the line of Flushing avenue to the intersection with a line at right angles to the line of Flushing avenue and passing through a point on the southeasterly side of the said avenue midway between the intersection of the said southeasterly side with the southeasterly side of Forrest street and the southeasterly side of Hamburg avenue; thence southeastwardly along the course last described to the southeasterly side of Flushing avenue; thence southeastwardly and parallel with the line of Hamburg avenue to the intersection with the prolongation of a line midway between Forrest and Noll streets; thence southwestwardly and along the said line midway between Forrest street and Noll 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 8th day of February, 1907, 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 8th day of February, 1907.

Dated January 25, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25.f5

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was 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 Edgewater road from Garrison avenue (or Mohawk avenue) to Seneca avenue, 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 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:

On the north by the prolongation westwardly of the southerly line of Ludlow avenue, as now laid out east of the Bronx river; on the east by the westerly side of the Bronx river; on the south by a line midway between the southerly side of Seneca avenue and the northerly side of Lafayette avenue; on the west by a line midway between the westerly side of Longfellow street and the easterly side of Bryant street; and on the north-west by the present southeasterly property line of the New York, New Haven and Hartford Railroad Company.

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 8th day of February, 1907, 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 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,
Secretary.

No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25,f5

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was 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 Trafalgar place, from One Hundred and Seventy-fifth street to One Hundred and Seventy-sixth 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 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 the intersection of a line midway between Trafalgar place and Waterloo place with the northerly line of East One Hundred and Seventy-fifth street, and running thence northwardly along the center line of the block between Trafalgar place and Waterloo place, and the prolongation of said line to a point distant 100 feet north of the northerly side of East One Hundred and Seventy-sixth street; thence eastwardly and parallel with the northerly line of East One Hundred and Seventy-sixth street to the intersection with a line drawn at right angles to the line of East One Hundred and Seventy-sixth street, and passing through a point on the southerly side of the said street midway between Trafalgar place and the Southern Boulevard; thence southwardly along the line last described to the southerly line of East One Hundred and Seventy-sixth street; thence southwardly to a point on the northerly line of East One Hundred and Seventy-fifth street midway between the easterly line of Trafalgar place and the westerly line of the Southern Boulevard; thence continuing along the said course to the southerly line of East One Hundred and Seventy-fifth street; thence southwardly at right angles to the southerly line of East One Hundred and Seventy-fifth street 100 feet; thence westwardly and parallel with the southerly line of East One Hundred and Seventy-fifth street to the intersection with a line drawn at right angles to the line of East One Hundred and Seventy-fifth street, and passing through the point described as the point or place of beginning; thence northwardly 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 8th day of February, 1907, 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 8th of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,
Secretary.

No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25,f5

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was 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 Faile street, from Garrison avenue to Lafayette avenue, 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 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:

On the north by the present southerly property line of the New York, New Haven and Hartford Railroad tracks; on the east by a line midway between the easterly side of Faile street and the westerly side of Bryant street; on the south by a line 100 feet south of the southerly side of Lafayette avenue and parallel therewith, and on the west by a line midway between the westerly side of Faile street and the easterly side of Hunt's Point road.

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 8th day of February, 1907, 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 8th of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,
Secretary.

No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25,f5

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was 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 Seneca avenue, from Hunt's Point road to Bronx river, 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 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:

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:

On the north by a line midway between the northerly side of Seneca avenue and the southerly side of Garrison avenue, and the prolongation thereof; on the east by the west side of the Bronx river; on the south by a line midway between the southerly side of Seneca avenue and the northerly side of Lafayette avenue, and the prolongation thereof, and on the west by a line 100 feet west of the westerly side of Hunt's Point road and parallel therewith.

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 8th day of February, 1907, 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 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,
Secretary.

No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25,f5

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was 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 widening of Sedgwick avenue, between Fordham road and Bailey avenue; Bailey avenue, between Sedgwick avenue and Albany road; Albany road, between Bailey avenue and Van Cortlandt Park; for the opening and extending of Heath avenue, between West One Hundred and Eighty-ninth and West One Hundred and Ninety-first streets; the public place between Heath avenue and Bailey avenue south of West One Hundred and Ninety-first street, and for the widening of Kingsbridge road, between Exterior street and Bailey avenue, Borough of The Bronx.

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 the intersection of the prolongation of a line 100 feet south of the southerly side of East One Hundred and Eighty-first street and parallel therewith, with the easterly bulkhead line of the Harlem river, and running thence northwardly along the said easterly line of the Harlem river to the intersection with a line midway between Broadway and Exterior street; thence northeastwardly along the said line midway between Broadway and Exterior street to the northerly side of Kingsbridge road; thence northwardly at right angles to the line of the Kingsbridge road 100 feet; thence eastwardly and parallel with the Kingsbridge road to the easterly line of the land of the New York and Putnam Railway; thence northwardly and along the said easterly line of the New York and Putnam Railway to the intersection with a line distant 100 feet north of and parallel with the said distance being measured at right angles to the said southerly line of Van Cortlandt Park; thence easterly and parallel with the southerly line of Van Cortlandt Park to the intersection with the prolongation of a line midway between Gouverneur avenue and Norman avenue; thence southwardly along the said line midway between Gouverneur avenue and Norman avenue to the intersection with the center line of Sedgwick avenue; thence southwardly to a point on the southwesterly side of Kingsbridge road where the same is intersected by a line 100 feet northwest of and parallel with the northwesterly line of Aqueduct avenue, the said distance being measured at right angles to the line of Aqueduct avenue; thence southwardly and always distant 100 feet northwesterly from the northwesterly line of Aqueduct avenue and along the prolongation of the said line to the intersection with the southerly line of East One Hundred and Eighty-first street; thence southwardly at right angles to East One Hundred and Eighty-first street 100 feet; thence northwardly and westwardly and always parallel with the southerly line of East One Hundred and Eighty-first street, and 100 feet distant therefrom, 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 8th day of February, 1907, 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 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,
Secretary.

No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25,f5

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was 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 Chauncey street, from Hoyt avenue to Winthrop avenue, and Goodrich street, between Flushing and Winthrop avenues, 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 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 100 feet northeast of the northerly line of Winthrop avenue in the prolongation of a line midway between Chauncey street and Lawrence street, and running northwesterly on a line 100 feet northeast of the northerly side of Winthrop avenue and parallel therewith to a point in the prolongation of a line midway between Goodrich street and Merchant street; thence southwestwardly on a line midway between the northerly side of Goodrich street and the prolongation of said line to its intersection with a line 100 feet south of the southerly side of Flushing avenue and parallel therewith; thence eastwardly along the said line 100 feet south of the southerly side of Flushing avenue and parallel therewith to its intersection with the prolongation of a line midway between the southeasterly side of Chauncey street and the northerly side of Lawrence street; thence northeastwardly along the said line midway between the southeasterly side of Chauncey street and the northerly side of Lawrence street to its intersection with a line 100 feet northeast of the northerly side of Winthrop avenue, 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 8th day of February, 1907, 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 8th of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,
Secretary.

No. 277 Broadway, Room 805.
Telephone 3454 Worth.

j25,f5

SITE FOR A COURT HOUSE IN THE COUNTY OF NEW YORK.

NOTICE IS HEREBY GIVEN THAT A public hearing will be had (pursuant to a resolution adopted at a meeting of the Board of Estimate and Apportionment held January 11, 1907) at Room 16, City Hall, on

FRIDAY, FEBRUARY 1, 1907,

at 10.30 o'clock a. m., on the report of the Court House Board, appointed pursuant to chapter 336, Laws of 1903, as amended, selecting as a site for a court house in the County of New York property situate in the Eighteenth Ward, Borough of Manhattan, bounded and described as follows:

"Westwardly by the easterly line of Fourth avenue or Union Square, northerly by the southerly line of Seventeenth street, easterly by the westerly line of Irving place, and southerly by the northerly line of Fourteenth street and the easterly line of Fourth avenue or Union Square, including so much of the beds of Fifteenth and Sixteenth streets as are included within the said boundaries."

New York, January 14, 1907.

JOSEPH HAAG,
Secretary.

j16,f1

DEPARTMENT OF FINANCE.

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTION 11.
RYER AVENUE—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS, from Burnside avenue to East One Hundred and Eighty-third street. Area of assessment: Both sides of Ryer avenue, from Burnside avenue to One Hundred and Eighty-third street, and to the extent of half the block at the intersecting and terminating streets.

That the same was confirmed by the Board of Assessors January 29, 1907, and entered on January 29, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

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

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

The above assessment is payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 30, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 29, 1907.

j30,f13

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

WILLIAM H. SMITH, Auctioneer.

AT THE REQUEST OF THE PRESIDENT of the Borough of Brooklyn, public notice is hereby given that the Commissioners of the Sinking Fund of The City of New York, by

virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing within the lines of property owned by The City of New York, acquired for street purposes, in the

Borough of Brooklyn.

All the buildings, parts of buildings, etc., standing within the lines of Montgomery street, extending from the division line between the former City of Brooklyn and the Town of Flatbush, where the same crosses Montgomery street, between Franklin avenue and Bedford avenue, to East New York avenue, in the Twenty-fourth and Twenty-ninth Wards of the Borough of Brooklyn, City of New York, which is more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

THURSDAY, FEBRUARY 7, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price.

Also the buildings, parts of buildings, etc., standing within the lines of East Nineteenth street, extending from Voorhies avenue to Emmons avenue, in the Thirty-first Ward of the Borough of Brooklyn, which is more particularly described on a map on file in the office of the Collector of City Revenue, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

THURSDAY, FEBRUARY 7, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price on the following

TERMS AND CONDITIONS.

Cash payment in bankable funds at the time and place of sale, and the entire removal of the buildings, parts of buildings, etc., standing within the lines of said streets from the streets by the purchaser or purchasers immediately after the sale. If the purchaser or purchasers fail to effect a removal within thirty days, he or they shall forfeit his or their purchase money and the ownership of the buildings, parts of buildings, etc., and The City of New York will cause the same to be removed without notice to the purchaser.

Purchasers to be liable for any and all damages of any kind whatsoever by reason of the occupation or removal of said buildings, parts of buildings, etc.

The bidder's assent and agreement to the above terms and conditions are understood to be implied by the act of bidding.

By direction of the Comptroller, sales of the above-described property will be made under the supervision of the Collector of City Revenue at the time stated herein.

Full particulars of sale can be obtained at the office of the Collector of City Revenue, Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan.

H. A. METZ,
Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 25, 1907.

j30,f7

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

WILLIAM H. SMITH, AUCTIONEER.

PUBLIC NOTICE IS HEREBY GIVEN THAT the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing upon property owned by The City of New York, acquired for school purposes, the said buildings being situated in the

Borough of Brooklyn

and being erected upon property described as follows:

Beginning at a point formed by the intersection of the easterly line of Flatbush avenue with the northerly line of the lands of Erasmus Hall High School, and running thence northerly along the easterly line of Flatbush avenue 57 feet 10 inches; thence easterly 138 feet 9 inches; thence southeasterly 359 feet 3 3/4 inches to the westerly line of the lands of Public School 90; thence southerly along the said westerly line of the lands of Public School 90 seven (7) feet three and one-half (3 1/2) inches to the northerly line of the lands of Erasmus Hall High School; thence westerly along the northerly line of said lands of the Erasmus Hall High School 493 feet 6 inches to the easterly line of Flatbush avenue, the point or place of beginning.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

THURSDAY, FEBRUARY 21, 1907,

at 11 a. m., on the premises, on the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within in any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studs, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by

day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all claims and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beamholes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flushed and painted and made watertight where they have been disturbed by the operation of the contractor.

The Comptroller of the City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,
Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 24, 1907.

j29,f4

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of the City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE to the following-named avenue in the BOROUGH OF THE BRONX:

TWENTY-THIRD AND TWENTY-FOURTH WARDS, SECTIONS 9 AND 11.

MORRIS AVENUE—OPENING, from east side of the New York and Harlem Railroad to the Grand Boulevard and Concourse. Confirmed January 3, 1907; entered January 24, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of the Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of a line parallel to and 100 feet south-easterly from the southeasterly line of Courtlandt avenue with a line parallel to and 100 feet south-westerly from the southeasterly line of East One Hundred and Forty-ninth street; running thence northwesterly along said last-mentioned parallel line to its intersection with the southeasterly line of Spencer place; thence north-easterly along a straight line to a point formed by the intersection of the north-easterly line of East One Hundred and Fifty-third street with a line parallel to and 100 feet northwesterly from the northwesterly line of Sheridan avenue; thence north-easterly along said parallel line to its intersection with a line parallel to and 100 feet south-westerly from the southwesterly line of Belmont street; thence northwesterly along said last-mentioned parallel line to its intersection with a line parallel to and 100 feet northwesterly from the northwesterly line of Walton avenue; thence north-easterly along said last-mentioned parallel line to its intersection with the southwesterly line of Burnside avenue; thence in a general direction southeasterly along said southwesterly line of Burnside avenue to its intersection with a line parallel to and 100 feet southeasterly from the southeasterly line of Grand Boulevard and Concourse; thence southwesterly along said parallel line to its intersection with a line parallel to and 100 feet easterly from the easterly line of Monroe avenue; thence southerly along said last-mentioned parallel line to its intersection with a line parallel to and 100 feet southerly from the southerly line of Belmont street; thence westerly along said last-mentioned parallel line to its intersection with the middle line of Claremont Park; thence southerly and southwesterly along said middle line and its prolongation to its intersection with a line parallel to and 100 feet north-easterly from the north-easterly line of Teller avenue; thence southeasterly, southerly and southwesterly along said parallel line to its intersection with the northwesterly prolongation of a line parallel to and 100 feet north-easterly from the north-easterly line of East One Hundred and Sixty-second street; thence southeasterly along said last-mentioned prolongation and parallel line and its southeasterly prolongation to its intersection with a line parallel to and 100 feet southeasterly from the southeasterly line of Courtlandt avenue; thence southwesterly along said last-mentioned parallel line 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 on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

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

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

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 25, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 24, 1907.

j26,f8

NOTICE TO PROPERTY OWNERS.

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

TWENTY-THIRD WARD, SECTION 9.

EAST ONE HUNDRED AND SIXTY-FIFTH STREET—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS, from Jerome avenue to the approach to the Grand Boulevard and Concourse, and from the approach to the Grand Boulevard and Concourse to Webster avenue. Area of assessment: Both sides of One Hundred and Sixty-fifth street, from Jerome avenue to Walton avenue, and from Sherman avenue to Webster avenue, and to the extent of half the block at the intersecting streets and avenues.

TWENTY-THIRD AND TWENTY-FOURTH WARDS, SECTIONS 9 AND 11.

MORRIS AVENUE—SEWER AND APPURTENANCES, from East One Hundred and Sixty-fourth street to East One Hundred and Seventieth street. Area of assessment: East side of Morris avenue, from One Hundred and Sixty-fifth street to about 200 feet north of One Hundred and Seventieth street; west side of Morris avenue, from One Hundred and Sixty-fourth street to about 200 feet north of One Hundred and Seventieth street; both sides of Teller avenue, commencing at about 375 feet north of One Hundred and Sixty-ninth street, and extending to One Hundred and Seventieth street; both sides of Finlay avenue, from One Hundred and Sixty-eighth street to One Hundred and Seventieth street; both sides of College avenue, from One Hundred and Sixty-eighth to One Hundred and Seventieth street; both sides of Grant avenue, from One Hundred and Sixty-fifth street to One Hundred and Seventieth street; both sides of Sherman avenue, from One Hundred and Sixty-fifth to One Hundred and Sixty-eighth street; both sides of Sheridan avenue, from One Hundred and Sixty-fifth to One Hundred and Seventieth street; east side of Grand Boulevard and Concourse, from One Hundred and Sixty-seventh to One Hundred and Seventy-second street; east side of Grant avenue, from One Hundred and Sixty-fourth to One Hundred and Sixty-fifth street; north side of One Hundred and Sixty-fourth and both sides of One Hundred and Sixty-fifth street, from Morris avenue to Grant avenue; both sides of One Hundred and Sixty-sixth street, from Morris avenue to Carroll place; both sides of McClellan street, from Morris avenue to the west side of Carroll place; both sides of One Hundred and Sixty-seventh street, from Morris avenue to the Concourse; both sides of One Hundred and Sixty-eighth street, from Sherman avenue to the Concourse; both sides of One Hundred and Sixty-ninth street, from Finlay avenue to Morris avenue; both sides of One Hundred and Sixty-ninth street, from Finlay avenue to the Concourse; both sides of Marcy place, from Sheridan avenue to the Concourse; both sides of One Hundred and Seventieth street, from Teller avenue to the Concourse; both sides of One Hundred and Seventy-first street, from Sheridan avenue to the Concourse.

TWENTY-FOURTH WARD, SECTION 11.

CLAY AVENUE—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS, from Webster avenue to East One Hundred and Seventy-sixth street. Area of assessment: Both sides of Clay avenue, from Webster avenue to East One Hundred and Seventy-sixth street, and to the extent of half the block at the intersecting streets and avenues.

TWENTY-FOURTH WARD, SECTION 12.

EAST TWO HUNDRED AND THIRD STREET—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS, from the Grand Boulevard and Concourse to Briggs avenue. Area of assessment: Both sides of Two Hundred and Third street, from the Grand Boulevard and Concourse to Briggs avenue, and to the extent of half the block at the intersecting streets and avenues.

That the same were confirmed by the Board of Revision of Assessments January 24, 1907, and entered on January 24, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 150 of this act."

Section 150 of this act provides "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 25, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessments became liens to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 24, 1907.

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CORPORATION SALE OF REAL ESTATE.

BRYAN L. KENNELLY, Auctioneer.

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction on

THURSDAY, FEBRUARY 14, 1907,

at 12 o'clock m., at the New York Real Estate Salesroom, Nos. 14 and 16 Vesey street, the following described real estate belonging to the corporation of The City of New York, and located in the Borough of Manhattan, more particularly bounded and described as follows:

Beginning at a point on the northerly line of Liberty street, distant 267 feet 10 inches westerly

from the northwesterly corner of Broadway and Liberty street, as said street existed on the 7th day of April, 1865; running thence northerly partly through the centre of a party wall 119 feet 3 1/4 inches; thence westerly through the centre of a stone wall 27 feet 7 inches; thence southerly partly through the centre of a party wall 118 feet 5 1/4 inches to the northerly line of Liberty street; and thence easterly along the northerly line of Liberty street 28 feet 6 inches to the place of beginning, be the said dimensions more or less. The premises being particularly shown on a map or survey thereof made by Edward Boyle, City Surveyor, and dated January 24, 1865; and also

All that certain plot which was conveyed by John P. DeWint, of the Town of Fishkill, County of Dutchess, State of New York, to the Mayor, Aldermen and Commonalty of The City of New York by indenture dated the 14th day of August, 1869, recorded in the Register's office of the County of New York on the 14th day of August, 1869, which conveyed to The City of New York all the remaining portion of the lot and building known as No. 101 Liberty street, in the City of New York, being the portion of said lot and building left by the extension of Church street, excepting from the parcel first above described, so much as was taken for the widening of Church street.

The minimum or upset price at which said property shall be sold is hereby fixed at three hundred and thirty thousand dollars (\$330,000). The sale of the said premises 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 sale; 30 per cent. upon the delivery of the deed, which shall be thirty days from the date of sale, the remaining 60 per cent. either to be paid at the time of the delivery of the deed or at the option of the purchaser to remain on bond and mortgage for five years, with interest at the rate of 6 per cent. per annum, payable semi-annually, the mortgage to contain the customary thirty days' interest and ninety days' tax and assessment and insurance clauses.

The bond and mortgage may be paid off at any time within the term thereof on giving thirty days' notice to the Comptroller or may be paid in installments of not less than \$5,000 on any day when interest is due, or on thirty days' notice. The bond and mortgage will be prepared by the Corporation Counsel, and the sum of \$12.50 will be charged for drawing, acknowledging and recording the same.

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 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. Said land is sold subject to the use by the Police Department of The City of New York, free of rental or other charges of any nature, until the premises Nos. 156 and 158 Greenwich street and Nos. 163 and 165 Washington street, Borough of Manhattan, are made available to accommodate the present police precinct now located at Church and Liberty streets, as heretofore described, but that such term shall not extend longer than May 1, 1909.

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 January 17, 1907.

H. A. METZ,
Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 24, 1907.

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NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

EIGHTEENTH WARD, SECTION 3.

EAST FOURTEENTH STREET—REPAIRING SIDEWALKS at No. 309. Area of assessment: North side of Fourteenth street, between First and Second avenues, on Block 921, Lot No. 7.

TWENTY-FIRST WARD, SECTION 3.

EAST THIRTY-FIRST STREET—REPAIRING SIDEWALKS at No. 137. Area of assessment: North side of Thirty-first street, between Third and Lexington avenues, on Block 887, Lot No. 31.

EAST THIRTY-SECOND STREET—REPAIRING SIDEWALKS at No. 354. Area of assessment: South side of Thirty-second street, between First and Second avenues, on Block 937, Lot No. 40.

EAST THIRTY-SECOND STREET—REPAIRING SIDEWALKS at No. 320. Area of assessment: South side of Thirty-second street, between First and Second avenues, on Block 937, Lot No. 57.

TWENTY-SECOND WARD, SECTION 4.

WEST SIXTY-THIRD STREET—FENCING VACANT LOTS at Nos. 140 to 152. Area of assessment: South side of Sixty-third street, between Amsterdam and Columbus avenues, on Block 1134, Lots Nos. 56 to 60, inclusive.

WEST SIXTY-NINTH STREET—FENCING VACANT LOTS in front of Nos. 223 to 229. Area of assessment: North side of Sixty-ninth street, beginning at a point 265 feet west of its intersection with Amsterdam avenue and extending 80 feet westerly from Block 1161, Lot No. 19.

NINETEENTH WARD, SECTION 5.

THIRD AVENUE—REPAIRING SIDEWALK in front of No. 874. Area of assessment: Southwest corner of Third avenue and Fifty-third street, on Block 1307, Lot No. 40.

PARK AVENUE—REPAIRING SIDEWALK in front of Nos. 1011 and 1013. Area of assessment: East side of Park avenue, about 25 feet 6 1/2 inches south of Eighty-fifth street, and running southerly about 50 feet on Block 1513, Lots Nos. 70 and 71.

EIGHTY-SECOND STREET and FIFTH AVENUE—REPAIRING SIDEWALK at the northeast corner. Area of assessment: Beginning at the northeast corner of Eighty-second street and Fifth avenue, and extending easterly a distance of 160 feet on Block 1494, Lots Nos. 1, 5 and 6.

EIGHTY-FIFTH STREET and LEXINGTON AVENUE—REPAIRING SIDEWALK on the southwest corner. Area of assessment: Southwest corner of Eighty-fifth street and Lexington avenue, on Block 1513, Lot No. 58.

TWELFTH WARD, SECTION 6.

EAST ONE HUNDRED AND SIXTH STREET—REPAIRING SIDEWALK in front of No. 223. Area of assessment: North side of One Hundred and Sixth street, between Second and Third avenues, on Block 1656, Lot No. 12.

ONE HUNDRED AND SEVENTH STREET and LEXINGTON AVENUE—REPAIRING SIDEWALKS at the northeast corner. Area of assessment: Northeast corner of Lexington avenue and One Hundred and Seventh street, on Block 1635, Lot No. 24.

ONE HUNDRED AND THIRTY-FOURTH STREET and PARK AVENUE—REPAIRING SIDEWALK on the southwest corner. Area of assessment: Beginning at the southwest corner of One Hundred and Thirty-fourth street and Park avenue and running westerly on One Hundred and Thirty-fourth street for a distance of 140 feet, and running southerly on Park avenue for a distance of 99 feet and 11 inches on Block 1758, Lots Nos. 37 and 42.

ONE HUNDRED AND THIRTY-FOURTH STREET and PARK AVENUE—FENCING VACANT LOTS at the southwest corner. Area of assessment: Beginning at the southwest corner of Park avenue and One Hundred and Thirty-fourth street and extending southerly on Park avenue for a distance of 99 feet 11 inches, and running westerly on One Hundred and Thirty-fourth street for a distance of 140 feet on Block 1758, Lots Nos. 37 to 42, inclusive.

ONE HUNDRED AND THIRTY-FOURTH STREET—FENCING VACANT LOTS, north side, beginning 10 feet west of Madison avenue. Area of assessment: North side of One Hundred and Thirty-fourth street, commencing 10 feet west of Madison avenue and extending 60 feet westerly on Block 1759, Lots Nos. 15, 16 and 16 1/2.

ONE HUNDRED AND THIRTY-FOURTH STREET—FENCING VACANT LOTS, south side, beginning 110 feet east of Madison avenue. Area of assessment: South side of One Hundred and Thirty-fourth street, beginning at a point 110 feet east of Madison avenue and extending 75 feet easterly on Block 1758, Lots Nos. 46, 47 and 48.

WEST ONE HUNDRED AND THIRTY-NINTH STREET—PAVING, CURBING AND RESETTING CURB, between Fifth avenue and Lenox avenue. Area of assessment: Both sides of One Hundred and Thirty-ninth street, from Fifth avenue to Lenox avenue, and to the extent of half the block at the intersecting avenues.

TWELFTH WARD, SECTION 7.

WEST ONE HUNDRED AND TWENTY-FIRST STREET—PAVING, CURBING AND RECURRING CURB, from Amsterdam avenue to Broadway. Area of assessment: Both sides of West One Hundred and Twenty-first street, from Broadway to Amsterdam avenue, and to the extent of half the block at the intersecting avenues.

ONE HUNDRED AND THIRTY-FIFTH STREET and LENOX AVENUE—RECEIVING BASIN on the northwest corner. Area of assessment: North side of One Hundred and Thirty-fifth street, from a point 75 feet east of Seventh avenue to Lenox avenue.

WEST ONE HUNDRED AND THIRTY-SIXTH STREET—PAVING, CURBING AND RECURRING AND PROVIDING NECESSARY MANHOLE COVERS, from Broadway to Riverside drive. Area of assessment: Both sides of One Hundred and Thirty-sixth street, from Broadway to Riverside drive, and to the extent of half the block at the intersecting and terminating streets.

WEST ONE HUNDRED AND THIRTY-EIGHTH STREET—FENCING VACANT LOTS, south side, from Seventh avenue to a point 550 feet east. Area of assessment: Beginning at the southeast corner of One Hundred and Thirty-eighth street and Seventh avenue, and extending about 200 feet easterly, on Block 2006, Lots Nos. 56 to 61, inclusive.

That the same was confirmed by the Board of Assessors on January 22, 1907, and entered on January 22, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1010 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 150 of this act."

Section 150 of this act provides "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 23, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 22, 1907.

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

WILLIAM H. SMITH, Auctioneer.

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

Borough of Brooklyn.

All the buildings, parts of buildings, etc., standing within the lines of the new street as an approach to Manhattan Bridge, extending from Nassau street to the intersection of Flatbush avenue and Fulton street, in the Fourth, Fifth and Eleventh Wards of the Borough of Brooklyn, City of New York, said property being more particularly shown on a draft damage map dated New York, October 14, 1904, approved by T. W. Brackenridge, Commissioner of Public Works, and being on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

MONDAY, MARCH 11, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction on the following

TERMS AND CONDITIONS:

It being understood that the purchasers, at the time of the auction sale, when the said bid is ac-

cepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for failure of the purchaser to comply with his contract in accordance with these terms and conditions. A copy of said contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stumps and area walls, shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding and the said City of New York will without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beamholes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water tight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's office, January 21, 1907.

j24,m11

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ERECTED UPON PROPERTY OWNED BY THE CITY OF NEW YORK.

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing upon property owned by The City of New York, acquired for the erection thereon of a building to be used as a home for the nurses of the Bellevue Training School, said buildings being situated in the Borough of Manhattan, and being more particularly situated upon land described as follows:

Beginning at a point on the southerly side of East Twenty-sixth street distant 435 feet easterly from the southeasterly corner of East Twenty-sixth street and First avenue, and running thence southerly and parallel with First avenue 98 feet 9 inches to the centre line of the block between East Twenty-fifth and East Twenty-sixth streets; thence easterly along the centre line of said block 15 feet; thence again southerly and parallel with First avenue 98 feet 9 inches to the northerly side of East Twenty-fifth street; thence easterly along the northerly side of East Twenty-fifth street 263 feet to land of The City of New York; thence northerly along said land of The City of New York 197 feet 6 inches to the southerly side of East Twenty-sixth street; thence westerly along the southerly side of East Twenty-sixth street 278 feet, more or less, to the point or place of beginning.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

WEDNESDAY, FEBRUARY 20, 1907,
at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction, on the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stumps and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from

the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding and the said City of New York will without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beamholes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water tight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's office, January 21, 1907.

j24,f20

CORPORATION SALE OF BUILDINGS, MACHINERY AND APPURTENANCES THERETO ERECTED UPON PROPERTY OWNED BY THE CITY OF NEW YORK.

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, machinery and appurtenances thereto standing upon property owned by The City of New York, acquired for the use of the terminal for the Manhattan side of the Brooklyn Bridge, the said buildings being situated in the Borough of Manhattan, and being more particularly within the area of the following known property:

All of the buildings situated upon land within the area of the block bounded by the northerly side of Tryon row, the westerly side of Centre street, the southerly side of Chambers street and the northwesterly side of Park row, in the Borough of Manhattan, all of which property is situated in Block 121, on the land map of the County of New York.

Also all of the buildings situated within the area of the block bounded by the southeasterly side of Park row, the westerly side of North William street and the northerly side of the Brooklyn Bridge, Borough of Manhattan, all of which property is situated in Block 121, on the land map of the County of New York.

Also all of the buildings situated upon land within the area of the block bounded by the north side of Chambers street, the southeasterly side of City Hall place, and the southerly and southwesterly sides of Duane street, in the Borough of Manhattan, all of which property is situated within Block 159 of the land map of the County of New York.

Also all of the buildings situated upon land within the area of the block bounded by the northerly side of Reade street, the easterly side of Centre street and the southerly and southwesterly side of Duane street, in the Borough of Manhattan, all of which property is situated in Block 158 on the land map of the County of New York.

By direction of the Comptroller the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

WEDNESDAY, MARCH 6, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction on the following

TERMS AND CONDITIONS.

It being understood that the purchasers, at the time of the auction sale when the said bid is accepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for failure of the purchaser to complete his contract in accordance with these terms and conditions. A copy of said contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stumps and area walls, shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding and the said City of New York will, without notice to the purchaser, cause the same to be removed, and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them, or any of them, and against and from all damages and costs to which it, they, or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold, shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water-tight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's office, January 21, 1907.

j24,m6

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO SITUATED ON LAND OWNED BY THE CITY OF NEW YORK.

AT THE REQUEST OF THE COMMISSIONER of the Department of Bridges, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, machinery, etc., standing upon property owned by The City of New York, acquired by it for the use of the Department of Bridges, said buildings being situated in the Borough of Manhattan and erected upon property known as follows:

Being the buildings situated within the area of the block bounded by the northerly side of East Fifty-ninth street, the easterly side of Second avenue, the southerly side of East Sixtieth street and the westerly side of First avenue, in the Borough of Manhattan; and, also

The buildings situated within the area of the block bounded by the northerly side of East Fifty-ninth street, the easterly side of First avenue, the southerly side of East Sixtieth street and the westerly side of the anchorage of the Blackwell's Island Bridge, in the Borough of Manhattan.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

THURSDAY, FEBRUARY 28, 1907,
at 11 a. m., on the premises, on the following

TERMS AND CONDITIONS.

It being understood that the purchasers, at the time of the auction sale, when said bid is accepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for failure of the purchaser to complete his contract in accordance with these terms and conditions. A copy of said contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stumps and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them, or any of them, and against and from all damages and costs to which it, they, or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water-tight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's office, January 21, 1907.

j24,f4

sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all plaster, furrings, chimneys, projecting brick, etc., on the faces of such party walls shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water tight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,
Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 21, 1907.

j29,f28

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE to the following-named street in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTION 11.

EAST ONE HUNDRED AND EIGHTY-FIFTH STREET—OPENING, from Washington avenue to Third avenue. Confirmed January 26, 1905, and April 18, 1905; entered January 21, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line parallel to and 100 feet southwesterly from the southerly line of East One Hundred and Eighty-fourth street with the easterly line of Park Avenue East; running thence northerly along the easterly line of Park Avenue East to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of East One Hundred and Eighty-sixth street; thence easterly along said parallel line and its easterly prolongation to its intersection with a line parallel to and 100 feet east of Bathgate avenue; thence southwesterly along said parallel line to its intersection with the middle line of the blocks between Third avenue and East One Hundred and Eighty-seventh street; thence southeasterly along said middle line to its intersection with a line parallel to and distant 100 feet southeasterly from the southeasterly line of Lorillard place; thence southwesterly along said parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Belmont place; thence southerly along said parallel line to its intersection with the northwesterly line of Arthur avenue; thence southwesterly along said line of Arthur avenue and its prolongation to its intersection with a line parallel to and 100 feet southwesterly from the southerly line of Belmont place; thence northwesterly along said parallel line and its northwesterly prolongation to its intersection with a line parallel to and distant 100 feet northwesterly from the northwesterly line of Third avenue; thence northeasterly along said parallel line to its intersection with a line parallel to and 100 feet southwesterly from the southerly line of East One Hundred and Eighty-fourth street; thence northwesterly along said parallel line 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 on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

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

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

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 22, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, January 21, 1907.

j22,f4

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

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

Borough of Richmond.

Being the two sheds and a bridge on the right of way of the easement at the foot of Nautilus

street, in the Borough of Richmond, which was acquired for sewer purposes. The sale will take place on

WEDNESDAY, FEBRUARY 13, 1907, at 12 m., on the premises, and will be sold for the highest marketable price.

Also the buildings situated within the lines of Indiana avenue, extending from Jewett avenue to a point 200 feet west of Wooley avenue, in the Borough of Richmond. The sale will take place on

WEDNESDAY, FEBRUARY 13, 1907, at 12.30 p. m., on the premises, and will be sold for the highest marketable price on the following

TERMS AND CONDITIONS.

Cash payment in bankable funds at the time and place of sale, and the entire removal of the buildings, parts of buildings, etc., standing within the lines of said streets from the streets by the purchaser or purchasers immediately after the sale. If the purchaser or purchasers fail to effect a removal within thirty days, he or they shall forfeit his or their purchase money, and the

ownership of the buildings, parts of buildings, etc., and The City of New York will cause the same to be removed without notice to the purchaser.

Purchasers to be liable for any and all damages of any kind whatsoever by reason of the occupation or removal of said buildings, parts of buildings, etc.

The bidder's assent and agreement to the above terms and conditions are understood to be implied by the act of bidding.

By direction of the Comptroller, sales of the above-described property will be made under the supervision of the Collector of City Revenue at the time stated herein.

Full particulars of sale can be obtained at the office of the Collector of City Revenue, Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan.

H. A. METZ,

Comptroller.

City of New York—Department of Finance, Comptroller's Office, January 18, 1907.

j21,f13

PROPOSALS FOR \$30,000,000 OF FOUR PER CENT. STOCK AND BONDS OF THE CITY OF NEW YORK.

PRINCIPAL AND INTEREST PAYABLE IN GOLD.

EXEMPT FROM TAXATION (AS HEREINAFTER STATED).

EXECUTORS, ADMINISTRATORS, GUARDIANS AND OTHERS HOLDING TRUST FUNDS ARE AUTHORIZED BY SECTION 9 OF ARTICLE 1 OF CHAPTER 417 OF THE LAWS OF 1897, AS AMENDED, TO INVEST IN SAID STOCK AND BONDS.

SEALED PROPOSALS WILL BE RECEIVED BY THE COMPTROLLER OF THE CITY OF New York, at his office, No. 280 Broadway, Borough of Manhattan, in The City of New York, until

FRIDAY, FEBRUARY 1, 1907,

at 2 o'clock p. m., when they will be publicly opened in the presence of the Commissioners of the Sinking Fund, or such of them as shall attend, as provided by law, for the whole or a part of the following-described Registered Stock and Bonds of The City of New York, bearing interest at the rate of Four per cent. per annum, from and including the date of payment therefor, to wit:

\$23,000,000.00 of Corporate Stock of The City of New York (for Various Municipal Purposes). Principal payable November 1, 1956. Interest payable semi-annually on May 1 and November 1.

This stock was duly authorized by the Greater New York Charter, as amended, and other acts of the Legislature of the State of New York, and by the Municipal authorities of The City of New York, and is free and exempt from all taxation, except for State purposes.

2,750,000.00 of Corporate Stock of The City of New York, to Provide for the Supply of Water. Principal payable November 1, 1956. Interest payable semi-annually on May 1 and November 1.

This stock was duly authorized by the Greater New York Charter, as amended, and other acts of the Legislature of the State of New York, and by the Municipal authorities of The City of New York, and is free and exempt from all taxation, except for State purposes.

1,500,000.00 of Corporate Stock of The City of New York, to Provide for the Supply of Water. Principal payable November 1, 1926. Interest payable semi-annually on May 1 and November 1.

This stock was duly authorized by the Greater New York Charter, as amended, and other acts of the Legislature of the State of New York, and by the Municipal authorities of The City of New York, and is free and exempt from all taxation, except for State purposes.

250,000.00 of Corporate Stock of The City of New York, for the Construction of a Building in Bryant Park for the New York Public Library, Astor, Lenox and Tilden Foundations. Principal payable November 1, 1956. Interest payable semi-annually on May 1 and November 1.

This stock was duly authorized by the Greater New York Charter, as amended, and other acts of the Legislature of the State of New York, and by the Municipal authorities of The City of New York, and is free and exempt from all taxation, except for State purposes.

1,500,000.00 of Assessment Bonds of The City of New York, for Street and Park Openings. Principal payable November 1, 1916. Interest payable semi-annually on May 1 and November 1.

These Bonds were duly authorized by the Greater New York Charter, as amended, and are free and exempt from all taxation, except for State purposes.

1,000,000.00 of Assessment Bonds of The City of New York (for Street Improvements). Principal payable November 1, 1916. Interest payable semi-annually on May 1 and November 1.

These Bonds were duly authorized by the Greater New York Charter, as amended, and by the Municipal authorities of The City of New York, and are free and exempt from all taxation, except for State purposes.

The said Stock and Bonds are issued in accordance with the provisions of Section 10 of Article 8 of the Constitution of the State of New York.

The principal of and interest on said Stock and Bonds are payable in gold coin of the United States of America, of the present standard of weight and fineness, pursuant to resolutions of the Commissioners of the Sinking Fund, adopted June 9, 1898, and April 18, 1904.

CONDITIONS OF SALE.

As provided for by the Greater New York Charter.

1. Proposals containing conditions other than those herein set forth will not be received or considered.

2. No proposal for Stock or Bonds shall be accepted for less than the par value of the same.

3. Every bidder, as a condition precedent to the reception or consideration of his proposal, shall deposit with the Comptroller in money or by a certified check drawn to the order of said Comptroller upon a solvent banking corporation, two per cent. of the par value of the Stock or Bonds bid for in said proposal.

No proposal will be received or considered which is not accompanied by such deposit. All such deposits shall be returned by the Comptroller to the persons making the same within three days after the decision has been rendered as to who is or are the highest bidder or bidders, except the deposit made by the highest bidder or bidders.

4. If said highest bidder or bidders shall refuse or neglect, within five days after service of written notice of the award to him or them, to pay to the City Chamberlain the amount of the Stock or Bonds awarded to him or them at its or their par value, together with the premium thereon, less the amount deposited by him or them, the amount or amounts of deposit thus made shall be forfeited to and retained by said City as liquidated damages for such neglect or refusal, and shall thereafter be paid into the Sinking Fund of The City of New York for the Redemption of the City Debt.

5. Upon the payment into the City Treasury by the persons whose bids are accepted of the amounts due for the Stock or Bonds awarded to them respectively, certificates thereof shall be issued to them in such denominations provided for by the Charter as they may desire.

6. It is required by the Charter of the City that "every bidder may be required to accept a portion of the whole amount of Bonds or Stock bid for by him at the same rate or proportional price as may be specified in his bid; and any bid which conflicts with this condition shall be rejected; provided, however, that any bidder offering to purchase all or any part of the Bonds offered for sale at a price at par or higher may also offer to purchase all or none of said Bonds at a different price, and if the Comptroller deems it to be in the interests of the City so to do, he may award the Bonds to the bidder offering the highest price for all or none of said Bonds; provided, however, that if the Comptroller deems it to be in the interests of the City so to do, he may reject all bids." Under this provision the condition that the bidder will accept only the whole amount of Stock or Bonds bid for by him, and not any part thereof, cannot be inserted in any bids, except those for "all or none" offered by bidders who have also bid for "all or any part" of the Stock or Bonds offered for sale.

7. The proposals, together with the security deposits, should be inclosed in a sealed envelope, indorsed "Proposals for Bonds of The City of New York," and said envelope inclosed in another sealed envelope addressed to the Comptroller of The City of New York.

HERMAN A. METZ, Comptroller.

The City of New York—Department of Finance, Comptroller's Office, January 19, 1907.

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

WILLIAM H. SMITH, AUCTIONEER.

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

Borough of Brooklyn.

All of the buildings, parts of buildings, etc., standing within the lines of Gubner street, from Eighty-sixth street to Seventh avenue, Thirtieth Ward, Borough of Brooklyn, City of New York, more particularly described on a map on file in

the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

MONDAY, FEBRUARY 4, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price.

Also the buildings, parts of buildings, etc., standing within the lines of East Seventh street, west of Church lane and Caton avenue, in the Borough of Brooklyn, more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

MONDAY, FEBRUARY 4, 1907,

at 11.30 a. m., on the premises, and will be sold for the highest marketable price on the following

TERMS AND CONDITIONS.

Cash payment in bankable funds at the time and place of sale, and the entire removal of the

buildings, parts of buildings, etc., standing within the lines of said streets from the streets by the purchaser or purchasers immediately after the sale. If the purchaser or purchasers fail to effect a removal within thirty days, he or they shall forfeit his or their purchase money, and the ownership of the buildings, parts of buildings, etc., and The City of New York will cause the same to be removed without notice to the purchaser.

Purchasers to be liable for any and all damages of any kind whatsoever by reason of the occupation or removal of said buildings, parts of buildings, etc.

The bidder's assent and agreement to the above terms and conditions are understood to be implied by the act of bidding.

By direction of the Comptroller, sales of the above-described property will be made under the supervision of the Collector of City Revenue at the time stated herein.

Full particulars of sale can be obtained at the office of the Collector of City Revenue, Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan.

H. A. METZ,

Comptroller.

City of New York—Department of Finance, Comptroller's Office, January 18, 1907.

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

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

Borough of The Bronx.

All of the buildings, parts of buildings, etc., standing within the lines of East One Hundred and Seventy-seventh street, from Boston road to the Bronx river, in the Borough of The Bronx, City of New York, more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

THURSDAY, JANUARY 31, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price on the following

TERMS AND CONDITIONS.

Cash payment in bankable funds at the time and place of sale, and the entire removal of the buildings, parts of buildings, etc., standing within the lines of said streets from the streets by the purchaser or purchasers immediately after the sale. If the purchaser or purchasers fail to effect a removal within thirty days, he or they shall forfeit his or their purchase money, and the ownership of the buildings, parts of buildings, etc., and The City of New York will cause the same to be removed without notice to the purchaser.

Purchasers to be liable for any and all damages of any kind whatsoever by reason of the occupation or removal of said buildings, parts of buildings, etc.

The bidder's assent and agreement to the above terms and conditions are understood to be implied by the act of bidding.

By direction of the Comptroller, sales of the above-described property will be made under the supervision of the Collector of City Revenue at the time stated herein.

Full particulars of sale can be obtained at the office of the Collector of City Revenue, Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan.

H. A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's office, January 16, 1907.

j19,31

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

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

Borough of The Bronx.

All the buildings, parts of buildings, etc., standing within the lines of Baychester avenue, from Fourth street and Vernon Avenue East to White Plains road, in the Borough of The Bronx, more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

THURSDAY, JANUARY 31, 1907,

at 12 m., on the premises, and will be sold for the highest marketable price on the following

TERMS AND CONDITIONS.

Cash payment in bankable funds at the time and place of sale, and the entire removal of the buildings, parts of buildings, etc., standing within the lines of said streets from the streets by the purchaser or purchasers immediately after the sale. If the purchaser or purchasers fail to effect a removal within thirty days, he or they shall forfeit his or their purchase money, and the ownership of the buildings, parts of buildings, etc., and The City of New York will cause the same to be removed without notice to the purchaser.

Purchasers to be liable for any and all damages of any kind whatsoever by reason of the occupation or removal of said buildings, parts of buildings, etc.

The bidder's assent and agreement to the above terms and conditions are understood to be implied by the act of bidding.

By direction of the Comptroller, sales of the above-described property will be made under the supervision of the Collector of City Revenue at the time stated herein.

Full particulars of sale can be obtained at the office of the Collector of City Revenue, Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan.

H. A. METZ,

Comptroller.

City of New York—Department of Finance, Comptroller's Office, January 16, 1907.

j19,31

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

AT THE REQUEST OF THE PRESIDENT of the Borough of The Bronx, public notice is hereby given that the Commissioners of the

Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing within the lines of property owned by The City of New York, acquired for street purposes in the

Borough of The Bronx.

All of the buildings, parts of buildings, etc., standing within the lines of Baychester avenue, near Baychester Station, Borough of The Bronx, City of New York, more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

TUESDAY, FEBRUARY 5, 1907,

at 1 p. m., on the premises, and will be sold for the highest marketable price on the following

TERMS AND CONDITIONS.

Cash payment in bankable funds at the time and place of sale, and the entire removal of the buildings, parts of buildings, etc., standing within the lines of said streets from the streets by the purchaser or purchasers immediately after the sale. If the purchaser or purchasers fail to effect a removal within thirty days, he or they shall forfeit his or their purchase money and the ownership of the buildings, parts of buildings, etc., and The City of New York will cause the same to be removed without notice to the purchaser.

Purchasers to be liable for any and all damages of any kind whatsoever by reason of the occupation or removal of said buildings, parts of buildings, etc.

The bidder's assent and agreement to the above terms and conditions are understood to be implied by the act of bidding.

By direction of the Comptroller, sales of the above-described property will be made under the supervision of the Collector of City Revenue at the time stated herein.

Full particulars of sale can be obtained at the office of the Collector of City Revenue, Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan.

H. A. METZ,

Comptroller.

City of New York—Department of Finance, Comptroller's Office, January 16, 1907.

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

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

Borough of The Bronx.

All the buildings, parts of buildings, etc., standing within the lines of Harrison avenue, from the first drainage street north of Tremont avenue to East One Hundred and Eighty-first street, in the Borough of The Bronx, more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

TUESDAY, FEBRUARY 5, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price on the following

TERMS AND CONDITIONS.

Cash payment in bankable funds at the time and place of sale, and the entire removal of the buildings, parts of buildings, etc., standing within the lines of said streets from the streets by the purchaser or purchasers immediately after the sale. If the purchaser or purchasers fail to effect a removal within thirty days, he or they shall forfeit his or their purchase money, and the ownership of the buildings, parts of buildings, etc., and The City of New York will cause the same to be removed without notice to the purchaser.

Purchasers to be liable for any and all damages of any kind whatsoever by reason of the occupation or removal of said buildings, parts of buildings, etc.

The bidder's assent and agreement to the above terms and conditions are understood to be implied by the act of bidding.

By direction of the Comptroller, sales of the above-described property will be made under the supervision of the Collector of City Revenue at the time stated herein.

Full particulars of sale can be obtained at the office of the Collector of City Revenue, Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan.

H. A. METZ,

Comptroller.

City of New York—Department of Finance, Comptroller's Office, January 16, 1907.

j19,f5

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 AND TWENTY-FOURTH WARDS, SECTION 11.

LONGFELLOW STREET—OPENING, from East One Hundred and Seventy-sixth street (Woodruff street) to Boston road. Confirmed June 7, 1906; entered January 17, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at the point of intersection of a line parallel to and distant 100 feet southerly from the southerly side of Freeman street with a line parallel to and distant 100 feet westerly from the westerly side of Vyse avenue; running thence northerly along the last-mentioned parallel line to a point midway between East One Hundred and Seventy-fourth street and East One Hundred and Seventy-sixth street; thence westerly and parallel to East One Hundred and Seventy-fourth street to the easterly side of the Southern Boulevard; thence northerly along the easterly side of the Southern Boulevard to its intersection with a line parallel to and distant 100 feet northerly from the northerly side of East One Hundred and Seventy-seventh street; thence easterly along the last-mentioned parallel line to its intersection with the middle line of the block between Daly avenue and Honeywell avenue; thence northerly along the middle line of the block between Daly avenue and Honeywell avenue and its prolongation northerly to its intersection with a line parallel to and distant 200 feet northerly from the northerly side of East One Hundred and Eighty-second street; thence easterly along the last-mentioned

parallel line and its prolongation eastwardly to the westerly side of the Bronx river; thence southerly along the westerly side of the Bronx river to its intersection with the northeasterly prolongation of a line parallel to that part of West Farms road lying between Freeman street and Jennings street and drawn through a point midway between West Farms road and Westchester avenue on a line parallel to and distant 100 feet southerly from the southerly side of Freeman avenue; thence southerly along the said northeasterly prolongation and line parallel to West Farms road to its intersection with a line parallel to and distant 100 feet southerly from the southerly side of Freeman avenue; thence westerly along the last-mentioned parallel line to the point or place of beginning.

TWENTY-FOURTH WARD, SECTION 11.

A STREET-OPENING LYING SOUTHERLY OF EAST ONE HUNDRED AND SEVENTY-THIRD STREET, and between Webster avenue and Clay avenue. Confirmed June 21, 1906; entered January 17, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the middle line of the block between Webster avenue and Park avenue with the northerly line of Wendover avenue; running thence westerly along the said northerly line of Wendover avenue and its westerly prolongation to its intersection with a line parallel to and 100 feet westerly from the westerly line of Clay avenue; thence northerly along said parallel line to its intersection with a line parallel to and 100 feet southerly from the southerly line of Belmont street; thence westerly along said last-mentioned parallel line to its intersection with the southerly prolongation of a line parallel to and 100 feet westerly from the westerly line of Monroe avenue; thence northerly along said prolongation and parallel line to its intersection with a line parallel to and 100 feet northerly from the northerly line of East One Hundred and Seventy-third street; thence easterly along said line parallel to East One Hundred and Seventy-third street to its intersection with the northerly prolongation of the middle line of the block between that portion of Webster avenue and Park avenue lying southerly of East One Hundred and Seventy-third street; thence southerly along said prolongation and middle line of the block to the point or place of beginning.

EAST ONE HUNDRED AND SEVENTY-FIRST STREET-OPENING, from Jerome avenue to Teller avenue. Confirmed December 29, 1906; entered January 17, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of a line drawn parallel to and distant 100 feet southwesterly from the southwesterly line of East One Hundred and Seventieth street and the centre line of the block between Macomb's road and Inwood avenue; running thence northeasterly along said centre line of the block to its intersection with the southwesterly line of Macomb's road; thence easterly in a straight line to a point of intersection of the northeasterly line of Macomb's road with the centre line of the block between Jerome avenue and Inwood avenue; thence northeasterly along said centre line of block to its intersection with a line parallel to and 100 feet northerly from the northerly side of East One Hundred and Seventy-second street; thence easterly and southeasterly along said parallel line and its prolongation eastwardly to its intersection with a line parallel to and 100 feet easterly from the easterly line of Teller avenue; thence southerly along said parallel line to its intersection with the northerly line of East One Hundred and Seventieth street; thence southeasterly in a straight line to a point of intersection of the southerly line of East One Hundred and Seventieth street with a line drawn parallel to and 100 feet easterly from the easterly line of Teller avenue; thence southwesterly along said parallel line to its intersection with a line parallel to and 100 feet southwesterly from the southwesterly line of East One Hundred and Seventieth street; thence southwesterly and northwesterly along said parallel line to the point or place of beginning.

The above-entitled assessments were entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

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

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

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 4 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 18, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 17, 1907.

j19,f1

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

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

Borough of The Bronx.

All of the buildings, parts of buildings, etc., standing within the lines of Coster street, from Hunt's Point to Edgewater road, Borough of The Bronx, City of New York, more particularly described on a map on file in the office of the

Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

TUESDAY, FEBRUARY 5, 1907,

at 12 m., on the premises, and will be sold for the highest marketable price on the following

TERMS AND CONDITIONS.

Cash payment in bankable funds at the time and place of sale, and the entire removal of the buildings, parts of buildings, etc., standing within the lines of said streets from the streets by the purchaser or purchasers immediately after the sale. If the purchaser or purchasers fail to effect a removal within thirty days, he or they shall forfeit his or their purchase money and the ownership of the buildings, parts of buildings, etc., and The City of New York will cause the same to be removed without notice to the purchaser.

Purchasers to be liable for any and all damages of any kind whatsoever by reason of the occupation or removal of said buildings, parts of buildings, etc., the bidder's assent and agreement to the above terms and conditions are understood to be implied by the act of bidding.

By direction of the Comptroller, sales of the above-described property will be made under the supervision of the Collector of City Revenue at the time stated herein.

Full particulars of sale can be obtained at the office of the Collector of City Revenue, Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan.

H. A. METZ,

Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 16, 1907.

j19,f5

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

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing upon property owned by The City of New York acquired by The City of New York for the use of the Department of Parks, said buildings being situated in the Borough of Manhattan, and erected upon property known as follows: Being the buildings situated within the area of the block bounded by the north side of West Twenty-eighth street, the southerly side of West Twenty-eighth street, the easterly side of Tenth avenue and the westerly side of Ninth avenue, in the Borough of Manhattan, with the exception of the public school building situated on West Twenty-eighth street, near Ninth avenue.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

WEDNESDAY, FEBRUARY 6, 1907,

at 11 a. m., on the premises, on the following

TERMS AND CONDITIONS.

It being understood that the purchasers at the auction sale will erect in front of said property, after the buildings are removed, in accordance with these terms and conditions, a tight board fence, 10 feet in height.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances, or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down, but all plaster, furrings, chimneys, projecting brick, etc., on the faces of such party walls shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,
Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 10, 1907.

j16,f6

DEPARTMENT OF FINANCE, CITY OF NEW YORK,
December 14, 1906.

UNTIL FURTHER NOTICE AND UNLESS otherwise directed in any special case surety companies will be accepted as sufficient upon the following contracts to the amounts named:

Supplies of Any Description, including Gas and Electricity—

One company on a bond up to \$50,000.
Two companies on a bond up to \$125,000.
Three companies on a bond up to \$200,000.

Asphalt, Asphalt Block and Wood Block Pavements—

Two companies on a bond up to \$50,000.
Three companies on a bond up to \$125,000.

Regulating, Grading, Paving, Sewers, Water Mains, Dredging, Construction of Parks, Parkways, Etc.—

One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.
Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

New Docks, Buildings, Bridges, Aqueducts, Tunnels, Etc.—

One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.
Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

Repairs, Ventilating, Heating, Plumbing, Etc.—

One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.
Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

On bonds regarded as hazardous risks additional surety will be required as the Comptroller sees fit in each instance.

All bonds exceeding \$250,000 will by that fact alone be considered hazardous risks, no matter what the nature of the work.

H. A. METZ,

Comptroller.

BOARD OF ASSESSORS.

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons, interested, viz.:

BOROUGH OF MANHATTAN.

List 8977, No. 1. Regulating, grading, curbing and flagging Jumel place, from West One Hundred and Sixty-seventh street to Edgemoor avenue. (Together with a list of awards for damages caused by a change of grade.)

List 9001, No. 2. Regulating, grading, curbing and flagging West One Hundred and Fifty-eighth street, between St. Nicholas avenue and Edgemoor avenue.

BOROUGH OF THE BRONX.

List 8494, No. 3. Regulating, grading, curbing, flagging and laying crosswalks in East One Hundred and Eighty-second street, from Webster avenue to Third avenue. (Together with a list of awards for damages caused by a change of grade.)

List 8823, No. 4. Regulating, grading, curbing, flagging and laying crosswalks in East One Hundred and Eighty-second street, from Arthur avenue to Boston road. (Together with a list of awards for damages caused by a change of grade.)

List 8894, No. 5. Regulating, grading, curbing flagging, laying crosswalks and building approaches and placing fences in East One Hundred and Sixty-second street, from Morris avenue to Sherman avenue. (Together with a list of awards for damages caused by a change of grade.)

List 9123, No. 7. Constructing sewer and appurtenances in Perry avenue, between Moshulu parkway South and East Two Hundred and First street.

List 9124, No. 8. Sewer and appurtenances in Ritter place, between Union avenue and Prospect avenue.

List 9126, No. 9. Sewer and appurtenances in Walton avenue, between Fordham Landing road and East One Hundred and Eighty-fourth street.

List 9127, No. 10. Paving with asphalt pavement Hewitt place, from Longwood to Leggett avenue.

List 9129, No. 11. Paving with asphalt blocks on a concrete foundation the roadway of East One Hundred and Fifty-eighth street, from Third avenue to St. Ann's avenue, and setting curb where necessary.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Jumel place, from One Hundred and Sixty-seventh street to Edgemoor road, and to the extent of one-half the block at intersecting streets and avenues.

No. 2. Both sides of One Hundred and Fifty-eighth street, from St. Nicholas avenue to Edgemoor avenue, and to the extent of one-half the block at intersecting streets and avenues.

No. 3. Both sides of One Hundred and Eighty-second street, from Webster avenue to Third avenue, and to the extent of one-half the block at the intersecting streets and avenues.

No. 4. Both sides of One Hundred and Eighty-second street, from Arthur avenue to Boston road, and to the extent of one-half the block at the intersecting streets and avenues.

No. 5. Both sides of One Hundred and Forty-second street, from the Southern Boulevard to Austin place, and to the extent of one-half the block at the intersecting streets and avenues.

No. 6. Both sides of One Hundred and Sixty-second street, from Morris avenue to Sherman avenue, and to the extent of one-half the block at the intersecting streets and avenues.

No. 7. Both sides of Perry avenue, from Moshulu Parkway South to Two Hundred and First street.

No. 8. Both sides of Ritter place, from Union avenue to Prospect avenue.

No. 9. Both sides of Walton avenue, from Fordham road to East One Hundred and Eighty-fourth street.

No. 10. Both sides of Hewitt place, from Longwood avenue to Leggett avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 11. Both sides of One Hundred and Fifty-eighth street, from Third avenue to St. Ann's avenue, and to the extent of one-half the block at the intersecting streets and avenues.

All persons whose interests are affected by the above named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before March 5, 1907, at 11 a. m., at which time and place the

said objections will be heard and testimony received in reference thereto.

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

WILLIAM H. JASPER,
Secretary,

No. 320 Broadway,
City of New York, Borough of Manhattan,
January 24, 1907.

j24,f4

DEPARTMENT OF PARKS.

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

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

THURSDAY, FEBRUARY 7, 1907,

Borough of Brooklyn.

No. 1. FOR FURNISHING AND DELIVERING RUBBER GOODS.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Seven Hundred and Fifty Dollars.

No. 2. FOR FURNISHING AND DELIVERING BLACKSMITH'S SUPPLIES.

The time for delivery will be, as required, before December 31, 1907.

The amount of security required is Fifteen Hundred Dollars.

No. 3. FOR FURNISHING AND DELIVERING PAINTERS' SUPPLIES.

The time for delivery will be, as required, before December 31, 1907.

The amount of security required is One Thousand Dollars.

No. 4. FOR FURNISHING AND DELIVERING OILS, ETC.

The time for delivery will be, as required, before December 31, 1907.

The amount of security required is One Thousand Dollars.

The contracts must be bid for separately.

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

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

MOSES HERRMAN,

President;

JOSEPH I. BERRY,

MICHAEL J. KENNEDY,

Commissioners of Parks.

j25,f7

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

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

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

THURSDAY, FEBRUARY 7, 1907,

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING FORAGE.

The time for delivery will be, as required, before December 31, 1907.

The amount of security required is Three Thousand Dollars.

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

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

MOSES HERRMAN,

President;

JOSEPH I. BERRY,

MICHAEL J. KENNEDY,

Commissioners of Parks.

j25,f7

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

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

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

THURSDAY, JANUARY 31, 1907,

Borough of Brooklyn.

FOR REPAIRS AND ALTERATIONS TO BULKHEAD FOOT OF OCEAN PARKWAY, CONSISTING OF FURNISHING AND EMPLACING OF 3,500 CUBIC YARDS OF BOAT STONE, AND ALL WORK INCIDENTAL THERETO.

The time allowed for the completion of the contract is within sixty consecutive working days. The amount of security required is Seven Thousand Five Hundred Dollars.

The 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, Litchfield Mansion, Prospect Park, Brooklyn.

MOSES HERRMAN,

President;

JOSEPH I. BERRY,

MICHAEL J. KENNEDY,

Commissioners of Parks.

Dated January 9, 1907.

j9,31

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

DEPARTMENT OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, 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, FEBRUARY 4, 1907,

FOR FURNISHING AND DELIVERING GROCERIES, PROVISIONS, FLOUR, VEGETABLES, FODDER, WATER, ICE, BUILDING

MATERIALS, AND FOR OTHER MISCELLANEOUS SUPPLIES.

The time for the performance of the contract is during the year 1907.

The amount of security required is fifty (50) per cent. of the amount of the bid or estimate, except on bids for ice, for which a bond of one hundred (100) per cent. will be required.

The bidder will state the price per pound, per dozen, per barrel, per ton, per quart, 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 class, line or item, as stated in the specifications.

Blank forms and further information may be obtained at the office of the Department, foot of East Twenty-sixth street, Borough of Manhattan.

ROBERT W. HEBBERD,
Commissioner.

The City of New York, January 22, 1907.

j23,f4

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

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, 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

FRIDAY, FEBRUARY 1, 1907,

FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED TO ALTER AND REPAIR OLD BOILER HOUSE, CITY HOSPITAL, BLACKWELL'S ISLAND.

The time allowed for the completion of the work and full performance of the contract is sixty (60) consecutive working days.

The security required will be Five Hundred Dollars (\$500).

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 the Supervising Engineer of the Department, foot of East Twenty-sixth street, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD,
Commissioner.

Dated January 21, 1907.

j22,f1

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

DEPARTMENT OF CORRECTION.

CORPORATION SALE OF BUILDINGS, WALLS AND APPURTENANCES THERE-TO, OWNED BY THE CITY OF NEW YORK.

BRYAN L. KENNELLY, Auctioneer.

PURSUANT TO THE PROVISIONS OF chapter 173 of the Laws of 1905, public notice is hereby given that the Commissioner of the Department of Correction, by virtue of the powers vested in him by law, will offer for sale at public auction the buildings, walls and appurtenances thereto, standing upon property formerly owned by The City of New York and known as the Kings County Penitentiary, said buildings, walls and appurtenances being situated in the Borough of Brooklyn and erected upon land within the area of the following property:

Bounded by the northerly side of Sullivan street, the easterly side of Rogers avenue, the southerly side of President street and the westerly side of Nostrand avenue, in the Borough of Brooklyn, the sale of the above-described buildings, walls and appurtenances thereto will be made under my supervision on

FRIDAY, FEBRUARY 8, 1907,

at 11 a. m. on the premises, and will be sold for the highest marketable price at public auction on the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price, as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area, are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls, shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork, of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances, or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or

machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold, shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam-holes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operation of the contractor.

Notice is hereby given that pursuant to the provisions of chapter 173 of the Laws of 1905, the buildings, etc., disposed of at this sale are for the purpose of demolition, and all purchasers will be liable for damage sustained by the failure to remove the buildings, etc., prior to April 11, 1907; the bidder's assent to the above condition being understood by the act of bidding.

The Commissioner of the Department of Correction reserves the right, on the day of the sale, to withdraw from sale any of the buildings, walls or appurtenances thereto included in this sale.

JOHN V. COGGEY,
Commissioner.

Dated January 22, 1907, Department of Correction, City of New York.

j23,f8

DEPARTMENT OF STREET CLEANING.

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

MONDAY, FEBRUARY 25, 1907

Borough of Brooklyn.

CONTRACT FOR THE FINAL DISPOSITION OF GARBAGE.

The period for the performance of this contract will be for five (5) years, beginning the first day of September, 1907.

The amount of the security required is One Hundred Thousand Dollars.

A special deposit of Twenty Thousand Dollars (\$20,000) in money will be required to be made with the Comptroller of The City of New York, on or before the signing, sealing and delivery of the contract. Fifteen Thousand Dollars (\$15,000) of this amount, or the unexpended portion thereof, to be returned to the contractor at the end of one year and Five Thousand Dollars (\$5,000) of the said amount to remain on deposit with the said Comptroller, without interest, until the completion of the contract, or the termination thereof.

Each bid must be accompanied by a certified check on a solvent banking corporation in The City of New York, payable to the order of the Comptroller of The City of New York, for five per centum of the amount for which the work bid for is proposed in any one year to be performed. Such check should be enclosed in the sealed envelope containing the bid or proposal.

The compensation to be paid to the contractor must be stated at the price per annum for each of the five years of the period of the contract, and these prices must be written out in full and must be given also in figures.

From the bids or proposals so received, the Commissioner of Street Cleaning may select the bid, the acceptance of which will, in his judgment, best secure the efficient performance of the work, or he may reject any or all of said bids.

The tonnage of garbage collected and delivered at the garbage dumps during the past six years was as follows:

Year.	Tons.	Year.	Tons.
1901	75,250	1902	75,420
1903	75,630	1904	79,040
1905.		1906.	
January	5,446	January	6,087
February	4,933	February	5,274
March	5,644	March	5,279
April	6,096	April	5,777
May	8,203	May	7,518
June	8,844	June	8,421
July	9,300	July	9,494
August	10,062	August	11,481
September	9,687	September	9,426
October	8,236	October	8,302
November	6,558	November	6,675
December	5,770	December	6,230

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

M. CRAVEN,
Commissioner of Street Cleaning.

Dated January 24, 1907.

j26,f25

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

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13-21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

MONDAY, FEBRUARY 4, 1907,

Boroughs of Manhattan, The Bronx and Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING LUMBER.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1907.

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

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per thousand feet, board measure, 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 class and awards made to the lowest bidder on each class.

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 Street Cleaning, the Borough of Manhattan, Nos. 13-21 Park row.

M. CRAVEN,
Commissioner of Street Cleaning.

Dated January 22, 1907.

j23,f4

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

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13-21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

MONDAY, FEBRUARY 4, 1907,

Boroughs of Manhattan, The Bronx and Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING BUILDING MATERIALS, CONSISTING OF CEMENT, LIME, GROUND FIRE CLAY, NORTH RIVER BRICKS, FIRE BRICKS, PULVERIZED SLATE, ROOFING PITCH.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1907.

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

The bidder will state the price of each item contained in the specifications annexed to the contract, per barrel, per thousand, per ton, 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 all the items and awards made to the lowest bidder for all the items 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. The materials for the Boroughs of Manhattan and The Bronx to be delivered at Stable "A," Seventeenth street and Avenue C, at the Delancey Slip Incinerator, and at the West Forty-seventh Street Incinerator; the materials for the Borough of Brooklyn to be delivered at Stable "B," Butler street, between Fourth avenue and Fifth avenue.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13-21 Park row.

M. CRAVEN,
Commissioner of Street Cleaning.

Dated January 22, 1907.

j23,f4

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

DEPARTMENT OF STREET CLEANING, NEW YORK, October 25, 1906.

PUBLIC NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN that written applications for non-competitive examinations for the following positions on the steam dumps "Cinderella," "Aschenbroedel" and "Cenerentola," in accordance with the rules of the Municipal Civil Service Commission, will be received at the main office of the Department of Street Cleaning, on the fourteenth floor of Nos. 13 to 21 Park row, Room 1416, on Wednesdays of each week at 2 o'clock p. m., beginning

WEDNESDAY, OCTOBER 24, 1906.

- 3 Masters.
- 3 Matea.
- 6 Marine Enginemen.
- 12 Deckhands.
- 12 Firemen.

M. CRAVEN,
Commissioner.

027

ASHES, ETC., FOR FILLING IN LANDS.

PERSONS HAVING LANDS OR PLACES in the vicinity of New York Bay to fill in can procure material for that purpose—ashes, street sweepings, etc., collected by the Department of Street Cleaning—free of charge by applying to the Commissioner of Street Cleaning, Nos. 13 to 21 Park row, Borough of Manhattan.

MACDONOUGH CRAVEN,
Commissioner of Street Cleaning.

BOROUGH OF QUEENS.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, THIRD FLOOR OF THE BOROUGH HALL, FIFTH STREET AND JACKSON AVENUE, LONG ISLAND CITY, BOROUGH OF QUEENS, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Queens at the above office until 11 o'clock a. m. on

THURSDAY, JANUARY 31, 1907,

No. 1. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS AND CROSSWALKS ON THIRD AVENUE, FROM BROADWAY TO GRAHAM AVENUE, FIRST WARD, TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work will be forty working days.

The amount of security required will be Two Thousand One Hundred Dollars (\$2,100).

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

1,950 linear feet new bluestone curbstone, furnished and set.

2,500 cubic yards earth excavation.

100 cubic yards earth filling, furnished.

9,500 square feet new flagstone.

No. 2. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS AND CROSSWALKS ON THIRD AVENUE, FROM BROADWAY TO JAMAICA AVENUE, FIRST WARD, TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work will be forty working days.

The amount of security required will be Two Thousand Dollars (\$2,000).

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

2,000 linear feet new bluestone curbstone, furnished and set.

2,000 cubic yards earth excavation.

1,000 cubic yards earth filling, furnished.

9,650 square feet new flagstone.

120 square feet new bluestone bridging.

No. 3. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS AND CROSSWALKS ON TWELFTH AVENUE, FROM GRAND AVENUE TO VANDEVENTER AVENUE, FIRST WARD, TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work is thirty-five working days.

The amount of security required will be One Thousand Five Hundred Dollars (\$1,500).

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

1,260 linear feet new bluestone curbstone, furnished and set.

500 cubic yards earth excavation.

1,500 cubic yards earth filling, furnished.

6,400 square feet new flagstone.

120 square feet new bluestone bridging.

No. 4. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON ELM STREET, FROM SHERMAN STREET TO BOULEVARD, FIRST WARD, TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work is thirty-five working days.

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

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

1,000 linear feet of new bluestone curbstone, furnished and set.

600 cubic yards earth excavation.

600 cubic yards earth filling, furnished.

5,000 square feet new flagstones.

No. 5. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON NORMAN STREET, FROM WYCKOFF AVENUE TO CYPRESS AVENUE, SECOND WARD, TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work is thirty-five working days.

The amount of security required will be Two Thousand Dollars (\$2,000).

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

1,000 cubic yards earth excavation.

2,000 cubic yards earth filling, furnished.

1,840 linear feet concrete curb.

8,900 square feet cement sidewalk.

No. 6. FOR REGULATING, GRADING AND LAYING SIDEWALKS ON METROPOLITAN AVENUE, FROM BROOKLYN BOROUGH LINE TO DRY HARBOR ROAD, SECOND WARD, TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work is one hundred working days.

The amount of security required will be Fifteen Thousand Dollars (\$15,000).

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

2,000 cubic yards earth excavation.

140,000 square feet cement sidewalks.

No. 7. FOR FURNISHING AND DELIVERING ONE STEEL PORTABLE FIREPROOF VAULT, TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time for the delivery of the articles, materials and supplies and the performance of the contract is sixty working days.

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

No. 8. FOR FURNISHING AND DELIVERING 700 GROSS TONS OF BITUMINOUS COAL TO THE FAR ROCKAWAY DISPOSAL PLANT, FIFTH WARD, TO BE DELIVERED AT SUCH TIMES AND IN SUCH QUANTITIES AS MAY BE DIRECTED UNTIL DECEMBER 31, 1907.

The amount of security required will be Two Thousand Dollars (\$2,000).

No. 9. FOR FURNISHING AND DELIVERING 500 GROSS TONS OF ANTHRACITE COAL, EGG SIZE; 400 GROSS TONS ANTHRACITE COAL, STOVE SIZE, FOR THE BUREAU OF PUBLIC BUILDINGS AND OFFICES, THE SAME TO BE DELIVERED TO THE COUNTY AND BOROUGH BUILDINGS IN THE BOROUGH OF QUEENS AT SUCH TIMES AND SUCH QUANTITIES AS MAY BE DIRECTED UNTIL DECEMBER 31, 1907.

The amount of security required will be Two Thousand Dollars.

No. 10. FOR FURNISHING AND DELIVERING 350 GROSS TONS OF BITUMINOUS COAL TO THE BUREAU OF STREET CLEANING, TO BE DELIVERED TO THE CREMATORIES IN THE BOROUGH OF QUEENS AT SUCH TIMES AND SUCH QUANTITIES AS MAY BE DIRECTED UNTIL DECEMBER 31, 1907.

The amount of security required will be Eight Hundred Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules 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 and drawings may be seen at the office of the President of the Borough of Queens.

Dated Long Island City, January 12, 1907.

JOSEPH BERMEI,
President of the Borough of Queens.

j19,j1

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

BELLEVUE AND ALLIED HOSPITALS.

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS AND ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 o'clock p. m. on

FRIDAY, FEBRUARY 1, 1907.

FOR ALL THE LABOR AND MATERIAL REQUIRED FOR MAKING REFRIGERATING AND PIPE CONNECTIONS WITH PRESENT REFRIGERATING PLANT AT NEW HARLEM HOSPITAL, SITUATED ON LENOX AVENUE, BETWEEN ONE HUNDRED AND THIRTY-FIFTH STREET AND ONE HUNDRED AND THIRTY-SIXTH STREET.

The surety required shall be fifty per cent. (50%) of the amount of bid.

The time for the completion of the work and the full performance of the contract is within fifty (50) days from the date of the executing of the contract.

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

Blank forms may be obtained and the plans and drawings may be seen at the office of the Contract Clerk, No. 419 East Twenty-sixth street, Borough of Manhattan, where the bids and deposits are also delivered.

JOHN W. BRANNAN,
President, Board of Trustees, Bellevue and Allied Hospitals.

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 16, until 3 o'clock p. m. on

MONDAY, FEBRUARY 11, 1907

No. 1. FOR REGULATING AND REPAVING WITH ASPHALT BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF CITY HALL PLACE, FROM DUANE STREET TO PEARL STREET.

Engineer's estimate of amount of work to be done:

962 square yards of asphalt block pavement.
155 cubic yards of concrete, including mortar bed.
590 linear feet of new bluestone curbstone, furnished and set.
50 linear feet of old bluestone curbstone, redressed, rejointed and reset.
3 noiseless covers, complete, for sewer manholes, furnished and set.
2 noiseless covers, complete, for water manholes, furnished and set.
Time allowed for doing and completing above work is 20 working days.
Amount of security required is One Thousand Dollars.

No. 2. FOR REGULATING AND REPAVING WITH ASPHALT BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF WASHINGTON STREET, FROM MORTON STREET TO CHRISTOPHER STREET.

Engineer's estimate of amount of work to be done:

2,090 square yards of asphalt block pavement.
300 cubic yards of concrete, including mortar bed.
770 linear feet of new bluestone curbstone, furnished and set.
30 linear feet of old bluestone curbstone, redressed, rejointed and reset.
7 noiseless covers, complete, for sewer manholes, furnished and set.
2 noiseless covers, complete, for water manholes, furnished and set.
Time allowed for doing and completing above work is 25 working days.
Amount of security required is Two Thousand Dollars.

The contracts must be bid for separately and the bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.
The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto 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, as the bids will be read from the total.

Blank forms may be had and the plans and drawings may be seen at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Highways, Borough of Manhattan.

JOHN F. AHEARN,

Borough President.

The City of New York, January 29, 1907.

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 16, until 3 o'clock p. m., on

MONDAY, FEBRUARY 11, 1907.

No. 1. FOR REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF BOWLING GREEN, FROM WHITEHALL STREET TO STATE STREET.

Engineer's estimate of amount of work to be done:

1,200 square yards of wood block pavement.
150 cubic yards of concrete, including mortar bed.
1 noiseless cover, complete, for sewer manhole, furnished and set.
1,200 square yards old stone blocks, to be purchased and removed by contractor.
Time allowed for doing and completing above work is 20 working days.
Amount of security required is One Thousand Dollars.

No. 2. FOR REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF STATE STREET, FROM BOWLING GREEN TO WHITEHALL STREET.

Engineer's estimate of amount of work to be done:

6,400 square yards of wood block pavement.
880 cubic yards of concrete, including mortar bed.
500 linear feet new bluestone curbstone, furnished and set.
1,060 linear feet old bluestone curbstone, redressed, rejointed and reset.
9 noiseless covers, complete, for sewer manholes, furnished and set.
7 noiseless covers, complete, for water manholes, furnished and set.
6,400 square yards old stone blocks, to be purchased and removed by contractor.
Time allowed for doing and completing above work is 50 working days.
Amount of security required is Five Thousand Dollars.

No. 3. FOR REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF BRIDGE STREET, FROM WHITEHALL STREET TO STATE STREET.

Engineer's estimate of amount of work to be done:

760 square yards of wood block pavement.
95 cubic yards of concrete, including mortar bed.
3 noiseless covers, complete, for sewer manholes, furnished and set.
760 square yards old stone blocks, to be purchased and removed by contractor.
Time allowed for doing and completing above work is 15 working days.
Amount of security required is One Thousand Dollars.

No. 4. FOR REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF WHITEHALL STREET, FROM BOWLING GREEN TO SOUTH FERRY.

Engineer's estimate of amount of work to be done:

11,200 square yards wood block pavement.
1,500 cubic yards of concrete, including mortar bed.
1,000 linear feet new bluestone curbstone, furnished and set.
260 linear feet old bluestone curbstone, redressed, rejointed and reset.

20 noiseless covers, complete, for sewer manholes, furnished and set.

6 noiseless covers, complete, for water manholes, furnished and set.

11,200 square yards old stone blocks, to be purchased and removed by contractor.

Time allowed for doing and completing above work is 75 working days.

Amount of security required is Nine Thousand Dollars.

The contracts must be bid for separately and the bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto 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, as the bids will be read from the total.

Blank forms may be had and the plans and drawings may be seen at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Highways, Borough of Manhattan.

JOHN F. AHEARN,

Borough President.

The City of New York, January 29, 1907.

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 16, until 3 o'clock p. m. on

MONDAY, FEBRUARY 4, 1907.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWER AND APPURTENANCES IN ONE HUNDRED AND TWENTY-FIFTH STREET, BETWEEN BROADWAY AND CLAREMONT AVENUE.

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:

161 linear feet of salt-glazed vitrified stoneware pipe sewer of 15 inches interior diameter.
15 cubic yards of rock to be excavated and removed.
10,000 feet (B. M.) of timber and planking for bracing and sheet piling.
500 feet (B. M.) of timber and planking for foundation.

The time allowed to complete the whole work is sixty (60) working days.

The amount of the security required is eight hundred dollars (\$800).
The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto 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, as the bids will be read from the total.

Blank forms may be had and the plans and drawings may be seen at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Sewers, Borough of Manhattan.

JOHN F. AHEARN,

Borough President.

The City of New York, January 23, 1907.

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

SUPREME COURT—FIRST DEPARTMENT.

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND EIGHTY-SIXTH STREET (although not yet named by proper authority), from Amsterdam avenue to the new street west of High Bridge Park, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT the final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House, in the Borough of Manhattan, in the City of New York, on the 7th day of February, 1907, at 10.30 o'clock in forenoon of that day; and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, January 30, 1907.

ALEX. LAMONT,
CHAS. P. DILLON,
W. B. DONIHUE,

Commissioners.

JOHN P. DUNN,

Clerk.

j30,f4

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND EIGHTY-SEVENTH STREET (although not yet named by proper authority), from Amsterdam avenue to new avenue bounding High Bridge Park, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT the final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan in the City of New York, on the 8th day of February, 1907, at 10.30 o'clock in forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, January 30, 1907.

FERDINAND LEVY,
WM. H. GENTZLINGER,

Commissioners.

JOHN P. DUNN,

Clerk.

j30,f4

FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the WESTERLY SIDE OF FOURTH AVENUE, between Eighth and Ninth streets, in the Borough of Manhattan, City of New York, required for the widening of Fourth avenue.

NOTICE IS HEREBY GIVEN THAT the bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I, to be held at the County Court House, in the Borough of Manhattan, in the City of New York, on the 10th day of February, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, January 28, 1907.

WILLIAM A. KEENER,
HAROLD SWAIN,
JOHN W. JACOBUS,

Commissioners.

JOSEPH M. SCHENCK,

Clerk.

j29,f9

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of EAST ONE HUNDRED AND FIFTIETH STREET (although not yet named by proper authority), from Brook avenue to St. Ann's avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT the supplemental and additional bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I, to be held at the County Court House in the Borough of Manhattan in the City of New York, on the 11th day of February, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, January 29, 1907.

PETER J. EVERITT,
ALBERT ELTERICH,
JOHN ROONEY,

Commissioners.

JOHN P. DUNN,

Clerk.

j29,f8

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of EAST TWO HUNDRED AND EIGHTH STREET (although not yet named by proper authority), from Reservoir Oval West to Jerome avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 16th day of February, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 20th day of February, 1907, at 11 o'clock a. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 19th day of February, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in the City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at a point formed by the intersection of the westerly line of Perry avenue and a line parallel to and distant one hundred (100) feet south of the southerly line of East Two Hundred and Seventh street; running thence westerly along said last mentioned parallel line and its westerly prolongation to its intersection with a line parallel to and distant one hundred (100) feet west of the westerly line of Woodlawn road; thence northerly along said line of Woodlawn road to its intersection with the middle line of Van Cortlandt avenue; thence westerly along said middle line of Van Cortlandt avenue to its intersection with a line parallel to and distant one hundred (100) feet westerly of the westerly line of Moshulu parkway; thence northerly along said parallel line of Moshulu parkway to its intersection with the southwesterly prolongation of the middle line of Gates place; thence northeasterly along said prolongation and middle line of Gates place to its intersection with a line parallel to and distant one hundred (100) feet southerly of the southerly line of Gun Hill road; thence easterly along said last mentioned parallel line of Gun Hill road to its intersection with the middle line of Tryon avenue; thence southerly along said last mentioned middle line to its intersection with the southerly line of Reservoir Oval West; thence easterly along said line of Reservoir Oval West to its intersection with a line midway between Reservoir Oval West and Reservoir Oval East; thence southwesterly along said last mentioned middle line to its intersection with the westerly prolongation of the middle line of Holt

place; thence easterly along said last mentioned westerly prolongation and middle line to its intersection with the westerly line of Perry avenue; thence southerly along said westerly line to the point or place of beginning, excepting from said area all streets, avenues and roads or portions thereof heretofore legally opened as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan, in the City of New York, on the 3d day of April, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated, Borough of Manhattan, New York, November 26, 1906.

EDWARD D. DOWLING,

Chairman;

RODERICK J. KENNEDY,
MICHAEL RAUCH,

Commissioners.

JOHN P. DUNN, Clerk.

j26,f14

FIRST DEPARTMENT.

In the matter of the application of The Mayor, Aldermen and Commonalty of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening EAST ONE HUNDRED AND SEVENTY-SECOND STREET (although not yet named by proper authority), from Jerome avenue to Morris avenue, as the same has been heretofore laid out and designated as a first-class street or road in the Twenty-fourth Ward of The City of New York; in re application for damages to Lots Nos. 24, 25, 26 and 28 in Block 2821, caused by the abandonment, discontinuance and closing of Fourth avenue (Belmont street), between Grand Boulevard and Concourse and the boundary line of the Village of Mount Eden; in re application for damages to Lot No. 28 in Block 1198, caused by the abandonment, discontinuance and closing of Eighth avenue and Walnut street, between Jerome avenue, Townsend avenue and East One Hundred and Seventy-second street.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I, to be held at the County Court House in the Borough of Manhattan in the City of New York, on the 6th day of February, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, January 24, 1907.

HORACE BARNARD, JR.,
JAMES A. HOOPER,

Commissioners.

JOHN P. DUNN,

Clerk.

j24,f4

FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to the block of land bounded by TWENTY-EIGHTH AND TWENTY-NINTH STREETS AND BY FIRST AVENUE AND THE EAST RIVER, in the Borough of Manhattan, in the City of New York, duly selected for the public uses and purposes of Bellevue and Allied Hospitals of The City of New York.

NOTICE IS HEREBY GIVEN THAT THE report of Arthur H. Masten, Arthur Ingraham and Henry Harmon Neill, Commissioners of Estimate and Appraisal, duly appointed in the above-entitled proceeding, which report bears date the 23d day of January, 1907, was filed in the office of the Board of Estimate and Apportionment on the 23d day of January, 1907, and a duplicate of said report was filed in the office of the Clerk of the County of New York on the same day.

Notice is further given, that the said report will be presented for confirmation to the Supreme Court of the State of New York, in the First Judicial District, at Special Term, Part III, thereof, to be held at the County Court House, in the Borough of Manhattan, in the City of New York, on the 15th day of February, 1907, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 23, 1907.
WILLIAM B. ELLISON,
Corporation Counsel,
Hall of Records,
Borough of Manhattan,
City of New York.

j24,f4

COUNTY OF NEW YORK.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the WESTERLY SIDE OF HAMILTON PLACE, between One Hundred and Fortieth and One Hundred and Forty-first streets, in the Borough of Manhattan, duly selected as a site for school purposes, according to law.

NOTICE IS HEREBY GIVEN THAT Thomas P. Dineen, Edward D. Farrell and John J. Quinlan, Commissioners of Estimate and Appraisal, appointed in the above-entitled proceeding by an order of the Supreme Court, dated January 9, 1907, will appear before the Justice of the Supreme Court sitting at Special Term, Part II, to be held at the County Court House, in the Borough of Manhattan, on the 5th day of February, 1907, at 11 o'clock in the forenoon, to be examined by any person interested in said proceeding as to their qualifications to act as such Commissioners.

Dated New York, January 22, 1907.
WILLIAM B. ELLISON,
Corporation Counsel,
Hall of Records,
Borough of Manhattan.

j24,f4

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of BELMONT STREET (although not yet named by proper authority), from Inwood avenue to Featherbed lane, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT the bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 5th day of February, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, January 23, 1907.

MAURICE S. COHEN,
MICHAEL MEANY,
GEO. P. BAISLEY,
Commissioners.

JOHN P. DUNN,
Clerk.

j23,f2

FIRST JUDICIAL DISTRICT.

In the matter of the application of The City of New York, acting by and through the Commissioner of Docks, relative to acquiring right and title to and possession of the wharfage rights, terms, easements, emoluments and privileges appurtenant to PIERS, OLD, No. 32, or JAMES SLIP PIER, and OLD No. 33, or OLIVER STREET PIER, East river, in the Borough of Manhattan, City of New York, not now owned by The City of New York, and all right, title and interest in and to said piers or any portion thereof, not now owned by The City of New York, and all wharfage rights, terms, easements, emoluments and privileges appurtenant to all that certain bulkhead, dock or wharf property on the southerly side of South street, in said borough and city, between the easterly side of Pier, Old, No. 32 or James Slip Pier, and the westerly side of Pier, Old, No. 33, or Oliver Street Pier, not now owned by The City of New York, for the improvement of the waterfront of The City of New York, on the East river, pursuant to the plan heretofore adopted by the Board of Docks and approved by the Commissioners of the Sinking Fund.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, by virtue of an order of the Supreme Court, bearing date the 18th day of December, 1906, and filed and entered in the office of the Clerk of the County of New York on the 10th day of December, 1906, were appointed Commissioners of Estimate in the above-entitled proceeding, for the purpose of making a just and equitable estimate of the loss and damage to the respective owners, lessees, parties and persons entitled to or interested in the wharf property, wharfage rights, terms, easements, emoluments and privileges hereinafter described and not now owned by The City of New York, and situated in the Borough of Manhattan, in The City of New York, to be taken here-in for the improvement of the waterfront on the East river in the Borough of Manhattan, and which said wharf property, wharfage rights, terms, easements, emoluments and privileges so to be taken are described as follows:

All the wharfage rights, terms, easements, emoluments and privileges not now owned by The City of New York, and appurtenant to the following-described piers and bulkhead situated on the East river, Borough of Manhattan, City of New York, viz.:

Parcel "A."

Pier, old, No. 32, or James Slip Pier, bounded and described as follows:

Beginning at a point in the old crib bulkhead between James slip and Oliver street where the easterly side of the James Slip Pier, or Pier old No. 32, East river, intersects the same, point of intersection being perpendicularly opposite a point in the northerly line of South street distant 136.69 feet westerly of the northwest corner of Oliver and South streets, measured along the northerly line of South street, and 72.65 feet south of the northerly line of South street, measured at right angles thereto, and running thence southerly and along the easterly side of said Pier old No. 32, 263.89 feet to its outer end; thence westerly and along the outer end of said old pier 33.25 feet to the westerly side of said old pier; thence northerly and along said westerly side 82.20 feet to an angle point in said westerly side; thence continuing still northerly and along said westerly side of said pier 108.05 feet to a corner in the said westerly side of said old pier; thence easterly 17.81 feet to another corner in the westerly side of said old pier; thence running northerly 77.34 feet to the old crib bulkhead along the southerly side of South street; thence easterly and along said crib bulkhead 23.92 feet to the point or place of beginning, together with all right title and interest in and to said pier or any portion thereof not now owned by The City of New York.

Parcel "B."

Pier old No. 33, or Oliver Street Pier, bounded and described as follows:

Beginning at a point in the old crib bulkhead between James slip and Oliver street, where the easterly side of Oliver Street Pier, or Pier old No. 33, East river, intersects the same, said point of intersection being distant 2.72 feet west of the northeast corner of Oliver street and South street and 78.26 feet south of the northerly side of South street, measured at right angles thereto; thence running southerly and along the easterly side of said old pier 251.09 feet to its outer end; thence westerly and along the outer end of said old pier 35.73 feet to the westerly side of said old pier; thence running northerly and along said westerly side 254.88 feet to the old crib bulkhead between James slip and Oliver street; thence easterly and along said old crib bulkhead 33.64 feet to the point or place of beginning, together with all right, title and interest in and to said pier or any portion thereof not now owned by The City of New York.

Parcel "C."

The bulkhead, dock or wharf property between Pier old No. 32, or James Slip Pier, and Pier old No. 33, or Oliver Street Pier, bounded and described as follows:

The bulkhead rights sought to be acquired by The City of New York between James Slip Pier, or Pier, old No. 32, East river, and Oliver Street Pier, or Pier, old No. 33, East river, extend along the southerly line of South street from the easterly side of said Pier, old No. 32, East river,

140 feet easterly to the westerly side of said Pier, old No. 33, East river, the northerly prolongation of the easterly side of said Pier, old No. 32, East river, intersecting the southerly side of South street at a point perpendicularly opposite to a point in the northerly side of South street distant 136.69 feet westerly of the northwest corner of Oliver and South streets, measured along the said northerly line of South street.

All parties and persons interested in the said wharf property, wharfage rights, terms, easements, emoluments and privileges taken or to be taken for the said improvement of the water front of The City of New York on the East river, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate, at our office, Room No. 401, on the fourth floor of the building No. 258 Broadway, in The City of New York, Borough of Manhattan, with such affidavits or other proofs as the said owners or claimants may desire, within ten days after the date of this notice, and we, the said Commissioners, will be in attendance at our office, above specified, on the 4th day of February, 1907, at 3 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto, and at such time and place, or at such other and further times and places as we may appoint, we shall hear such owners in relation thereto, and examine the proofs of such claimant or claimants, or such additional proofs or allegations as may be then offered by such owners or on behalf of The City of New York.

Dated New York, January 22, 1907.

THOS. C. DUNHAM,
F. C. DININNY,
G. C. CLARKE,
Commissioners.

JOSEPH M. SCHENCK,
Clerk.

j22,f1

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to CARTER AVENUE (although not yet named by proper authority), from East One Hundred and Seventy-third street to Tremont avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate of assessment for benefit, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 11th day of February, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 14th day of February, 1907, at 2 o'clock p. m.

Second—That the abstract of our said supplemental and amended estimate of assessment for benefit, together with our benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 13th day of February, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the easterly line of Anthony avenue with the southerly boundary line of those lots in Block 2888 fronting on the southerly side of East One Hundred and Seventy-third street; running thence easterly along said line and its easterly prolongation to its intersection with the westerly line of Webster avenue; thence northerly along the westerly line of Webster avenue to its intersection with the southerly line of Tremont avenue; thence northwesterly to the point of intersection of the southerly line of Tremont avenue and the southerly prolongation of the westerly line of Ryer avenue; thence southerly along said prolongation of Ryer avenue to its intersection with the northerly line of East One Hundred and Seventy-sixth street; thence southerly to a point in the southerly line of East One Hundred and Seventy-sixth street distant 134.97 feet easterly from Anthony avenue; thence southerly along the westerly boundary line of the lots facing Carter avenue in Block 2892, and also along the base of the retaining wall lying south of East One Hundred and Seventy-fifth street and west of Carter avenue to the southerly end thereof; thence westerly on a line at right angles to Carter avenue to the easterly line of Anthony avenue; thence southerly along said line of Anthony avenue to the point or place of beginning, as such streets are shown upon the final maps and profiles of the Twenty-third and Twenty-fourth Wards of The City of New York, excepting from said area all streets, avenues and roads or portions thereof heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to said supplemental and amended abstract of estimate for benefit, our supplemental and amended last partial and separate final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Fifth—In case, however, objections are filed to said supplemental and amended abstract of estimate of assessment for benefit the notice of motion to confirm our supplemental and amended last partial and separate final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, January 14, 1907.

JOHN H. JUDGE,
Chairman;
PIERRE G. CARROLL,
JOSEPH G. GAY,
Commissioners.

JOHN P. DUNN,
Clerk.

j21,f7

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of FOX STREET (although not yet named by proper authority), from Prospect avenue to Leggett avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 11th day of February, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 14th day of February, 1907, at 2 o'clock p. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 13th day of February, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line parallel to the northwesterly side of Wales avenue and distant 100 feet northwesterly therefrom with a line parallel to and distant 100 feet southerly from the southerly side of East One Hundred and Forty-ninth street; running thence easterly along the last-mentioned parallel line to its intersection with a line parallel to and distant 100 feet southerly from the southerly side of the Southern Boulevard; thence easterly and northerly along the last-mentioned parallel line and its continuation northeasterly parallel to and distant 100 feet southeasterly from the southeasterly side of the Southern Boulevard to its intersection with a line parallel to and distant 100 feet northeasterly from the northeasterly side of Longwood avenue; thence northwesterly along the last-mentioned parallel line to its intersection with a line parallel to and distant 100 feet northwesterly from the northwesterly side of Fox street; thence southwesterly and westerly along the last-mentioned parallel line to its intersection with a line parallel to and distant 100 feet northwesterly from the northwesterly side of Wales avenue; thence southerly along the last-mentioned parallel line to the point or place of beginning.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 3d day of April, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, December 17, 1906.

JOHN J. O'BRIEN,
Chairman;
HENRY ILLWITZER,
PIERRE G. CARROLL,
Commissioners.

JOHN P. DUNN,
Clerk.

j21,f7

COUNTY OF NEW YORK.

In the matter of acquiring title by The City of New York to certain lands and premises in the blocks bounded by MADISON STREET, MARKET STREET, HENRY STREET and BIRMINGHAM STREET; by HENRY STREET, MARKET STREET, EAST BROADWAY and PIKE STREET; by EAST BROADWAY, MARKET STREET, PIKE STREET and DIVISION STREET; by BAYARD STREET, FORSYTH STREET, CANAL STREET and ELDRIDGE STREET; by BAYARD STREET, CHRYSTIE STREET, FORSYTH STREET and CANAL STREET; by BAYARD STREET, CHRYSTIE STREET, CANAL STREET and the BOWERY, in the Borough of Manhattan, for bridge purposes, known as Manhattan Bridge.

NOTICE IS HEREBY GIVEN THAT IT is the intention of the Corporation Counsel to make application to the Supreme Court, at a Special Term, Part III., to be held at the County Court House, in the Borough of Manhattan, on the first day of February, 1907, at the call of the calendar on that day, for the appointment of three discreet and disinterested persons as Commissioners of Estimate and Appraisal to ascertain and appraise the compensation to be made to the owners and to all persons interested in certain property situated in the Borough of Manhattan, bounded and described as follows:

Parcel I.

Beginning at the corner formed by the intersection of the northerly side of Madison street with the westerly line of Birmingham street; running thence westerly along the northerly side of Madison street 129.97 feet; thence northerly 209.25 feet to the southerly side of Henry street; thence easterly along the southerly side of Henry street 189.63 feet to the westerly line of Birmingham street; and thence southerly along the westerly line of Birmingham street 200.17 feet to the point or place of beginning.

Parcel II.

Beginning at the corner formed by the intersection of the northerly side of Henry street with the easterly side of Market street; running thence northerly along the easterly side of Market street 175.11 feet to the southerly side of East Broadway; thence easterly along the southerly side of East Broadway 155.72 feet; thence southerly 182.94 feet to the northerly side of Henry street, and thence westerly 208.87 feet to the point or place of beginning.

Parcel III.

Beginning at the corner formed by the intersection of the northerly side of East Broadway with the easterly side of Market street; running thence northerly along the easterly side of Market street 134.96 feet to the southerly side of Division street; thence easterly along the southerly side of Division street 83.88 feet; thence southerly 139.82 feet to the northerly side of East Broadway, and thence westerly along the northerly side of East Broadway 132.06 feet to the point or place of beginning.

Parcel IV.

Beginning at the corner formed by the intersection of the southerly side of Division street with the westerly side of Market street; running thence westerly 16.30 feet; thence southerly 56.06 feet to the westerly side of Market street, and thence northerly along the westerly side of Market street 53.51 feet to the point or place of beginning.

Parcel V.

Beginning at the corner formed by the intersection of the easterly side of Forsyth street with the northerly line of Bayard street; running thence northerly along the easterly side of Forsyth street 114.58 feet; thence southerly 198.03 feet to the northerly side of Division street; thence westerly along the northerly side of Division street 7.98 feet to the intersection of Bayard and Division streets, and thence westerly along the northerly side of Bayard street 131.06 feet to the point or place of beginning.

Parcel VI.

Beginning at the corner formed by the intersection of the westerly line of Forsyth street with the northerly line of Bayard street; running thence northerly along the westerly side of Forsyth street 402.95 feet to the southerly side of Canal street; thence westerly along the southerly side of Canal street 199.37 feet to the easterly side of Chrystie street; thence southerly along the easterly side of Chrystie street 401.51 feet to the northerly side of Bayard street, and thence easterly along the northerly side of Bayard street 200.68 feet to the point or place of beginning.

Parcel VII.

Beginning at the corner formed by the intersection of the northerly side of Bayard street with the westerly side of Chrystie street; running thence northerly along said westerly side of Chrystie street 401.62 feet to the southerly side of Canal street; thence westerly along the southerly side of Canal street 236.77 feet to the easterly side of the Bowery; thence southerly along the easterly side of the Bowery 402.86 feet to the northerly side of Bayard street, and thence easterly along the northerly side of Bayard street 287.42 feet to the point or place of beginning.

All of which said parcels are shown on a map filed in the office of the Register of the County of New York on February 20, 1905.

Dated New York, January 17, 1907.

WILLIAM B. ELLISON,
Hall of Records,
New York City.
j19,30

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of CANAL STREET WEST (although not yet named by proper authority), between East One Hundred and Thirty-fifth street and East One Hundred and Thirty-eighth street, in the Twenty-third Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 7th day of February, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 11th day of February, 1907, at 3 o'clock p. m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 8th day of February, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the easterly United States pierhead and bulkhead line of the Harlem river and the westerly property line of the New York and Harlem River Railroad; running thence northeasterly along said property line of the New York and Harlem River Railroad to its intersection with the easterly line of Mott avenue; thence northerly along said easterly line of Mott avenue to its intersection with southerly line of East One Hundred and Forty-fourth street; thence easterly along said last-mentioned line to its intersection with the westerly line of Morris avenue; thence southerly along said westerly line of Morris avenue to its intersection with the westerly line of Third avenue; thence, again southerly along said westerly line of Third avenue, to its intersection with the easterly pierhead and bulkhead line of the Harlem river; thence northerly along said last-mentioned pierhead and bulkhead line to the point or place of beginning; excepting from said area all streets, avenues and roads or portions thereof heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said supplemental and amended abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 3d day of April, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said supplemental and amended abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the

CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.
Dated Borough of Manhattan, New York, January 9, 1907.

PETER J. EVERETT,
Chairman;
WM. F. BURROUGH,
PIERRE G. CARROLL,
Commissioners.

JOHN P. DUNN,
Clerk.

j17,f4

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of LAWRENCE AVENUE (although not yet named by proper authority), from Lind Avenue to West One Hundred and Sixty-seventh street, in the Twenty-third Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 7th day of February, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 11th day of February, 1907, at 2 o'clock p. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings, in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 8th day of February, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of a line parallel to and distant one hundred (100) feet southerly of the southerly line of an unnamed street and the easterly line of Sedgwick Avenue; running thence northerly along said easterly line of Sedgwick Avenue to its intersection with a line parallel to and distant one hundred (100) feet east of the easterly line of East One Hundred and Sixty-seventh street; thence southerly along said parallel line to its intersection with a line at right angles to the westerly line of East One Hundred and Sixty-seventh street at a point midway between Lind Avenue and Lawrence Avenue; thence westerly along said line at right angles to East One Hundred and Sixty-seventh street to its intersection with a line parallel to and distant one hundred (100) feet west of the westerly line of East One Hundred and Sixty-seventh street; thence southerly along said parallel line with its intersection with a line parallel to and distant one hundred (100) feet westerly of the westerly line of Lind Avenue; thence again southerly along said last-mentioned parallel line to its intersection with a line at right angles to the westerly line of Lind Avenue at a point midway between Lawrence Avenue and East One Hundred and Sixty-seventh street; thence easterly along said line at right angles to Lind Avenue to its intersection with a line parallel to and distant one hundred (100) feet easterly of the easterly line of Lind Avenue; thence southerly along said last-mentioned parallel line to its intersection with a line parallel to and distant one hundred (100) feet south of the southerly line of East One Hundred and Sixty-fifth street; thence westerly along said parallel line to its intersection with the easterly prolongation of a line parallel to and distant one hundred (100) feet southerly of the southerly line of an unnamed street; thence westerly along said easterly prolongation and parallel line to the point or place of beginning, excepting from said area all streets, avenues and roads, or portions thereof heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 3d day of April, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, December 21, 1906.

T. CHANNON PRESS,
Chairman;
FRANCIS E. SPLAIN,
LOUIS FALK,
Commissioners.

JOHN P. DUNN,
Clerk.

j17,f4

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of BECK STREET (although not yet named by proper authority), from Longwood Avenue to Intervale Avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 5th day of February, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 7th day of February, 1907, at 2 o'clock p. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 6th day of February, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line parallel to and distant one hundred feet easterly from the easterly line of Beck Street with a line parallel to and distant one hundred feet southerly from the southerly line of East One Hundred and Fifty-sixth street; thence westerly along said last-mentioned parallel line to its intersection with a line parallel to and distant one hundred feet westerly from the westerly line of Beck Street; thence northerly along said last-mentioned parallel line to its intersection with a line parallel to and distant one hundred feet northerly from the easterly line of Intervale Avenue; thence southerly along said last-mentioned parallel line to its intersection with a line parallel to and distant one hundred feet easterly from the easterly line of Beck Street; thence southerly along said last-mentioned parallel line to the point or place of beginning, excepting from said area all streets, avenues and roads, or portions thereof heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 14th day of March, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, December 18, 1906.

EDWARD D. DOWLING,
Chairman;
JOHN I. O'BRIEN,
SIDNEY R. WALKER,
Commissioners.

JOHN P. DUNN,
Clerk.

j15,f1

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to WHITE PLAINS ROAD (although not yet named by proper authority), from the northern boundary of The City of New York to Morris Park Avenue, in the Twenty-fourth Ward, Borough of The Bronx, in The City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 2d day of February, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 4th day of February, 1907, at 11 o'clock a. m.

Second—That the abstract of our said supplemental estimate of damage, together with our damage maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, has 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 4th day of February, 1907.

Third—That provided there be no objections filed to said abstract, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 11th day of March, 1907, at the opening of the Court on that day.

Fourth—In case, however, objections are filed to said abstract of estimate of damage, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, January 4, 1906.

C. DONOHUE,
Chairman;
SAM'L McMILLAN,
EDWIN W. FISKE,
Commissioners.

JOHN P. DUNN,
Clerk.

j14,31

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 GRAND STREET,

from Hooper Street to Havemeyer and South Fourth Streets, in the Thirteenth, Fifteenth and Sixteenth Wards, in the Borough of Brooklyn, The City of New York, as the same has been heretofore laid out.

NOTICE IS HEREBY GIVEN THAT the bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, at a Special Term thereof, to be held for the hearing of motions, at the Kings County Court House, in the Borough of Brooklyn, in The City of New York, on the 14th day of February, 1907, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by the provisions of section 999 of title 4 of chapter 17 of chapter 378 of the Laws of 1897, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Brooklyn, New York, January 30, 1907.

WM. B. HURD, JR.,
JACOB A. WILLIAMS,
JAMES LANGAN,
Commissioners.

JAMES F. QUIGLEY,
Clerk.

j30,f9

SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the northerly side of GARRETSON AVENUE and the southerly side of CROMWELL AVENUE and the westerly side of JEFFERSON STREET in the Borough of Richmond, duty selected as a site for school purposes according to law.

NOTICE IS HEREBY GIVEN THAT IT is the intention of the Corporation Counsel to make application at a Special Term of the Supreme Court for the hearing of motions to be held at the County Court House in the Borough of Brooklyn on the 13th day of February, 1907, at the call of the calendar on that day at 10.30 o'clock in the forenoon or as soon thereafter as counsel can be heard, for the appointment of three discreet and disinterested persons as Commissioners of Estimate and Appraisal in the above-entitled proceeding, being citizens of the United States and residents of the Borough of Richmond, to ascertain and appraise the compensation to be made to the owners and all persons interested in certain property in the Borough of Richmond, bounded and described as follows:

Beginning at a point formed by the intersection of the northwesterly line of Jefferson Street with the southwesterly line of Cromwell Avenue and running thence northwesterly along the southwesterly line of Cromwell Avenue three hundred and twenty-five (325) feet two (2) inches; thence southwesterly and parallel with Jefferson Street one hundred and ninety-five (195) feet to the northwesterly line of Garretson Avenue; thence southeasterly along the northwesterly line of Garretson Avenue three hundred and twenty-five (325) feet two (2) inches to the northwesterly line of Jefferson Street; thence northwesterly along the northwesterly line of Jefferson Street seventeen (17) feet nine and one-half (9½) inches to the southwesterly line of the lands of Public School 11; thence northwesterly along the southwesterly line of the said lands two hundred and twenty-four (224) feet six and one-half (6½) inches; thence northwesterly along the northwesterly line of the lands of said school one hundred and seventy-eight (178) feet five (5) inches; thence southeasterly along the northwesterly line of the lands of said school two hundred and twenty-five (225) feet two (2) inches to the northwesterly line of Jefferson Street; thence northwesterly along the northwesterly line of Jefferson Street seven (7) feet eight and three-quarters (8¾) inches to the southwesterly line of Cromwell Avenue, the point or place of beginning.

Dated, New York, January 25, 1907.

WILLIAM B. ELLISON,
Corporation Counsel,
Hall of Records,
Borough of Manhattan,
New York City.

j28,f7

SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the SOUTH SIDE OF CLIFTON AVENUE and the NORTH SIDE OF PENNSYLVANIA AVENUE, adjoining Public School No. 13, in the Borough of Richmond, duly selected as a site for school purposes, according to law.

NOTICE IS HEREBY GIVEN THAT IT is the intention of the Corporation Counsel to make application at a Special Term of the Supreme Court for the hearing of motions, to be held at the County Court House, in the Borough of Brooklyn, on the 13th day of February, 1907, at the call of the calendar on that day, at 10.30 o'clock in the forenoon, or as soon thereafter as counsel can be heard, for the appointment of three discreet and disinterested persons as Commissioners of Estimate and Appraisal, being citizens of the United States and residents of the Borough of Richmond, to ascertain and appraise the compensation to be made to the owners and all persons interested in certain property in the Borough of Richmond, bounded and described as follows:

Beginning at a point formed by the intersection of the westerly line of the lands of Public School 13 with the northerly line of Pennsylvania Avenue, and running thence northerly along the westerly line of the lands of Public School 13 three hundred and forty (340) feet to the southerly line of Clifton Avenue; thence westerly along the southerly line of Clifton Avenue to the easterly line of the lands of the Staten Island Rapid Transit Railroad Company; thence southerly along the easterly line of the lands of said railroad company to the northerly line of Pennsylvania Avenue; thence easterly along the northerly line of Pennsylvania Avenue to the westerly line of the lands of Public School 13, the point or place of beginning.

Dated New York, January 25, 1907.

WILLIAM B. ELLISON,
Corporation Counsel,
Hall of Records,
Borough of Manhattan,
New York City.

j23,f7

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to CHURCH AVENUE, from Flatbush Avenue to East Eleventh Street, in the Twenty-ninth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, made and entered herein on the 1st day of December, 1905, and duly filed in the office of the Clerk of Kings County, a copy of which order was filed in the office of the Register of the County of Kings on the 13th day of December, 1905, and indexed in the Index of Conveyances in Section 16, Blocks 5072, 5073, 5074, 5075, 5076, 5077, 5078, 5079, 5080, 5081, 5082, 5092, 5093, 5094, 5095, 5096, 5097, 5098, 5099, 5100, 5101 and 5102, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate of the loss and damage, if any, to the respective owners, lessors, parties and persons entitled to or interested in the lands and premises to be taken for the purpose of opening the said street or avenue, as particularly described in the petition of The City of New York, filed with said order in the office of the Clerk of Kings County, and for the purpose of making a just and equitable assessment of the benefit of said street or avenue so to be opened to the respective owners, parties and persons respectively entitled to or interested in the lands and premises and not required for the purpose of opening said street or avenue, but benefited thereby, and of ascertaining and defining the district benefited by said assessment, and the extent and boundaries of the respective tracts and parcels of land participating in said benefit, and of performing the trusts and duties required of us by title 4 of chapter 17 of the Charter of The City of New York, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the lands and premises taken or to be taken for the purpose of opening said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office in the Bureau of Street Openings of the Law Department, No. 166 Montague Street, Borough of Brooklyn, in The City of New York, with such affidavits or other proofs as the said owner or claimants may desire, within twenty days after date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 18th day of February, 1907, at 2 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto; and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Brooklyn, The City of New York, January 21, 1907.

ANDREW LEMON,
GEO. W. PALMER,
JOHN M. ZURN,
Commissioners.

JAMES F. QUIGLEY,
Clerk.

j21,f13

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 or consideration of any proposal, it be accompanied by a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

The certified check or money should not be inclosed in the envelope containing the bid or estimate, but should be either inclosed in a separate envelope addressed to the head of the Department, President or Board, or submitted personally upon the presentation of the bid or estimate.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work, reference must be made to the specifications, schedules, plans, etc., on file in the said office of the President, Board or Department.

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

The contract must be bid for separately. The right is reserved in each case to reject all bids or estimates if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

Bidders are requested to make their bids or estimates upon the blank forms prepared and furnished by the City, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department for which the work is to be done. Plans and drawings of construction work may also be seen there.