THE CITY RECORD.

VOL. XLV. NUMBER 13555. NEW YORK, FRIDAY, DECEMBER 14, 1917. PRICE, 3 CENTS.

THE CITY RECORD.

OFFICIAL JOURNAL OF THE CITY OF NEW YORK.
Published Under Authority of Section 1526, Greater New York Charter, by the

BOARD OF CITY RECORD.

JOHN PURROY MITCHEL, MAYOR.
LAMAR HARDY, CORPORATION COUNSEL. WILLIAM A. PRENDERGAST, COMPTROLLER.

JOSEPH N. QUAIL, SUPERVISOR.

Supervisor's Office, Municipal Building, 8th floor.

Published daily, at 9 a. m., except legal holidays, at Nos. 96 and 98 Reade st. (north side), between West Broadway and Church st., Manhattan, New York City.

Subscription, $9.30 a year, exclusive of supplements. Daily issue, 3 cents a copy.

SUPPLEMENTS: Civil List (containing names, salaries, etc., of the City employees), Two Dollars; Official Canvass of Votes, 10 cents; Registry Lists, 5 cents each assembly district; Law Department Supplement, 10 cents; Annual Assessed Valuation of Real Estate, 25 cents each section; postage extra.

ADVERTISING. Copy for publication in the CITY RECORD must be received at least TWO (2) days before the date fixed for the first insertion; when proof is required for correction before publication, copy must be received THREE (3) days before the date fixed for the first insertion.

COPY for publication in the corporation newspapers of Brooklyn must be received at least THREE (3) days before the date fixed for the first insertion.

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

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DEPARTMENT OF HEALTH.

Vital Statistics.

Summary for Week Ended Saturday, 12 M., Dec. 8, 1917.

Boroughs	Population U. S. Census, April 15, 1910.	Estimated Population, July 1, 1917.	Deaths. 1916.	Deaths. 1917.	Deaths. *Corrected, 1917.	Births.	Marriages.	Stillbirths.	Death-rate. 1916.	Death-rate. 1917.	Death-rate. *Corrected, 1917.
Manhattan	2,331,542	2,682,977	722	642	615	1,174	819	42	14.34	12.48	11.96
The Bronx	430,980	599,216	149	160	157	357	110	13	14.11	13.93	13.67
Brooklyn	1,634,351	1,975,801	423	467	504	996	426	41	11.48	12.33	13.31
Queens	284,041	379,696	113	108	106	198	48	6	16.14	14.84	14.57
Richmond	85,969	99,802	33	40	35	69	12	1	17.64	20.91	18.30
City of New York	4,766,883	5,737,492	1,440	1,417	1,417	2,794	1,415	103	13.45	12.89	....

During the first forty-nine weeks of this year there were 73,886 deaths, a rate of 13.71 per 1,000 population. During the corresponding weeks of last year there were 72,740 deaths, a rate of 13.82 per 1,000 population.

*Corrected by redistributing deaths according to borough of residence.

Cases of Infectious Diseases for Week Ended Dec. 8, 1917.

Tuberculosis	272	Chickenpox	238	Syphilis	356
Diphtheria and Croup....	280	Typhus Fever.....	..	Gonorrhoea	68
Measles	500	Typhoid Fever.....	24	Poliomyelitis	..
Scarlet Fever	153	Whooping Cough.....	162		
Smallpox	1	Cerebro-spinal Meningitis..	5	Total.....	2,059

CITY COURT OF THE CITY OF NEW YORK.

Assignments of Terms and Justices for the Year 1918.

We, the Justices of the City Court of the City of New York, do hereby appoint the following times for holding the Special, Equity and Trial Terms of said court, and assign Justices to hold the said terms during the year 1918:

TRIAL AND SPECIAL TERMS.

Each and every Trial Term appointed shall commence on the first Monday of the month for which it is assigned, and be continued until and including the Friday preceding the first Monday of the following month, unless continued by the Justice presiding.

PART I.

January.....Justice Schmuck
February.....Justice Allen
March.....Justice Schmuck
April.....Justice Walsh
May.....Justice Finelite
June.....Justice Schmuck
October.....Justice Schmuck
November.....Justice Meyer
December.....Justice Schmuck

PART II.

January.....Justice Allen
February.....Justice Meyer
March.....Justice Smith
April.....Justice Valente
May.....Justice Walsh
June.....Justice Zeller
October.....Justice Allen
November.....Justice Zeller
December.....Justice LaFetra

PART III.

January.....Justice Finelite
February.....Justice Schmuck
March.....Chief Justice O'Dwyer
April.....Justice Allen
May.....Chief Justice O'Dwyer
June.....Justice Smith
October.....Justice Smith
November.....Justice LaFetra
December.....Justice Walsh

PART IV.

January.....Justice Smith
February.....Chief Justice O'Dwyer
March.....Justice Allen
April.....Justice LaFetra
May.....Justice Smith
June.....Justice Valente
October.....Chief Justice O'Dwyer
November.....Justice Finelite
December.....Justice Allen

PART V.

January.....Justice Zeller
February.....Justice Valente
March.....Justice Zeller
April.....Justice Zeller
May.....Justice LaFetra
June.....Justice Walsh
October.....Justice Finelite
November.....Chief Justice O'Dwyer
December.....Chief Justice O'Dwyer

PART VI.

January.....Chief Justice O'Dwyer
February.....Justice Finelite
March.....Justice LaFetra
April.....Justice Finelite
May.....Justice Valente
June.....Justice Meyer
October.....Justice Walsh
November.....Justice Valente
December.....Justice Zeller

PART VII.

January.....Justice LaFetra
February.....Justice Walsh
March.....Justice Valente
April.....Justice Meyer
May.....Justice Meyer
June.....Chief Justice O'Dwyer
October.....Justice Valente
November.....Justice Allen
December.....Justice Finelite

PART VIII.

January.....Justice Walsh
February.....Justice Smith
March.....Justice Meyer
April.....Justice Schmuck
May.....Justice Zeller
June.....Justice Allen
October.....Justice Meyer
November.....Justice Smith
December.....Justice Smith

SPECIAL TERMS.

PART I.

January.
First Monday.....Justice Valente
Third Monday.....Justice Meyer
February.
First Monday.....Justice Zeller
Third Monday.....Justice LaFetra
March.
First Monday.....Justice Finelite
Third Monday.....Justice Walsh
April.
First Monday.....Justice Smith
Third Monday....Chief Justice O'Dwyer
May.
First Monday.....Justice Schmuck
Third Monday.....Justice Allen
June.
First Monday.....Justice Finelite
Third Monday.....Justice LaFetra
July 1 to 10.....Justice Schmuck
July 11 to 20.....Justice Walsh
July 22 to 31.....Justice Meyer
August 1 to 10.....Justice Valente
August 12 to 21.....Justice Smith
August 22 to 31.....Justice Allen
Sept. 3 to 11.....Justice Finelite
Sept. 12 to 20.....Justice Zeller
Sept. 21 to 28.....Justice LaFetra
Sept. 30 to Oct. 5..Chief Justice O'Dwyer
October.
First Monday.....Justice LaFetra
Third Monday.....Justice Zeller
November.
First Monday.....Justice Schmuck
Third Monday.....Justice Walsh
December.
First Monday.....Justice Meyer
Third Monday.....Justice Valente

PART II.

January.
First Monday.....Justice Meyer
Third Monday.....Justice Valente
February.
First Monday.....Justice LeFetra
Third Monday.....Justice Zeller
March.
First Monday.....Justice Walsh
Third Monday.....Justice Finelite
April.
First Monday.....Chief Justice O'Dwyer
Third Monday.....Justice Smith
May.
First Monday.....Justice Allen
Third Monday.....Justice Schmuck
June.
First Monday.....Justice LaFetra
Third Monday.....Justice Finelite
July 1 to 10.....Justice Schmuck
July 11 to 20.....Justice Walsh
July 22 to 31.....Justice Meyer
August 1 to 10.....Justice Valente
August 12 to 21.....Justice Smith
August 22 to 31.....Justice Allen
Sept. 3 to 11.....Justice Finelite
Sept. 12 to 20.....Justice Zeller
Sept. 21 to 28.....Justice LaFetra
Sept. 30 to Oct. 5..Chief Justice O'Dwyer
October.
First Monday.....Justice Zeller
Third Monday.....Justice LaFetra
November.
First Monday.....Justice Walsh
Third Monday.....Justice Schmuck
December.
First Monday.....Justice Valente
Third Monday.....Justice Meyer

Trial Parts and Special Terms open daily at 10 o'clock a. m. Calendar called in Trial Term, Part I, at 9:45 a. m.

Adopted in convention, November 26, 1917.

EDWARD F. O'DWYER, ALEXANDER FINELITE, PETER SCHMUCK, R. H. SMITH, EDWARD B. LAFETRA, JAMES A. ALLEN, LORENZ ZELLER, JOHN W. McAVOY, SAMUEL STRASBOURGER.

I, Frank J. Goodwin, Clerk of the City Court of the City of New York, do hereby certify that the foregoing is a copy of the assignment of Justices to hold the Terms and designation of the Terms to be held by the court during the year 1918.

Dated, Brownstone Building, 32 Chambers st., this 26th day of November, 1917.

n30,d7,14,21 FRANK J. GOODWIN, Clerk.

DEPARTMENT OF FINANCE.

OFFICE OF THE CHAMBERLAIN.

Statement of Receipts and Payments of The City of New York for the 10 Days Ended November 10th, 1917.

	City Treasury.	Sinking Funds.	Special Funds.	Total.
Balances	$27,695,410 08	$6,603,765 08	$3,116.709 95	$37,415.885 11
Receipts	8,725,048 98	7,403,956 38	18,944,708 58	35,073,713 94
Total	$36,420,459 06	$14,007,721 46	$22,061,418 53	$72,489.599 05
Payments	24,467,827 88	7,663,903 12	19,842,523 25	51,974,254 25
Balances	$11,952,631 18	$6,343 818 34	$2,218,895 28	$20,515,344 80

E. F. BARRETT, Deputy Chamberlain.

BOARD OF ESTIMATE AND APPORTIONMENT.

Minutes of Meeting of Board of Estimate and Apportionment, Held in Room 16, City Hall, Friday, November 30, 1917.

The Board met in pursuance of an adjournment.

Present—John Purroy Mitchel, Mayor; William A. Prendergast, Comptroller; Frank L. Dowling, President, Board of Aldermen; Marcus M. Marks, President, Borough of Manhattan; Lewis H. Pounds, President, Borough of Brooklyn; Douglas Mathewson, President, Borough of The Bronx; Maurice E. Connolly, President, Borough of Queens, and Calvin D. Van Name, President, Borough of Richmond.

The Mayor, Hon. John Purroy Mitchel, presided.

Approval of Minutes (Cal. No. 1).

The Minutes of the meeting held November 16, 1917, were approved as printed in the CITY RECORD November 27, 1917.

APPROVAL OF MAPS AND PLANS.

Rule, Damage and Profile Maps.

Borough of The Bronx.

Carlisle Place, from East 211th Street to East 213th Street, Borough of The Bronx—Rule and Damage Maps in Proceeding for Acquiring Title (Cal. No. 2).

The Secretary presented a communication dated November 9, 1917, from the Commissioner of Public Works, Borough of The Bronx, transmitting rule and damage maps for approval; and the following report of the Chief Engineer:

Report No. 17216. November 15, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Commissioner of Public Works, Borough of The Bronx, bearing date of November 9, 1917, presenting for consideration the rule map and damage map prepared for the court record in the proceeding for acquiring title to Carlisle Place from East 211th Street to East 213th Street.

This proceeding was instituted under the provisions of a resolution adopted by the Board of Estimate and Apportionment on June 29, 1917.

The property to be acquired, as shown on the maps now presented, appears to be identical with that needed for the street as laid out upon the City Plan and comprises an area of 18,577.75 square feet, all of which is shown upon a map filed by the property owners on March 30, 1891.

The street is in use through a portion of the distance and a number of buildings have been erected upon the abutting property. There are no encroachments other than fences.

It is recommended that the maps be approved and after certification be forwarded to the Corporation Counsel. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the Rule and Damage Maps submitted by the Commissioner of Public Works of the Borough of The Bronx for the use of the Supreme Court in the proceeding authorized by the Board on June 29, 1917, for acquiring title to Carlisle Place, from East 211th Street to East 213th Street, Borough of The Bronx.

Which was adopted by the following vote:

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

Boroughs of Queens and Brooklyn.

Crosby Avenue, from Vermont Avenue to Bulwer Place, and Vermont Avenue, from Highland Boulevard to the Angle Point South of Cypress Avenue, Boroughs of Queens and Brooklyn—Rule and Damage Maps in Proceeding for Acquiring Title (Cal. No. 3).

The Secretary presented a communication, dated November 13, 1917, from the Secretary to the President of the Borough of Queens, transmitting rule and damage maps for approval; and the following report of the Chief Engineer:

Report No. 17217. November 16, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Secretary to the President of the Borough of Queens, bearing date of November 13, 1917, presenting for consideration the rule map and damage map prepared for the court record and for the use of the Commissioners of Estimate and Assessment to be appointed in the proceeding for acquiring title to the following streets in the Boroughs of Brooklyn and Queens: Crosby Avenue, from Vermont Avenue to Bulwer Place; Vermont Avenue, from Highland Boulevard to the angle point south of Cypress Avenue.

This proceeding was instituted under the provisions of a resolution adopted by the Board of Estimate and Apportionment on November 4, 1910, and to make it conform with the requirements of the new Street Opening Law was reinstituted on December 22, 1916. On the latter date provision was also made for excluding that portion of Vermont Avenue extending from Cypress Avenue to the angle point southerly therefrom, which was included in the proceeding as originally contemplated.

The property to be acquired, as shown on the maps now presented, appears to be identical with that needed for the streets as laid out upon the City Plan and comprises an area of 225,319 square feet, of which 45,818.7 square feet is needed for Crosby Avenue and 179,500.3 square feet for Vermont Avenue. An area within the lines of the latter street of 158,297.5 square feet has been ceded to the City by the property owners, leaving a net area of 67,021.5 square feet still to be acquired.

The streets are in use through almost the entire distances described, and a number of buildings have been erected upon the abutting property. A one-story frame building, together with an out-building, encroach slightly upon the land needed for Vermont Avenue. Of the net area 39,487.8 square feet, comprising all of Crosby Avenue excepting a section 100 feet in length adjoining Bulwer Place, has, in the opinion of the Corporation Counsel, been dedicated to public use. Portions of Vermont Avenue are shown on maps filed by the property owners on various dates, and also upon a property map which does not appear to have been filed.

I would recommend the approval of the maps and that after certification they be forwarded to the Corporation Counsel. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the Rule and Damage Maps submitted by the President of the Borough of Queens for the use of the Commissioners of Estimate and Assessment to be appointed in the proceeding authorized by the Board on December 22, 1916, for acquiring title to Crosby Avenue, from Vermont Avenue to Bulwer Place, and Vermont Avenue, from Highland Boulevard to the angle point south of Cypress Avenue, Boroughs of Brooklyn and Queens.

Which was adopted by the following vote:

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

Sewerage and Drainage Plans.

Borough of Manhattan.

Sewerage District No. 20-DG, Borough of Manhattan—Modification in Drainage Plan (Cal. No. 4).

The Secretary presented a communication, dated October 26, 1917, from the President of the Borough of Manhattan, transmitting for approval map showing proposed modification; and the following report of the Chief Engineer:

Report No. 17236. November 26th, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the President of the Borough of Manhattan, bearing date of October 26th, 1917, presenting for approval a map showing a proposed modification in the drainage plan for Sewerage District No. 20-DG.

At the meeting of the Board of Estimate and Apportionment held on April 13th, 1917, a drainage plan was approved for Sewerage Districts Nos. 20 and 3, making provision for a radical change in the design of the sewers now outletting at the foot of Clarkson Street under which the sanitary flow of the territory was to be collected at a treatment plant and pumping station located in West Street at its intersection with Canal Street. The map now presented is intended to complete the plan by showing further details of the treatment plant and pumping station, together with the continuing outlet in the pier at the foot of Canal Street with a final discharge through three lines of pipe in each case carried outshore to a point in the channel where a depth of 58 feet below mean high water is available. The plan also shows the proposed sanitary trunk leading to the pumping station along the line of Canal Street, as well as the storm sewer and overflow to be used for carrying the combined flow in the Canal Street trunk until such time as the separate system ultimately planned for it can be introduced, pending the construction of which the sanitary flow will be discharged into deep water through the outlet to be used for the territory to the north, but without subjecting it to treatment, while the storm water will be outletted at the bulkhead line.

The carrying out of this plan will necessitate transfer of jurisdiction to the Borough President over a small parcel of land in City ownership located on the easterly side of West Street between Spring Street and Canal Street, to be used as the entrance to the pumping station which will otherwise be placed wholly below the surface and located within the lines of West Street.

I see no reason why the plan should not be approved and would recommend such action, but with the suggestion that steps be taken by the Borough President to secure transfer of jurisdiction over such City-owned property outside of the street system as is essential to putting the plan into effect. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the modified drainage plan for Sewerage District No. 20-DG, Borough of Manhattan, showing the location, sizes and grades of the sewers at the junction of West Street and Canal Street, together with an outlet into the Hudson River westerly therefrom; bearing the signature of the President of the Borough and dated October 8, 1917.

Which was adopted by the following vote:

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

Borough of Richmond.

Richmond Avenue to Crocheron Street, Borough of Richmond—Drainage Plan and Easement Map Relating to Temporary Storm Water Sewer Across Private Property (Cal. No. 5).

The Secretary presented two communications, dated January 4 and August 16, 1915, from the President, Borough of Richmond, transmitting for approval drainage plan showing a temporary storm water sewer across private property from Richmond Avenue to Crocheron Street, together with a map showing the lands in which an easement is to be taken for the construction of the drain; and the following report of the Chief Engineer:

Report No. 17224. November 21, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith are transmitted communications (2) from the President of the Borough of Richmond, bearing date respectively of January 4, 1915, and August 16, 1915, presenting for consideration a drainage plan showing a temporary storm water sewer across private property from Richmond Avenue to Crocheron Street, and a map showing the property in which it is proposed to acquire an easement to permit of carrying out the improvement.

From information presented by the Borough President it appears that this sewer is intended to drain a low point in Richmond Avenue from which the storm water will be discharged into a gutter on Crocheron Street which is intended to carry it to the Northfield Ditch,, thereby removing what is stated to be an insanitary condition.

The drainage area to be served by this sewer is a small one and the route proposed for it falls entirely without the line of any projected street. It would appear that the desired remedy might be found either through the raising of the grade of Richmond Avenue or the construction of a drain within the lines of streets in use at much less expense than would be involved through the carrying out of the plan submitted by the Borough President, the relief provided under which would be strictly of a temporary character.

I would recommend that the drainage plan as well as the easement map be referred back to the Borough President without approval, and with the suggestion that his attention be called to the remedies herein pointed out for meeting the conditions complained of as possessing advantages both as to economy and permanency over the plan which he has presented. Respectfully,

NELSON P. LEWIS, Chief Engineer.

In accordance with the recommendation contained in the report of the Chief Engineer, the drainage plan and the easement map were referred back to the President, Borough of Richmond.

Miscellaneous Maps and Plans.

Netherland Avenue, from West 239th Street to Spuyten Duyvil Parkway, Borough of The Bronx—Map Laying Out Sewer Easement (Cal. No. 6).

The Secretary presented a communication, dated October 31, 1917, from the Commissioner of Public Works, Borough of The Bronx, transmitting for approval map laying out a sewer easement in Netherland Avenue from West 239th Street to Spuyten Duyvil Parkway; and the following report of the Chief Engineer:

Report No. 17212. November 14, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Commissioner of Public Works, Borough of The Bronx, bearing date of October 31, 1917, presenting for consideration a map laying out a sewer easement in Netherland Avenue from West 239th Street to Spuyten Duyvil Parkway.

The Commissioner states that this easement is needed to permit of the construction of a sewer in West 239th Street which has been petitioned for and which will be outletted into the Riverdale Avenue sewer through Netherland Avenue, across Spuyten Duyvil Parkway, and West 238th Street. The Board is advised that steps have been taken by the owner of the property across which the easement extends to cede the necessary rights, and the adoption of the map clearly must precede the formal transfer of title.

The easement area has a width of 10 feet and a length of a little less than 40 feet. The land is unimproved and is located approximately along the center of Netherland Avenue where it merges with Spuyten Duyvil Parkway.

The approval of the map is recommended. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the map submitted by the Commissioner of Public Works, Borough of The Bronx, under date of October 31, 1917, entitled "Map showing the portion of Netherland Avenue between West 239th Street and Spuyten Duyvil Parkway required for an easement in connection with the construction and maintenance of a sewer, dated New York, October 27, 1917."

Which was adopted by the following vote:

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

REPORTS.

From Standing Committees.

Committee on Assessments.

Lincoln Terrace Park, Borough of Brooklyn—Assessment for Acquiring Title to Extension (Cal. No. 7).

(On March 3, 1916 (Cal. No. 8), the Board adopted a resolution authorizing acquisition of title in the above mentioned proceeding.)

(On November 9, 1917 (Cal. No. 106), this petition was referred to the Committee on Assessments.)

The Secretary presented a petition of Simon J. Harding, owner of property included in the area of benefit in the proceeding for acquisition of title by The City of New York to the extension of Lincoln Terrace Park, Brooklyn, requesting a hearing and opportunity to present to the Committee on Assessments evidence to the end that said area may be reduced and modified; and the following report of the Committee on Assessments relative thereto:

November 20, 1917.

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

Gentlemen—At the meeting of the Board of Estimate and Apportionment held on November 9, 1917, there was referred to the Committee on Assessments a petition of Simon J. Harding for a reduction and modification of the area of assessment in the proceeding for acquiring title to an extension of Lincoln Terrace Park, in the Borough of Brooklyn.

Your committee has given a hearing to those interested in this matter, from which it appears that the Court by which this proceeding was conducted without a commission has distributed the assessment at a flat rate over the area of benefit fixed by the Board. The committee was advised that Mr. Justice Kapper in doing so followed the precedent established in levying the assessment for the acquisition of what is known as the Betsy Head Playground, but in that case there was a distinct understanding by the petitioners for the improvement of this playground that they would provide the land without expense to the City, if the City would improve the playground, with the understanding that the assessment be distributed at a flat rate so as to involve an expense of about $10 a lot. The actual assessment in the case of acquiring the land for the Betsy Head Playground was about $10.15 per lot. In the case of Lincoln Terrace Park the conditions are different, as this is not strictly a playground, but will be an addition to an existing park and the area will undoubtedly be given a park treatment. The report submitted to the Board of Estimate and Apportionment by the Chief Engineer of the Board recommending an area of benefit contains the following paragraph:

> "Assuming that the property to be taken for the Lincoln Terrace Park is of the same unit value as the frontage, that the assessment on the frontage will amount to 10 per cent. of its value and that the remaining assessments in the district will be graded, the area needed to bear the entire expense should extend a distance of about 4,000 feet from the park boundary. Such an area would contain about 17,000 city lots. In case one-half of the cost of carrying out the proceeding is placed upon the Borough, the assessments under the conditions assumed would then be correspondingly decreased."

In adopting the area of assessment thus recommended it is to be assumed that the Board intended to act upon the above recommendation, and expected that the assessment would be a graded one, as is usual in the case of acquiring public parks and important streets. Mr. Harding's representative, who appeared before the committee, pointed out that of the large number of lots owned by him within the area of benefit some in the immediate vicinity of the Betsy Head playground are assessed at the same rate as others which are very near the proposed extension of Lincoln Terrace Park, and he pointed out the unreasonableness of an ungraded assessment as applied to his property. Your committee is impressed with the merits of his contention and was advised that the Court which levied the assessment would be entirely willing to recast it following the plan which the Board of Estimate and Apportionment evidently had in mind when adopting the area of benefit.

The Committee, therefore, recommends that the Corporation Counsel be requested to recommend to the Court such a revision of the assessment, submitting a copy of this report as indicating the intention of the Board to distribute the cost in the manner usually followed in the acquisition of parks by means of a graded assessment. Your Committee believes that, if this course is followed, the objections of the petitioners, the reasonableness of which is apparent, will be met. Respectfully submitted,

DOUGLAS MATHEWSON, President, Borough of The Bronx; JOHN PURROY MITCHEL, Mayor; ALBERT E. HADLOCK, Deputy and Acting Comptroller; MARCUS M. MARKS, President, Borough of Manhattan; Committee on Assessments.

Louis C. Grover and Edward W. Murphy appeared in support of the petition.

On motion of the President of the Borough of The Bronx the report was accepted and ordered filed.

Committee on Corporate Stock Budget.

Department of Public Charities—Issue of Corporate Stock (Cal. No. 8).

The Secretary presented a communication dated August 29, 1917, from the Commissioner of Public Charities requesting an authorization of $18,500 corporate stock to permit the award of a contract for furnishing and installing new water mains at the Sea View Hospital and New York Farm Colony, Borough of Richmond; and the following report of the Committee on Corporate Stock Budget recommending denial thereof:

November 10, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On September 1, 1917, you referred to the Corporate Stock Budget Committee a communication from the Commissioner of Public Charities, dated August 29, 1917, requesting an authorization of $18,500 corporate stock to provide the additional funds necessary to permit the award of a contract for furnishing and installing new water mains at the Sea View Hospital and New York Farm Colony, Borough of Richmond.

The Bureau of Contract Supervision, to which the request was referred on September 4, 1917, reports thereon as follows:

> "The Board of Estimate and Apportionment has authorized issues of corporate stock for the proposed new mains, as follows: July 27, 1916, $9,180; and May 25, 1917, $6,551; a total of $15,731.
>
> "It was estimated that the work planned could be done for $15,731, but the increase in cost of materials and labor has made the original estimate low.
>
> "On August 7, 1917, the only bid received by the Department of Public Charities for the work was $33,933.20, and the Department asks for the additional amount of money to permit the award of the contract.
>
> "The bid received, however, $33,933, is about 50 per cent. in excess of a fair figure for the work at existing prices. Also, while only one bid was received, it appears that other contractors had figured on the work, but did not get their bids in at the required time.
>
> "The contract should have been readvertised in order to get a fair price and determine the additional amount necessary to do the work.
>
> "It would seem advisable to modify the contract so as to include that portion of the work which may be done with funds available and to make a new request for additional corporate stock if then found necessary.
>
> "It is also probable that a considerable portion of the excavation can be done by labor from the institutions and that practically all of the work planned can be done with the existing funds."

We recommend that the request for $15,731 corporate stock be *denied* and that a copy of this report be transmitted to the Department of Public Charities.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller; FRANK L. DOWLING, President, Board of Aldermen; LEWIS H. POUNDS, President, Borough of Brooklyn; DOUGLAS MATHEWSON, President, Borough of The Bronx; Corporate Stock Budget Committee.

The following resolution was offered:

Resolved, That the request of the Commissioner of Public Charities, dated August 29, 1917, for eighteen thousand five hundred dollars ($18,500) corporate stock to provide additional funds for the award of a contract for furnishing and installing new water mains at Sea View Hospital and New York Farm Colony, Richmond, is hereby *denied* for the reason that the bid received for the work, and the additional amount of corporate stock requested, is exorbitant.

Which was adopted by the following vote:

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

The Secretary was directed to transmit copy of report of the Committee on Corporate Stock Budget to the Commissioner of Public Charities.

Bellevue and Allied Hospitals—Appropriation for Alterations to Basement of Bellevue Hospital (Cal. No. 9).

The Secretary presented a report of the Committee on Corporate Stock Budget recommending an authorization of $1,800 corporate stock for the purpose of preparing the basement of pavilions "I" and "K" of Bellevue Hospital for a dining room for the employees of the hospital.

Which was laid over one week (December 7, 1917), under Rule 19.

Committee on Salaries and Grades.

Law Department—Transfer of Appropriation (Cal. No. 10).

The Secretary presented a communication dated September 15, 1917, from the Acting Corporation Counsel, requesting transfer of funds within appropriation for 1916; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 22, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On September 15, 1917, the CORPORATION COUNSEL requested *transfer of funds within the* 1916 *appropriation to the Law Department.* The Bureau of Personal Service reports thereon as follows:

> "Purpose—To provide funds to meet the expense of a Medical Expert.
>
> "Reason—Dr. Wm. H. Stewart has filed a bill for services in the action of Francis *v.* The City of New York, amounting to $100.
>
> "Finding—The bill of Dr. Stewart is a proper charge against the 1916 appropriation to the Law Department. There is no balance in Code No. 128 for 1916, Services of Medical Experts, Law Department, to meet the bill. There is a sufficient balance in Code No. 124, 1916, Services of Experts, Law Department, to permit the transfer of $100 to Code No. 128."

Recommendation—In view of the above report, the Committee recommends transfer of $100 from Code No. 124 for 1916 to Code No. 128 for 1916. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Law Department for the year 1916, as follows:

	FROM	
124	Services of Experts	$100 00
	TO	
128	Services of Medical Experts	$100 00

Which was adopted by the following vote:

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

President, Borough of Brooklyn—Modification of Schedule (Cal. No. 11).

The Secretary presented a communication, dated November 19, 1917, from the Acting President, Borough of Brooklyn, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 23, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 19, 1917, the PRESIDENT OF THE BOROUGH OF BROOKLYN requested *modification of Code* 576*TCS for his office for the year* 1917. The Bureau of Personal Service reports thereon as follows:

> "Purpose—To change the schedule lines, 'Mason, $5 per day, from 328 to 416 days,' and 'Laborer, $2.50 per day, from 87,776 days to 87,600 days.'
>
> "Reason—Additional mason work in the Bureau of Highways over what was originally estimated has been found to be necessary and this modification is requested in order to make provision therefor.
>
> "Finding—The request is reasonable and the work is necessary."

Recommendation—In view of the above report, the committee recommends that the request be granted by adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the office of the President, Borough of Brooklyn, for the year 1917, as follows:

Personal Service, Wages, Temporary Employees, Care of Highways, Roadways, Viaducts and Streets.

576TCS	Tax Levy, Corporate Stock, Special Corporate Stock (Assessment) and Special and Trust Fund Force—	
	Foreman at $4.50 per day (3,747 days)	$16,861 50
	Foreman at $4 per day (8,566 days)	34,264 00
	Assistant Foreman at $3.50 per day (1,148 days)	4,018 00
	Steam Roller Engineer at $5.50 per day (1,450 days)	7,975 00
	Inspector at $4.93 per day (720 days)	3,549 60
	Inspector at $4 per day (4,045 days)	16,180 00
	Paver at $5 per day (7,256 days)	36,280 00
	Rammer at $4 per day (3,578 days)	14,312 00
	Flagger at $4.50 per day (1,106 days)	4,977 00
	Mason at $5 per day (416 days)	2,080 00
	Carpenter at $5 per day (831 days)	4,155 00
	Laborer at $3 per day (2,403 days)	7,209 00
	Laborer at $2.50 per day (87,600 days)	219,000 00
	Painter at $5 per day (277 days)	1,385 00
	Blacksmith at $4.50 per day (56 days)	252 00
	Blacksmith at $5 per day (550 days)	2,750 00
	Blacksmith's Helper at $3 per day (56 days)	168 00
	Blacksmith's Helper at $3.50 per day (550 days)	1,925 00
	Schedule Total	$377,341 10
	Tax Levy Allowance	$263,584 10
	Corporate Stock Allowance	8,000 00
	Special Corporate Stock (Assessment) Allowance	4,000 00
	Special and Trust Fund Allowance	101,757 00
	Total Allowance	$377,341 10

Which was adopted by the following vote:

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

President, Borough of The Bronx—Modification of Schedule (Cal. No. 12).

The Secretary presented a communication, dated November 26, 1917, from the President, Borough of The Bronx, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 26, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 26, 1917, the PRESIDENT OF THE BOROUGH OF THE BRONX requested *modification of Code* 466 *for his office for the year* 1917. The Bureau of Personal Service reports thereon as follows:

"Request—In Code 466, Care of Public Buildings and Offices, to set up a line, Attendant, 1 at $2.50 per day (365 days), and reduce the allowance for Laborer at the same rate by one.

"Reason—In order to provide for change of title of a Laborer to Attendant. The incumbent of this position is qualified under Civil Service rules and is provided for in the budget for 1918 as Attendant.

"Finding—The request is reasonable."

Recommendation—In view of the above report, the Committee recommends that the request be granted by adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the office of the President of the Borough of The Bronx for the year 1917 as follows:

466	Care of Public Buildings and Offices, Repairing—	
	Carpenter, 2 at $5 per day (313 days)	$3,130 00
	Housesmith, 1 at $5.50 per day (313 days)	1,721 50
	Laborer, 4 at $3 per day (365 days)	4,380 00
	Laborer, 8 at $2.50 per day (365 days)	7,300 00
	Attendant, 1 at $2.50 per day (365 days)	912 50
	Laborer, 3 at $2.50 per day (313 days)	2,347 50
	Watchman, 3 at $2.50 per day (365 days)	2,737 50
	Schedule Total	$22,529 00

Which was adopted by the following vote:

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

President, Borough of Richmond—Modification of Schedule (Cal. No. 13).

The Secretary presented a communication, dated November 20, 1917, from the Acting President, Borough of Richmond, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 26, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 20, 1917, the President of the Borough of Richmond requested modification of Code 768TC for his office for the year 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—To deduct $325 from the Special Corporate Stock (Assessment) Allowance, and add a like sum to the Corporate Stock Allowance.

"Reason—In order to adjust the other than the Tax Levy Allowances in this schedule to meet payroll conditions caused by authorization of a larger amount of repaving work than was originally estimated for.

"Finding—The request is reasonable and necessary."

Recommendation—In view of the above report, the Committee recommends that the request be granted by adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule totals, as revised, for the office of the President of the Borough of Richmond for the year 1917, as follows:

768TC	Wages Regular Employees, Engineering, Summary—	
	Schedule Total	$14,544 00
	Tax Levy Allowance	$13,026 00
	Corporate Stock Allowance	1,025 00
	Special Corporate Stock (Assessment) Allowance	493 00
	Total Allowance	$14,544 00

Which was adopted by the following vote:

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

President, Borough of Richmond—Modification of Schedule (Cal. No. 14).

The Secretary presented a communication, dated November 12, 1917, from the Commissioner of Public Works, Borough of Richmond, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 21, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 12th, 1917, the PRESIDENT OF THE BOROUGH OF RICHMOND requested *modification of Code* 771 for his office for the year 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—To eliminate the lines 'Stationary Engineer, $4.50 per day (100 days),' and 'Laborer, $3 per day (300 days),' and to set up a line 'Laborer, $2.50 per day (309 days).'

"Reason—On October 19th, 1917 (Cal. No. 44), and October 26th, 1917 (Cal. No. 25), there was transferred from this account $875.50 and $287, respectively, a total of $1,162.50, leaving a balance in the two lines noted of $187.50. It is desired to eliminate these lines, which it has not been necessary to use for their original purpose, and to provide a line for Laborer at $2.50 per day with the balance and $585 now carried as Balance Unassigned. The adjustment of schedule is to meet existing conditions.

"Finding—The request is reasonable and necessary."

Recommendation—In view of the above report, the Committee recommends that the request be granted by adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the office of the President of the Borough of Richmond for the year 1917, as follows:

771	Final Disposition—	
	Stationary Engineer, at $4.50 per day (56 days)	$252 00
	Hostler, at $2.50 per day (300 days)	750 00
	Laborer, at $2.50 per day (309 days)	772 50
	Schedule Total	$1,774 50

Which was adopted by the following vote:

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

Department of Parks, Boroughs of Manhattan and Richmond—Modification of Schedule (Cal. No. 15).

The Secretary presented communications, dated November 7 and 12, 1917, from the Acting Commissioner of Parks, Boroughs of Manhattan and Richmond, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 22, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 7th and 12th, 1917, the DEPARTMENT OF PARKS, MANHATTAN AND RICHMOND, requested *modification of Schedule* 1119-*C for* 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—To increase the line Inspector at $1,500 from fifteen to sixteen and a half months.

"Reason—At Corlear's Hook Park, Borough of Manhattan, there is a concrete bulkhead under construction. The original contract was awarded on June 15th. On November 8, 1917, the Park Board extended the time for completion of this work 60 days from November 1st. The work has been retarded owing to tidal conditions and the inability of the Contractor to secure material as speedily as he required.

"Inspection must be provided for this improvement. The Inspector on this masonry work is paid entirely out of Corporate Stock funds; therefore, no increase in Tax Levy is involved. The extension of time for a month and a half from November 15th will enable the department to continue on this work the same Inspector who has been employed since its inception. The Fund against which the payroll charges can be made is designated on the books of the Finance Department as 'C. D. P. 77A,' and contains a balance sufficient to meet the request.

"Finding—The request is reasonable and proper."

Recommendation—In view of the above report, the Committee recommends that the request be approved by the adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Department of Parks, Boroughs of Manhattan and Richmond, for the year 1917, effective November 15, 1917, as follows:

Personal Service, Salaries, Temporary Employees.

1119C	Engineering, Corporate Stock Force—	
	Assistant Engineer, 11 months, at $2,550	$2,337 50
	Assistant Engineer, 8 months, at $2,550	1,700 00
	Inspector, 16½ months, at $1,500	2,062 50
	Rodman, 11 months, at $1,050	962 50
	Axeman, 7 months, at $1,050	612 50
	Schedule Total	$7,675 00
	Corporate Stock Allowance	7,675 00

Which was adopted by the following vote:

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

Department of Parks, Borough of Brooklyn—Transfer of Appropriation and Modification of Schedules (Cal. No. 16).

The Secretary presented communications, dated October 26 and November 8, 1917, from the Commissioner of Parks, Borough of Brooklyn, requesting modification of schedules involving transfer within appropriation for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 24, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On October 26th and November 8th, 1917, the DEPARTMENT OF PARKS, BROOKLYN, requested *modification of Schedules* 1281, 1283, 1284 *and* 1285 *for* 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—To modify existing lines in Schedules 1281, 1283, 1284 and 1285 involving a transfer of $803.75 within the departmental appropriation.

"Reason—The modification and transfers are necessary to effect a readjustment of the department's forces. The organization will now be placed on a winter working basis and the adjustments herein made are expected to carry the force to the end of the year.

"Finding—The request is reasonable and proper."

Recommendation—In view of the above report, the Committee recommends that the request be approved by the adoption of the attached resolutions. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Parks, Borough of Brooklyn, for the year 1917, as follows:

Personal Service, Wages, Temporary Employees.

FROM

1283	Additions, Improvements and Extensive Alterations to Park Properties	$215 00
1284	Care of Trees in City Streets	588 75
		$803 75

TO

1281	Operation and Current Maintenance of Park Properties, Including Minor Additions and Alterations	$803 75

Which was adopted by the following vote:

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

—

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Parks, Borough of Brooklyn, for the year 1917, as follows:

Wages, Temporary Employees.

1281	Operation and Current Maintenance of Park Properties, Including Minor Additions and Alterations—	
	Bricklayer, at $6 per day (100 days)	$600 00
	Plumber, at $5.50 per day (797 days)	4,383 50
	Housesmith, at $5.50 per day (168 7-11 days)	927 50
	Housesmith, at $5.80 per day (40 days)	232 00
	Carpenter, at $5 per day (1,731 days)	8,655 00
	Mason, at $5 per day (540 days)	2,700 00
	Tinsmith, at $5 per day (250 days)	1,250 00
	Electrician, at $5 per day (68½ days)	342 50
	Electrician, at $5.20 per day (126½ days)	657 80
	Horseshoer, at $4.50 per day (270 days)	1,215 00
	Blacksmith, at $4.50 per day (50 days)	225 00
	Blacksmith, at $5 per day (547 days)	2,735 00
	Machinist, at $5 per day (292 days)	1,460 00
	Letterer, at $5 per day (263 days)	1,315 00
	Painter, at $5 per day (1,296 days)	6,480 00
	Wheelwright, at $4 per day (600 days)	2,400 00
	Harnessmaker, at $4 per day (270 days)	1,080 00
	Blacksmith's Helper, at $3.50 per day (600 days)	2,100 00
	Machinist's Helper, at $3.50 per day (277 days)	969 50
	Electrician's Helper, at $3 per day (307 days)	921 00
	Plumber's Helper, at $3 per day (797 days)	2,391 00
	Auto Engineman, at $3.50 per day (1,107 days)	3,874 50
	Toolman, at $4 per day (300 days)	1,200 00
	Climber and Pruner, at $2.75 per day (3,400 days)	9,350 00
	Climber and Pruner, at $2.60 per day (850 days)	2,210 00
	Climber and Pruner, at $2.50 per day (4,000 days)	10,000 00
	Gardener, at $2.75 per day (6,420 days)	17,655 00
	Laborer, at $3 per day (1,689 1-3 days)	5,068 00
	Laborer, at $2.50 per day (70,092½ days)	175,231 25
	Driver, at $2.50 per day (6,965 days)	17,412 50
	Attendant, at $2 per day (13,047 days)	26,094 00
	Cleaner, at $2 per day (663 days)	1,326 00
	Schedule Total	$312,461 05
1283	Additions, Improvements and Extensive Alterations to Park Properties—	
	Plumber, at $5.50 per day (60 days)	$330 00
	Housesmith, at $5.50 per day (93 4-11 days)	513 50

	Mason, at $5 per day (220 days)	1,100 00
	Carpenter, at $5 per day (760 days)	3,800 00
	Tinsmith, at $5 per day (20 days)	100 00
	Painter, at $5 per day (162 days)	810 00
	Plumber's Helper, at $3 per day (60 days)	180 00
	Laborer, at $3 per day (423 days)	1,269 00
	Laborer, at $2.50 per day (2,775 days)	6,937 50
	Electrician, at $5 per day (26 22-25 days)	134 40
	Electrician's Helper, at $3 per day (28 days)	84 00
	Schedule Total	$15,258 40
1284	Care of Trees in City Streets—	
	Pruner and Climber, at $2.75 per day (3,575 days)	$9,831 25
	Pruner and Climber, at $2.60 per day (750 days)	1,950 00
	Pruner and Climber, at $2.50 per day (3,970 days)	9,925 00
	Schedule Total	$21,706 25
1285	Operation of Play Grounds and School Farms—	
	Play Leader, at $3 per day (8,295 days)	$24,885 00
	Play Leader, at $3.50 per day (300 days)	1,050 00
	School Farm Attendant, at $2.50 per day (1,088 days)	2,720 00
	Swimming Instructor, at $3 per day (300 days)	900 00
	Schedule Total	$29,555 00

Which was adopted by the following vote:

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

Department of Parks, Borough of The Bronx—Transfer of Appropriation and Modification of Schedules (Cal. No. 17).

The Secretary presented communications, dated October 31 and November 7, 1917, from the Commissioner of Parks, Borough of The Bronx, requesting modification of schedules to enable the Department to comply with a resolution of this Board adopted October 19, 1917 (Cal. No. 40), fixing the rate of pay for Plumbers at $6 per day, effective July 1, 1917, and transfer of funds within appropriation for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 14, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On October 31 and November 7, 1917, the DEPARTMENT OF PARKS, THE BRONX, requested *modification of Schedules* 1215, 1216 *and* 1217 *for* 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—(1) To authorize, under the provisions of subdivision 7 of section 188 of the Greater New York Charter, an issue of $138.25 special revenue bonds.

"(2) To *reduce,* in Schedule 1215, the line 'Playground Attendant, at $3 per day, by 72 days'; and in schedule 1217 the line 'Climber and Pruner at $2.70 per day by 75 days.

"To *Increase,* in schedule 1216, the lines Steam Roller Engineer at $5.50 per day by 30 days; Stoker, at $3 per day, by 60 days, and Engineman at $3.50 per day, by 21 days.

"Reason—(1) To enable the department to comply with a resolution of this Board fixing the rate of pay for Plumbers at $6 per day, effective July 1, 1917.

"(2) To provide for the current work of the department by transfer of funds within departmental schedules, using those showing a surplus to offset others in which there is a deficit. No increase of tax levy allowance is involved.

"Finding—The request is reasonable and proper."

Recommendation—In view of the above report, the Committee recommends that the request be approved by the adoption of the attached resolutions.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Parks, Borough of The Bronx, for the year 1917, as follows:

Personal Service, Wages, Temporary Employees.

FROM

1215	Operation of Playgrounds	$216 00
1217	Care of Trees in City Streets	202 50
		$418 50

TO

1216	Care of Parks and Boulevards	$418 50

Which was adopted by the following vote:

Affirmative—The Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—12.

Negative—The President of the Borough of The Bronx—1.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Parks, The Bronx, for the year 1917, and recommends the issue of one hundred thirty-eight dollars and twenty-five cents ($138.25) special revenue bonds, pursuant to subdivision 7 of section 188 of the Greater New York Charter, to provide for the increased per diem compensation of Plumbers, as follows:

Personal Service, Wages, Temporary Employees.

1215	Operation of Playgrounds—	
	Playground Attendant at $3 per day (1,400 days)	$4,200 00

		Paid from Tax Levy Appropriation.	Paid from Special Revenue Bonds.	Total.
1216	Care of Parks and Boulevards—			
	Mason at $5 per day (200 days)	$1,000 00	.....	$1,000 00
	Plumber at $6 per day (87⅔ days)	387 75	$138 25	526 00
	Plumber at $5.50 per day (484½ days)	2,664 75	.....	2,664 75
	Painter at $5.50 per day (1,150 days)	5,750 00	.....	5,750 00
	Tinsmith at $5 per day (100 days)	500 00	.....	500 00
	Carpenter at $5 per day (2,150 days)	10,750 00	.....	10,750 00
	Laborer at $2.50 per day (61,550 days)	153,875 00	.....	153,875 00
	Laborer at $2.70 per day (1,805 days)	4,873 50	.....	4,873 50
	Auto Lawn Mower Engineman at $3.50 per day (716 days)	2,506 00	.....	2,506 00
	Steam Roller Engineer at $5.50 per day (230 days)	1,265 00	.....	1,265 00
	Stoker at $3 per day (508 days)	1,524 00	.....	1,524 00
	Engineman at $3.50 per day (627 days)	2,194 50	.....	2,194 50
	Cleaner at $1.75 per day (3,255 days)	5,696 25	.....	5,696 25
	Automobile Machinist at $4.50 per day (70 days)	315 00	.....	315 00
	Automobile Machinist at $5 per day (233 days)	1,165 00	.....	1,165 00
	Schedule Total			$194,605 00
	Tax Levy Allowance			$194,466 75
	Special Revenue Bond Allowance			138 25
	Total Allowance			$194,605 00

		Paid from Tax Levy Appropriation.	Paid from Special Revenue Bonds.	Total.
1217	Care of Trees in City Streets—			
	Engineman at $3.50 per day (535 days)			$1,872 50
	Climber and Pruner at $2.50 per day (5,454 days)			13,635 00
	Climber and Pruner at $2.70 per day (531 days)			1,433 70
	Schedule Total			$16,941 20

Which was adopted by the following vote:

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

Department of Parks, Borough of Queens—Modification of Schedule (Cal. No. 18).

The Secretary presented a communication, dated October 23, 1917, from the Commissioner of Parks, Borough of Queens, requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 22, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On October 23, 1917, the DEPARTMENT OF PARKS, QUEENS, requested *modification of Schedule* 1381 *for* 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—To reduce the line Climber and Pruner, at $2.50 a day, by 140 days, and increase the line Gardener, at $2.75 per day, by 127 3-11 days.

"Reason—At this season of the year there is considerable work for Gardeners. The transfer of plants from the park flower beds to the greenhouses and the setting of bulbs in soil require that additional days be provided. The requested allowance for Gardeners can be secured by a corresponding decrease of days for Climbers and Pruners, as this latter line shows a surplus over requirements for the balance of the year.

"Finding—The request is reasonable and proper."

Recommendation—In view of the above report, the Committee recommends that the request be approved by the adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Department of Parks, Queens, for the year 1917, as follows:

Personal Service.

1381	Wages Temporary Employees—	
	Engineer at $4.50 per day (325 days)	$1,462 50
	Driver, at $2.50 per day (1,606 days)	4,015 00
	Laborer, at $2.50 per day (17,021 days)	42,552 50
	Gardener, at $2.75 per day (927 3-11 days)	2,550 00
	Climber and Pruner, at $2.50 per day (9,745 days)	24,362 50
	Climber and Pruner, at $2.70 per day (1,515 days)	4,090 50
	Auto Lawn Mower Engineer, at $3.50 per day (90 days)	315 00
	Painter, at $5 per day (153 days)	765 00
	Carpenter, at $5 per day (60 days)	300 00
	Schedule Total	$80,413 00

Which was adopted by the following vote:

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

Department of Parks, Borough of Queens—Transfer of Appropriation and Modification of Schedules (Cal. No. 19).

The Secretary presented a communication, dated November 2, 1917, from the Commissioner of Parks, Borough of Queens, requesting modification of schedules for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof and transfer of appropriation:

November 23, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 2, 1917, the DEPARTMENT OF PARKS, QUEENS, requested *modification of schedules* 1377 *and* 1381 *for* 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—To decrease, in schedule 1381, the line 'Laborer at $2.50 per day' by 13 3-10 days, and transfer the amount ($33.25) so obtained to the line 'Plumber at $6 per day' in schedule 1377.

"Reason—To enable the Department to comply with a resolution of this Board fixing the rate of pay for Plumbers at $6 per day, effective July 1, 1917. The decrease in Laborers will not impair the current work of the department.

"Finding—The request is proper and necessary."

Recommendation—In view of the above report, the Committee recommends that the request be approved by the adoption of the attached resolutions. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Parks, Borough of Queens, for the year 1917, as follows:

Personal Service.

FROM

1381	Wages, Temporary Employees	$33 25

TO

1377	Wages, Regular Employees	$33 25

Which was adopted by the following vote:

Affirmative—The Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—12.

Present and not voting—The President of the Borough of The Bronx.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Parks, Queens, for the year 1917, as follows:

1377	Wages, Regular Employees—	
	Foreman Mechanic, 1 at $5.50 per day (313 days)	$1,721 50
	Foreman, 1 at $4 per day (365 days)	1,460 00
	Foreman, 2 at $3.50 per day (365 days)	2,555 00
	Foreman, 2 at $3.50 per day (313 days)	2,191 00
	Head Gardener, 1 at $4 per day (365 days)	1,460 00
	Gardener, 2 at $3.50 per day (365 days)	2,555 00
	Gardener, 4 at $3 per day (365 days)	4,380 00
	Gardener, 5 at $2.75 per day (365 days)	5,018 75
	Carpenter, 1 at $5 per day (277 days)	1,385 00
	Plumber, 1 at $5.50 per day (248 days)	1,364 00
	Plumber, 1 at $6 per day (32⅛ days)	192 75
	Plumber's Helper, 1 at $3.25 per day (277 days)	900 25
	Painter, 1 at $5 per day (277 days)	1,385 00
	Stationary Engineer, 1 at $4.50 per day (365 days)	1,642 50
	Blacksmith, 1 at $4.50 per day (24 days)	108 00
	Blacksmith, 1 at $5 per day (253 days)	1,265 00
	Blacksmith's Helper, 1 at $3.50 per day (277 days)	969 50
	Hostler, 2 at $2.50 per day (365 days)	1,825 00
	Skilled Laborer, 1 at $3 per day (365 days)	1,095 00
	Skilled Laborer, 6 at $2.75 per day (365 days)	6,022 50
	Playground Attendant, 1 at $3 per day (313 days)	939 00

	Attendant (Male), 1 at $2.50 per day (365 days)	912 50
	Attendant (Female), 3 at $2 per day (365 days)	2,190 00
	Nurseryman, 1 at $3 per day (365 days)	1,095 00
	Schedule Total	$44,632 25
1381	Wages, Temporary Employees—	
	Engineer, at $4.50 per day (325 days)	$1,462 50
	Driver, at $2.50 per day (1,606 days)	4,015 00
	Laborer, at $2.50 per day (17,007 7-10 days)	42,519 25
	Gardener, at $2.75 per day (927 3-11 days)	2,550 00
	Climber and Pruner, at $2.50 per day (9,745 days)	24,362 50
	Climber and Pruner, at $2.70 per day (1,515 days)	4,090 50
	Auto Lawn Mower Engineer, at $3.50 per day (90 days)	315 00
	Painter, at $5 per day (153 days)	765 00
	Carpenter, at $5 per day (60 days)	300 00
	Schedule Total	$80,379 75

Which was adopted by the following vote:

Affirmative—The Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—12.

Present and not voting—The President of the Borough of The Bronx.

Police Department—Modification of Schedule (Cal. No. 20).

The Secretary presented a communication, dated November 15, 1917, from the Police Commissioner requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 20, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 15, 1917, the POLICE COMMISSIONER requested *modification of a salary schedule for* 1917. The Bureau of Personal Service reports thereon as follows:

"Proposed Change—In No. 1601, to eliminate a vacant position of Clerk at $1,080, reduce a position of Clerk from $840 to $720 and add a position of Statistician at $1,200.

"Reason Given—In order to provide for the appointment of an employee for statistical work under the proper civil service title.

"Result of Investigation—The request is proper. The work to be performed falls within Group 1 of the Statistician Group, with a minimum compensation of $1,200."

Recommendation—In view of the above report the Committee recommends that the request be approved by the adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Police Department for 1917, as follows:

Personal Service, Salaries, Regular Employees.

1601	Administration—	
	Chief Clerk	$3,500 00
	Deputy Clerk	3,500 00
	Deputy Clerk	3,000 00
	Deputy Clerk	2,580 00
	Deputy Clerk, 2 at $2,400	4,800 00
	Deputy Clerk	2,100 00
	Deputy Clerk, 2 at $2,000	4,000 00
	Deputy Clerk, 2 at $1,440	2,880 00
	Deputy Clerk	1,560 00
	Deputy Clerk, 3 at $1,320	3,960 00
	Deputy Clerk, 4 at $1,200	4,800 00
	Deputy Clerk, 7 at $1,140	7,980 00
	Deputy Clerk, 3 at $1,080	3,240 00
	Deputy Clerk	1,000 00
	Clerk	1,140 00
	Clerk, 10 at $960	9,600 00
	Clerk, 7 at $900	6,300 00
	Clerk, 12 at $840	10,080 00
	Clerk, 4 at $720	2,880 00
	Clerk, 2 at $600	1,200 00
	Clerk, 9 at $540	4,860 00
	Clerk	300 00
	Property Clerk	2,400 00
	Assistant Property Clerk	1,500 00
	Assistant Property Clerk	1,320 00
	Purchasing Agent	2,700 00
	Statistician	1,980 00
	Statistician	1,200 00
	Trial Stenographer	2,500 00
	Stenographer and Typewriter	1,680 00
	Stenographer and Typewriter	1,200 00
	Stenographer and Typewriter, 2 at $1,200	2,400 00
	Stenographer and Typewriter	1,020 00
	Stenographer and Typewriter, 4 at $960	3,840 00
	Stenographer and Typewriter, 2 at $900	1,800 00
	Stenographer and Typewriter, 2 at $840	1,680 00
	Stenographer and Typewriter	780 00
	Accountant	2,400 00
	Bookkeeper	1,320 00
	Bookkeeper	960 00
	Bookkeeper, 2 at $840	1,680 00
	Typist	840 00
	Typist	720 00
	Typist, 2 at $840	1,680 00
	Assistant Electrical Engineer	2,700 00
	Foreman Printer	1,820 00
	Examiner of Purchase and Supplies	1,740 00
	Stores Foreman, 2 at $960	1,920 00
	Hollerith Machine Operator, 3 at $780	2,340 00
	Hollerith Machine Operator	720 00
	Balance unassigned	241 00
	Schedule Total	$134,341 00

Which failed of adoption by the following vote:

Affirmative—The Comptroller and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—10.

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

Section 226 of the Charter requires 12 affirmative votes for the adoption of a resolution of this character upon its original presentation.

The matter was laid over one week (December 7, 1917).

Armory Board—Modification of Schedule (Cal. No. 21).

The Secretary presented a communication, dated November 1, 1917, from the Secretary of the Armory Board requesting an issue of $220 Special Revenue Bonds to provide funds for payment of wages of four employees of the Fifteenth Regiment Infantry from June 30 to July 15, 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof by modification of schedule for 1917:

November 16, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 1, 1917, the SECRETARY OF THE ARMORY BOARD requested an *additional issue of special revenue bonds,* pursuant to the provisions of subdivision 7, section 188 of the Greater New York Charter. The Bureau of Personal Service reports thereon as follows:

"Purpose—To provide funds for the payment of wages for employees of the armory located at Harlem River Casino, 126th street and Second avenue, and occupied by part of the Fifteenth Regiment Infantry from June 30 to July 15, 1917.

"Reason—At the time the temporary schedule was adopted it was understood that the temporary quarters were abandoned on June 29, 1917, but the regiment did not leave until July 15, 1917. The request is for an additional allowance of $220 for 16 days each for the four employees engaged for the proper care of the quarters.

"Finding—The request is proper and necessary."

Recommendation—In view of the above report the Committee recommends that the request be granted by the adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the following schedule as revised for the National Guard and Naval Militia, New York County, for the year 1917, and recommends the issue of special revenue bonds in the amount of six hundred eighty-five dollars ($685) to provide for the temporary positions thereunder, pursuant to subdivision 7, section 188, of the Greater New York Charter:

Personal Service, Wages Temporary Employees.

3148½	First Battalion, Fifteenth Regiment, Infantry—	
	Armorer, at $4 per day (47 days)	$188 00
	Janitor, at $4 per day (42 days)	168 00
	Engineer, at $4 per day (47 days)	188 00
	Laborer, at $3 per day (47 days)	141 00
	Schedule Total	$685 00
	Special Revenue Bond Allowance	685 00

Which was adopted by the following vote:

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

Department of Public Charities—Issue of Special Revenue Bonds and Modification of Schedules (Cal. No. 22).

The Secretary presented a resolution adopted October 23, 1917, by the Board of Aldermen requesting an issue of $8,951 special revenue bonds to provide for the continuation of the steamboat service to Blackwell's Island for the remainder of this year; a communication, dated August 27, 1917, from the Commissioner of Public Charities requesting modification of schedules for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 26, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On October 23, 1917, the Board of Aldermen adopted a resolution requesting an issue of special revenue bonds in the sum of eight thousand nine hundred and fifty-one dollars ($8,951), the proceeds thereof to be used for DEPARTMENT OF PUBLIC CHARITIES for salaries for the year 1917 for Pilots, Engineers, Mates and Hospital Helpers, to continue the steamboat service to Blackwell's Island to December 31, 1917. The request involves a modification of salary schedules Nos. 1910 and 1936. The Bureau of Personal Service reports thereon as follows:

"Proposed Change—To increase amounts set up in the schedules for the operation of the steamboat service to Blackwell's Island from a ten months' basis to a twelve months' basis.

"Reason Given—The delay in the completion of the new storehouse on Blackwell's Island containing elevator connection with Queensboro Bridge makes it necessary to continue the steamboat service.

"Result of Investigation—The request is proper. The elevator service will not be available this year."

Recommendation—In view of the foregoing, the Committee recommends the approval of the request by the adoption of the attached resolutions. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; FRANK L. DOWLING, Acting Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

On motion, Rule 19 was waived in this matter and the following resolution was offered:

Resolved, That the resolution adopted by the Board of Aldermen on October 23, 1917, requesting an issue of special revenue bonds in the sum of eight thousand nine hundred and fifty-one dollars ($8,951), the proceeds thereof to be used for the Department of Public Charities for salaries for the year 1917 for Pilots, Engineers, Mates, Stokers and Hospital Helpers to continue the steamboat service to Blackwell's Island to December 31st, 1917, be and the same is hereby approved of and concurred in by the Board of Estimate and Apportionment, and for the purpose of providing means therefor the Comptroller be and is hereby authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue special revenue bonds of the City of New York to an amount not exceeding eight thousand nine hundred and fifty-one dollars ($8,951), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the schedule, as revised, for the Department of Public Charities for 1917, as follows:

Salaries, Temporary Employees.

		Paid from Tax Levy Appropriations.	Paid from Special Revenue Bonds.	Total.
1910	Steamboats—			
	Pilot, 2 at $1,920 (7 months)	$250 00	$1,990 00	$2,240 00
	Pilot, 2 at $1,620 (5 months)	1,080 00	270 00	1,350 00
	Pilot, 2 at $1,800 (7 months)	1,250 00	500 00	1,750 00
	Pilot, 2 at $1,400 (5 months)	1,166 67	.....	1,166 67
	Pilot, 4 at $1,400 (12 months)	466 67	5,000 00	5,466 67
	Engineer, 3 at $1,500 (12 months)	1,500 00	3,000 00	4,500 00
	Engineer, 5 at $1,350 (12 months)	2,250 00	4,500 00	6,750 00
	Deckhand, 21 at $720 (12 months)	5,280 00	10,440 00	15,720 00
	Mate, 2 at $900 (12 months)	600 00	1,200 00	1,800 00
	Pilot (vacation substitute), at $1,400 (210 days)	161 10	644 38	805 48
	Engineer (vacation substitute), at $1,350 (210 days)	155 34	621 37	776 71
	Mate (vacation substitute), at $900 (42 days)	.....	103 56	103 56
	Hospital Helpers	5,050 00	1,495 00	6,545 00
	Total	$19,209 78	$29,764 31	$48,974 09
1936	Steamboats—			
	Stoker, 12 at $3 per day (365 days)	$4,320 00	$8,820 00	$13,140 00
	Stoker (vacation substitute), at $3 per day (196 days)	84 00	504 00	588 00
		$4,404 00	$9,324 00	$13,728 00

Which was adopted by the following vote:

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

Bellevue and Allied Hospitals—Modification of Schedules (Cal. No. 23).

The Secretary presented a communication, dated November 8, 1917, from the Board of Trustees, Bellevue and Allied Hospitals, requesting modification of schedules

for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 21, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 12th the DEPARTMENT OF BELLEVUE AND ALLIED HOSPITALS requested the *modification of salary schedules, Codes* 2064 *and* 2033. The Bureau of Personal Service reports thereon as follows:

"Proposed Change—(1) In Code 2064, to increase the time allowance for Fireman at $3 a day from 42 days to 103 days.

"Reason—To provide for the operation of the boiler at low pressure for heating the new building for the out-patient department at Gouverneur Hospital.

"Result of Investigation—The building is practically complete and ready for use and must be heated.

"Proposed Change—(2) In Code 2033, to provide a new line, Hospital Helper, $600, 2 months.

"Reason—To provide for the cleaning and care of the building referred to above.

"Result of Investigation—The force is required. The minimum rate allowed by the standard specifications is $528 without maintenance."

Recommendation—In view of the foregoing statement, the Committee recommends that the request be approved by the adoption of the attached resolutions.

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated to Bellevue and Allied Hospitals for the year 1917, as follows:

	FROM	
	Salaries, Temporary Employees.	
2031	General Administration	$885 48
	TO	
2033	Gouverneur Hospital, Salaries, Temporary Employees	$702 48
2064	Gouverneur Hospital, Wages, Temporary Employees	183 00
		$885 48

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the schedules, as revised, for Bellevue and Allied Hospitals for 1917, as follows:

2033	Gouverneur Hospital, Salaries, Temporary Employees—	
	Nursing Care—Trained Nurse, Pupil Nurse and Attendant (maximum salary rate, $600 per annum, with maintenance)	$4,376 00
	Other Than Nursing Care—Hospital Helpers (maximum salary, $360 per annum, with maintenance; $528 per annum, without maintenance)	1,752 48
		$6,128 48
2064	Gouverneur Hospital, Wages, Temporary Employees, Maintenance and Operation of Plant—	
	Engineer, 42 days at $4.50	$189 00
	Fireman, 103 days at $3	309 00
		$498 00

Which was adopted by the following vote:

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

Department of Plant and Structures—Retirement of Edward Waide, Stoker (Cal. No. 24).

(On October 11, 1917 (Cal. No. 42), this matter was referred to the Committee on Salaries and Grades.)

The Secretary presented a communication, dated October 4, 1917, from the Commissioner of Plant and Structures requesting retirement of Edward Waide, Stoker; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 16, 1917.

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

Gentlemen—At a meeting of your board, held October 11, 1917, there was submitted a communication from the Commissioner of Plant and Structures, dated October 4, 1917, recommending the retirement of Edward Waide, a Stoker in the Department of Plant and Structures.

The Commissioner's communication was as follows:

"I transmit herewith application of Mr. Edward Waide, of No. 175 East 93rd Street, Manhattan, a Stoker in the employ of this Department, for retirement on a pension, pursuant to the provisions of chapter 669 of the Laws of 1911, as amended by chapter 479 of the Laws of 1912.

"Mr. Waide was appointed in the Police Department on September 13, 1882, where he remained until May 19, 1890. On May 20, 1890, he was appointed a Machinist's Helper on the Brooklyn Bridge and has continued in the service of the trustees of the said bridge and their successors, the Department of Bridges and the Department of Plant and Structures, successively as a Fireman and Stoker, since that date. He is over fifty-nine years of age.

"Mr. Waide was examined by the Board of Medical Examiners appointed by the Committee on Salaries and Grades of the Board of Estimate and Apportionment and in their certificate dated October 2, 1917, which is hereto annexed, they state that, in their opinion, he is unfit for the duties of his position, and suggest that his retirement be recommended.

"Mr. Waide's record in this Department is an excellent one and he is well spoken of by all the men under whom he has served.

"In view of his application for retirement and the opinion of the Board of Examiners, I respectfully request your Honorable Board to act favorably upon the application of Edward Waide for retirement on a pension."

On October 2, 1917, Mr. Waide was examined by the Board of Medical Examiners. The report of the said board is attached hereto and states in conclusion:

"In our opinion applicant is permanently unfit for the duties of his position and we, therefore, suggest that you recommend his retirement."

Mr. Waide's original appointment and subsequent changes in title and rate of compensation were as follows:

September 13, 1882—Appointed Deckhand, Police Department, at $600 per annum.

May 8, 1883—Title changed to Fireman.

February 20, 1885—Compensation changed to $2 a day.

May 20, 1890—Resigned.

May 20, 1890—Appointed Helper, Department of Bridges, at 28⅛ cents an hour.

July 8, 1890—Compensation changed to 31¼ cents an hour.

February 1, 1891—Compensation changed to 34½ cents an hour.

May 28, 1891—Compensation changed to 31¼ cents an hour.

November 1, 1891—Compensation changed to 32¾ cents an hour.

September 1, 1892—Title changed to fireman.

September 16, 1892—Title changed to helper.

January 16, 1893—Compensation changed to 36 cents an hour.

July 1, 1898—Services ceased.

January 23, 1901—Re-employed as Helper, Department of Bridges, at 32¾ cents an hour.

December 1, 1901—Title changed to fireman at $912.50 per annum.

July 1, 1904—Compensation changed to $1,050 per annum.

May 1, 1905—Title changed to stoker.

November 1, 1905—Compensation changed to 37½ cents an hour.

October 2, 1910—Compensation changed to $3 a day.

May 17, 1916—Transferred to Department of Plant and Structures.

An examination of the payrolls and time sheets has been made sufficient to establish over thirty years of service, as follows:

	Years.	Months.	Days.
September 13, 1882, to June 30, 1898	15	9	..
January 23, 1901, to October 10, 1917	16	9	14
	31	18	14

—aggregating a total service of 32 years, 6 months, 14 days.

In an affidavit dated October 15, 1917, submitted herewith, Mr. Waide stated that he had never filed a claim nor brought suit against The City of New York for the payment of salary or wages or for any other claim.

A search of the records in the Law Department discloses no evidence of any action brought by Mr. Waide.

An examination of the Register of Claims in the Division of Law and Adjustment of the Department of Finance shows that he has filed no claim.

For the period from November 1, 1914, to October 31, 1917, Mr. Waide's compensation, as provided for in the budget, was as follows:

October 11 to December 31, 1914, 82 days at $3 a day	$246 00
January 1 to December 31, 1915, 365 days at $3 a day	1,095 00
January 1 to December 31, 1916, 366 days at $3 a day	1,098 00
January 1 to October 10, 1917, 283 days at $3 a day	849 00
	$3,288 00

—an average annual rate of $1,096.

His actual compensation during the same period was:

October 11 to December 31, 1914, 82 days at $3 a day	$246 00
January 1 to December 31, 1915, 351 days at $3 a day	1,053 00
January 1 to December 31, 1916, 366 days at $3 a day	1,098 00
January 1 to October 10, 1917, 283 days at $3 a day	849 00
	$3,246 00

—an average annual sum of $1,082.

We recommend the adoption of the accompanying resolution retiring Edward Waide from active service and awarding and granting him an annuity of $548, being 50 per centum of his average annual rate of compensation for the past three years.

Respectfully submitted, WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Whereas, Edward Waide, employed as a Stoker in the Department of Plant and Structures, has been in the employ of the City of New York or of one of the municipalities, counties or parts thereof which have been incorporated into The City of New York, for a period of thirty years and upward, and is physically incapacitated for the further performance of the duties of his position; therefore be it

Resolved, That the interest of the public service requires his retirement, and that the Board of Estimate and Apportionment, pursuant to the provisions of sections 165, 166 and 167 of the Greater New York Charter, as amended by chapter 669 of the Laws of 1911 and chapter 479 of the Laws of 1912, hereby does retire from active service Edward Waide, employed as a Stoker in the Department of Plant and Structures, and hereby awards and grants to said Edward Waide an annual sum or annuity of five hundred and forty-eight dollars ($548), being fifty per centum of his average annual rate of compensation for the three years immediately preceding the taking effect of this resolution; this resolution to take effect upon the first day of the month following its adoption, subject to the execution by the annuitant of a general release; and be it further

Resolved, That the Comptroller of The City of New York be and he is hereby directed to pay said annuity to said Edward Waide during his lifetime in equal monthly installments out of the receipts of excise moneys or liquor taxes belonging to The City of New York.

Which was adopted by the following vote:

Affirmative—The Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—12.

Present and Not Voting—The President of the Borough of The Bronx.

Department of Docks and Ferries—Issue of Special Revenue Bonds and Modification of Schedules (Cal. No. 25).

The Secretary presented communications, dated June 15, July 13, August 23, October 8 and 26, 1917, from the Acting Commissioner of Docks requesting an issue of special revenue bonds and modification of schedules for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 13, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On June 15, July 13, August 23, October 8 and 26, 1917, the ACTING COMMISSIONER OF DOCKS requested an *issue of special revenue bonds* pursuant to the provisions of subdivision 7, section 188 of the Greater New York Charter and the *modification of Codes No.* 2809, *No.* 2811*TC, No.* 2815, *No.* 2818*TC, No.* 2819, *No.* 2820*C, No.* 2820½*C, No.* 2821½*C, No.* 2822½*C and No.* 2822 *for the year* 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—(1) To increase the salary of Foreman Wireman from $1,650 to $1,860 per annum in Code No. 2809, to be effective as of July 1, 1917.

"(2) To increase the wages of Dock Builder from $4.25 to $4.50 per day, in Codes No. 2811TC, No. 2818TC, No. 2820C, No. 2820½C, No. 2821½C, No. 2822½C and No. 2822, to be effective as of June 1, 1917.

"(3) To increase the wages of Foreman Painter from $5 per day (313 days) to $1,680 per annum in Code No. 2815, to be effective as of August 13, 1917.

"(4) To increase the wages of Foreman Machinist from $5 per day (365 days) to $1,920 per annum in Code No. 2815, to be effective as of August 13, 1917.

"(5) To increase the wages of Foreman Boilermaker from $4.50 to $5 per day in Code No. 2815, to be effective as of September 8, 1917.

"(6) To increase the wages of Housesmith from $5.50 to $5.80 per day in Code No. 2819, to be effective as of July 1, 1917.

"(7) To increase the wages of Ship Carpenter from $4 to $4.50 per day in Code No. 2819, to be effective as of July 1, 1917.

"(8) To increase the allowance for Machinist, at $5 per day, by 214 days in Code No. 2822.

"(9) To decrease the allowance for Painter, at $5 per day, by 214 days in Code No. 2822.

"Reason—(1-7) To increase the rates for men in various skilled trades, in accordance with action of this Board and the Board of Aldermen.

"(8), (9) To provide funds to carry on the work of repairs to the machinery of the ferryboats. The department at this time does not require the services of 214 days for painters.

"Finding—The request is necessary."

Recommendation—In view of the above report, the Committee recommends that the request be granted by the adoption of the attached resolution. Respectfully,

WM. A. PRENDERGAST, Comptroller; FRANK L. DOWLING, Acting Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Docks and Ferries for the year 1917, to be effective July 1, 1917, except in such cases as are hereinafter specified, and recommends the issue of special revenue bonds to provide for the addition thereunder, pursuant to subdivision 7 of section 188 of the Greater New York Charter:

Personal Service, Salaries Regular Employees, Ferries.

2809	Operation—	
	Captain, 18 at $1,920	$34,560 00
	Quartermaster, 10 at $1,200	12,000 00
	Mate, 19 at $900	17,100 00
	Deckhand, 114 at $900	102,600 00
	Chief Marine Engineer, 22 at $1,800	39,600 00
	Marine Engineer, 18 at $1,650	29,700 00

	Oiler, 20 at $1,140	22,800 00
	Water Tender, 30 at $1,140	34,200 00
	Ticket Agent, 27 at $960	25,920 00
	Ticket Chopper, 6 at $816	4,896 00
	Ticket Chopper, 7 at $792	5,544 00
	Foreman Laborer, 5 at $1,260	6,300 00
	Foreman Wireman	1,860 00
	Schedule Total	$337,080 00

Personal Service, Wages Regular Employees, General Administration.

2811TC Purchase and Storage of Supplies—

	Dock Builder, 6 at $4.50 per day (303 days), effective as of June 1, 1917	$8,181 00
	Storekeeper's Helper, 9 at $2.50 per day (303 days)	6,817 50
	Engineer (Pile Driver), 1 at $5.50 per day (303 days)	1,666 50
	Watchman, 4 at $2.25 per day (365 days)	3,285 00
	Schedule Total	$19,950 00
	Tax Levy Allowance	$13,574 57
	Corporate Stock Allowance	6,375 43
	Total Allowance	$19,950 00

Ferries—

2815 Maintenance—

	Foreman Dock Builder, 1 at $5 per day (313 days)	$1,565 00
	Foreman Painter, effective as of August 13, 1917	1,680 00
	Foreman Machinist, effective as of August 13, 1917	1,920 00
	Foreman Boilermaker, 1 at $5 per day (365 days), effective as of September 8, 1917	1,825 00
	Schedule Total	$6,990 00

Personal Service, Wages Temporary Employees, General Maintenance.

2818TC Engineering, Tax Levy and Corporate Stock Force—

	Blacksmith, at $5 per day (282 days), effective as of February 1, 1917	$1,410 00
	Blacksmith's Helper, at $3.50 per day (262½ days), effective as of February 1, 1917	918 75
	Boatman, at $3 per day (200 days)	600 00
	Deckhand, at $3 per day (945 days)	2,835 00
	Diver, at $10 per day (10 days)	100 00
	Diver's Tender, at $3.50 per day (10 days)	35 00
	Dock Builder, at $4.50 per day (21,890 days), effective as of June 1	98,505 00
	Engineer (Pile Driver), at $5.50 per day (1,696 days)	9,328 00
	Engineer (Stationary), at $4.50 per day (315 days)	1,417 50
	Foreman Dock Builder, at $5 per day (1,796 days)	8,980 00
	Foreman Laborer (Gang), at $3.50 per day (317 days)	1,109 50
	Foreman Laborer (Roundsman), at $4 per day (1,134 days)	4,536 00
	Foreman Paver, at $5 per day (303 days)	1,515 00
	Foreman Rigger, at $4.50 per day (10 days)	45 00
	Inspector, Dredging, at $5 per day (690 days)	3,450 00
	Inspector, Pier Building, at $5 per day (610 days)	3,050 00
	Laborer, at $2.50 per day (5,941 days)	14,852 50
	Marine Sounder, at $3 per day (1,400 days)	4,200 00
	Marine Stoker and Stoker, at $3.50 per day (1,218 days)	4,263 00
	Mason, at $4.80 per day (75 days)	360 00
	Mason's Helper, at $3 per day (75 days)	225 00
	Paver, at $5 per day (1,880¾ days)	9,403 75
	Rammer, at $4 per day (956¾ days)	3,827 00
	Saw Filer, at $4 per day (286½ days)	1,146 00
	Watchman, at $2.25 per day (5,792 days)	13,032 00
	Schedule Total	$189,144 00
	Tax Levy Allowance	$105,920 64
	Corporate Stock Allowance	83,223 36
	Total Allowance	$189,144 00

2819 Repairing—

	Foreman Machinist, effective as of August 13, 1917	$1,680 00
	General Foreman, at $6 per day (303 days)	1,818 00
	Blacksmith, at $5 per day (362 days), effective as of Feb. 1, 1917	1,810 00
	Blacksmith's Helper, at $3.50 per day (303 days), effective as of February 1, 1917	1,060 50
	Boilermaker, at $4.50 per day (329 days), effective as of January 1, 1917	1,480 50
	Carpenter, at $5.50 per day (1,265 days), effective as of January 1, 1917	6,957 50
	Laborer, at $2.50 per day (1,972 days)	4,930 00
	Housesmith, at $5.80 per day (190 days), effective as of July 1, 1917	1,102 00
	Letterer, at $5 per day (281 days), effective as of January 1, 1917	1,405 00
	Machinist, at $5 per day (1,424 days), effective as of January 1, 1917	7,120 00
	Machinists' Helper, at $3 per day (1,031 days)	3,093 00
	Painter, at $5 per day (1,147 days), effective as of January 1, 1917	5,735 00
	Pipefitter, at $5.50 per day (605 days)	3,327 50
	Pipefitter's Helper, at $3 per day (77 days)	231 00
	Pipefitter's Helper, at $3.20 per day (226 days)	723 20
	Plumber's Helper, at $3 per day (7 days)	21 00
	Rigger, at $4 per day (1,025 days)	4,100 00
	Ship Carpenter, at $4.50 per day (2,694 days), effective as of July 1, 1917	12,123 00
	Ship Caulker, at $4 per day (1,812 days)	7,248 00
	Tinsmith and Roofer, at $5 per day (806 days)	4,030 00
	Woodsawver, at $4.50 per day (295 days)	1,327 50
	Balance Unassigned	1 00
	Schedule Total	$71,323 70

2820C Corporate Stock Force—

	Division of Contracts—	
	Inspector of Pier Building, at $5 per day (1,565 days)	$7,825 00
	Dock Builder, at $4.50 per day (1,080 days), effective as of June 1, 1917	4,860 00
	Laborer, at $2.50 per day (540 days)	1,350 00
	Watchman, at $2.25 per day (2,190 days)	4,927 50
	Division of Surveys and Dredging—	
	Inspector of Dredging, at $5 per day (825 days)	4,125 00
	Marine Sounder, at $3 per day (721 days)	2,163 00
	Boatman, at $3 per day (103 days)	309 00
	Laborer, at $2.50 per day (200 days)	500 00
	Schedule Total	$26,059 50

Docks, Piers, Bulkheads and Marginal Streets, Corporate Stock Force.

2820½C Construction of Pier 21, East River, and Bulkhead Platform—

	Foreman Dock Builder, at $5 per day (37 days)	$185 00
	Engineer, Pile Driver, at $5.50 per day (37 days)	203 50
	Dock Builder, at $4.50 per day (428 days), effective as of June 1, 1917	1,926 00
	Laborer, at $2.50 per day (29 days)	72 50
	Sawfiler, at $4 per day (5 days)	20 00
	Watchman, at $2.25 per day (81 days)	182 25
	Schedule Total	$2,589 25
	Corporate Stock Allowance	2,589 25

2821½C Construction of Bulkhead Wall at Dover Street Section—

	Foreman Dock Builder, at $5 per day (69 days)	$345 00
	Engineer, Pile Driver, at $5.50 per day (83 days)	456 50
	Dock Builder, at $4.50 per day (652 days), effective as of June 1, 1917	2,934 00
	Sawfiler, at $4 per day (12 days)	48 00
	Foreman Laborer, at $3.50 per day (9 days)	31 50
	Laborer, at $2.50 per day (402 days)	1,005 00
	Mason, at $4.80 per day (28 days)	134 40
	Watchman, at $2.25 per day (171 days)	384 75
	Schedule Total	$5,339 15
	Corporate Stock Allowance	5,339 15

2822½C Removal of Piers 27 and 28, East River—

	Foreman Dock Builder, at $5 per day (20 days)	$100 00
	Dock Builder, at $4.50 per day (340 days), effective as of June 1, 1917	1,530 00
	Engineer, Pile Driver, at $5.50 per day (20 days)	110 00
	Watchman, at $2.25 per day (26 days)	58 50
	Schedule Total	$1,798 50
	Corporate Stock Allowance	1,798 50

Ferries.

2822 Maintenance—

	Foreman House Painter, at $5.50 per day (20 days), effective as of August 13, 1917	$110 00
	Foreman Laborer, at $4 per day (70 days)	280 00
	Blacksmith, at $5 per day (316 days), effective as of February 1, 1917	1,580 00
	Blacksmith's Helper, at $3.50 per day (316 days), effective as of February 1, 1917	1,106 00
	Boilermaker, at $4.50 per day (3,120 days), effective as of January 1, 1917	14,040 00
	Carpenter, at $5.50 per day (608 days), effective as of January 1, 1917	3,344 00
	Dock Builder, at $4.50 per day (2,504 days), effective as of June 1, 1917	11,268 00
	Machinist, at $5 per day (2,867 days), effective as of Jan. 1, 1917	14,335 00
	Machinist's Helper, at $3 per day (2,670 days)	8,010 00
	Letterer, at $5 per day (325 days), effective as of January 1, 1917	1,625 00
	Painter, at $5 per day (3,275 days), effective as of January 1, 1917	16,375 00
	Engineer (Pile Driver), at $5.50 per day (150 days)	825 00
	Pipefitter, at $5.50 per day (1,460 days)	8,030 00
	Pipefitter's Helper, at $3 per day (237 days)	711 00
	Pipefitter's Helper, at $3.20 per day (858 days)	2,745 60
	Rigger, at $4 per day (730 days)	2,920 00
	Ship Carpenter, at $4.50 per day (1,252 days), effective as of July 1, 1917	5,634 00
	Tinsmith and Roofer, at $5 per day (316 days)	1,580 00
	Wireman, at $5 per day (730 days), effective as of January 1, 1917	3,650 00
	Laborer, at $2.50 per day (730 days)	1,825 00
	Schedule Total	$99,983 60

Which was adopted by the following vote:

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

Department of Docks and Ferries—Modification of Schedule (Cal. No. 26).

The Secretary presented a communication, dated November 14, 1917, from the Acting Commissioner of Docks requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 22, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 14, 1917, the ACTING COMMISSIONER OF DOCKS requested a *modification of Code No. 2818 for the year* 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—In Code No. 2818, Wages Temporary Employees, General Maintenance, to make line increases in days as follows:

Blacksmith, at $5 per day, 12 1-2 days;
Foreman Dockbuilder, at $5 per day, 96 1-2 days;
Foreman Laborer (Gang), at $3.50 per day, 33 1-2 days;
Foreman Laborer (Roundsman), at $4 per day, 1 3-4 days;
Foreman Paver, at $5 per day, 4 days;
Laborer, at $2.50 per day, 465 days;
Sawfiler, at $4 per day, 7 5-8 days;

"—which are offset and balanced by the following line reductions:

Rammer, at $4 per day, 94 3-4 days;
Paver, at $5 per day, 50 days;
Watchman, $2.25 per day, 557 days.

"Reason—To provide funds for the payment of wages to men employed on certain necessary work remaining to be done between November 16, 1917, and the end of the year. No increase in the schedule total is involved.

"Finding—The request is reasonable."

Recommendation—In view of the above report the Committee recommends that the request be granted by the adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Department of Docks and Ferries for the year 1917, as follows:

Personal Service, Wages, Temporary Employees, General Maintenance.

2818TC Engineering, Tax Levy and Corporate Stock Force—

	Blacksmith, at $5 per day (294½ days), effective as of February 1, 1917	$1,472 50
	Blacksmith's Helper, at $3.50 per day (262½ days), effective as of February 1, 1917	918 75
	Boatman, at $3 per day (200 days)	600 00
	Deckhand, at $3 per day (945 days)	2,835 00
	Diver, at $10 per day (10 days)	100 00
	Diver's Tender, at $3.50 per day (10 days)	35 00
	Dock Builder, at $4.50 per day (21,890 days), effective as of June 1	98,505 00
	Engineer (Pile Driver), at $5.50 per day (1,696 days)	9,328 00
	Engineer (Stationary), at $4.50 per day (315 days)	1,417 50
	Foreman Dock Builder, at $5 per day (1,892½ days)	9,462 50
	Foreman Laborer (Gang), at $3,50 per day (350½ days)	1,226 75
	Foreman Laborer (Roundsman), at $4 per day (1,135¾ days)	4,543 00
	Foreman Paver, at $5 per day (307 days)	1,535 00
	Foreman Rigger, at $4.50 per day (10 days)	45 00
	Inspector, Dredging, at $5 per day (690 days)	3,450 00
	Inspector, Pier Building, at $5 per day (610 days)	3,050 00

Laborer, at $2.50 per day (6,406 days)	16,015 00
Marine Sounder, at $3 per day (1,400 days)	4,200 00
Marine Stoker and Stoker, at $3.50 per day (1,218 days)	4,263 00
Mason, at $4.80 per day (75 days)	360 00
Mason's Helper, at $3 per day (75 days)	225 00
Paver, at $5 per day (1,830¾ days)	9,153 75
Rammer, at $4 per day (862 days)	3,448 00
Saw Filer, at $4 per day (294⅛ days)	1,176 50
Watchman, at $2.25 per day (5,235 days)	11,778 75
Schedule Total	$189,144 00
Tax Levy Allowance	$105,920 64
Corporate Stock Allowance	83,233 36
Total Allowance	$189,144 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—15.

Present and not voting—The President of the Borough of The Bronx.

Department of Docks and Ferries—Modification of Schedule (Cal. No. 27).

The Secretary presented a communication, dated November 19, 1917, from the Acting Commissioner of Docks requesting modification of schedule for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 23, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 19, 1917, the ACTING COMMISSIONER OF DOCKS requested *modification of Code No. 2819 for the year 1917.* The Bureau of Personal Service reports thereon as follows:

"Purpose—In Code No. 2819, Wages, Temporary Employees, General Maintenance, Repairing, to make line increases in days as follows:

Ship Caulker at $4 per day, 50 days;

Tinsmith and Roofer at $5 per day, 40 days;

"—which are offset and balanced by the following line reductions:

Blacksmith at $5 per day, 40 days;

Machinist at $5 per day, 40 days.

"Reason—To provide funds for the payment of wages of men to be employed for the balance of the year in emergency repair work on the recreation piers. No increase in the schedule total is involved.

"Finding—The request is proper and reasonable."

Recommendation—In view of the above report, the Committee recommends that the request be granted by the adoption of the attached resolution. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Department of Docks and Ferries for the year 1917, as follows:

Personal Service, Wages, Temporary Employees, General Maintenance.

2819	Repairing—	
	Foreman Machinist, effective as of August 13, 1917	$1,680 00
	General Foreman, at $6 per day (303 days)	1,818 00
	Blacksmith, at $5 per day (322 days), effective as of Feb. 1, 1917.	1,610 00
	Blacksmith's Helper, at $3.50 per day (303 days), effective as of February 1, 1917	1,060 50
	Boilermaker, at $4.50 per day (329 days), effective as of January 1, 1917	1,480 50
	Carpenter, at $5.50 per day (1,265 days), effective as of January 1, 1917	6,957 50
	Laborer, at $2.50 per day (1,972 days)	4,930 00
	Housesmith, at $5.80 per day (190 days), effective as of July 1, 1917	1,102 00
	Letterer, at $5 per day (281 days), effective as of January 1, 1917	1,405 00
	Machinist, at $5 per day (1,384 days), effective as of January 1, 1917	6,920 00
	Machinists' Helper, at $3 per day (1,031 days)	3,093 00
	Painter, at $5 per day (1,147 days), effective as of January 1, 1917	5,735 00
	Pipefitter, at $5.50 per day (605 days)	3,327 50
	Pipefitter's Helper, at $3 per day (77 days)	231 00
	Pipefitter's Helper, at $3.20 per day (226 days)	723 20
	Plumber's Helper, at $3 per day (7 days)	21 00
	Rigger, at $4 per day (1,025 days)	4,100 00
	Ship Carpenter, at $4.50 per day (2,694 days), effective as of July 1, 1917	12,123 00
	Ship Caulker, at $4 per day (1,862 days)	7,448 00
	Tinsmith and Roofer, at $5 per day (846 days)	4,230 00
	Woodsawyer, at $4.50 per day (295 days)	1,327 50
	Balance Unassigned	1 00
	Schedule Total	$71,323 70

Which was adopted by the following vote:

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

City Magistrates' Court—Issue of Special Revenue Bonds and Modification of Schedule (Cal. No. 28).

The Secretary presented a report of the Committee on Salaries and Grades recommending approval of the request of the Chief City Magistrate for an issue of $1,166.66 special revenue bonds to pay the salary of a temporary City Magistrate, and modification of schedule for 1917.

Which was laid over one week (December 7, 1917) under Rule 19.

Municipal Court—Salaries of Court Attendants (Cal. No. 29).

The Secretary present a communication, dated November 2, 1917, from the President-Justice of the Municipal Court, transmitting resolution adopted October 16, 1917, by the Board of Justices of said Court recommending that salaries of all Court Attendants receiving less than $1,500 per annum in that Court be increased to said amount, thereby making the salaries of all Attendants in all Boroughs uniform; and the following report of the Committee on Salaries and Grades recommending denial thereof:

November 9, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 2, 1917, the PRESIDENT, JUSTICE OF THE MUNICIPAL COURTS, requested *increases in salaries for employees of the Court.* The Bureau of Personal Service reports thereon as follows:

"Purpose—To increase the salaries of all the Court Attendants now receiving less than $1,500 to $1,500 per annum.

"Reason—On October 16, 1917, the Board of Justices of the Municipal Courts adopted a resolution recommending to the Board of Estimate and Apportionment that all of the Court Attendants of the Court receiving less than $1,500 per annum be increased to $1,500 per annum, thereby making uniform the salaries of all the Attendants in all the boroughs.

"Finding—In the Court there are three Attendants at $1,320 per annum, eight at $1,260 per annum, two at $1,200 per annum and one at $1,080 per annum. The duties of the position fall within the Court and Legislative Attendant group of the standard specifications, with a salary range from $1,080 to $1,380, inclusive, per annum. The requested increases in salary to $1,500 per annum each for the fourteen Court Attendants were not considered at the hearings before the 1918 Budget Committee for the reason that the Board of Justices did not ask for them in the 1918 departmental estimate for the Court."

Recommendation—The Committee recommends the adoption of a resolution denying the request of the Board of Justices of the Municipal Court for increases in salary of fourteen Court Attendants to $1,500 each per annum for the reason that no provision has been made for such increases in the 1918 Budget for the Court. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby *denies* the request of the Board of Justices of the Municipal Court, dated October 16, 1917, for increases in salaries to $1,500 each, per annum, of fourteen Court Attendants of the Court.

Which was adopted by the following vote:

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

Supreme Court, Appellate Term, Second Department—Modification of Schedule (Cal. No. 30).

The Secretary presented a communication, dated November 8, 1917, from the Chief Clerk, Appellate Term, Supreme Court, Second Judicial Department, requesting the transfer of appropriation for 1917 for increase in salary of Charles McGroarty, an Attendant; and the following report of the Committee on Salaries and Grades recommending approval thereof by the modification of schedule, to include a special revenue bond allowance:

November 16, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 8, 1917, the CHIEF CLERK OF THE APPELLATE TERM, SECOND JUDICIAL DEPARTMENT, requested an *additional appropriation for the Court.* The Bureau of Personal Service reports thereon as follows:

"Purpose—To provide for an increase in salary of a Court Attendant from $1,500 to $1,800 per annum.

"Reason—On December 29, 1916, the Justices of the Appellate Division increased the salary of Charles McGroarty, an Attendant in the Appellate Term, from $1,500 to $1,800 per annum, to be effective January 1, 1917.

"Findings—Chapter 182 of the Laws of 1915 authorizes the Justices of the Appellate Division to fix the salaries of the Court Attendants in the Appellate Term. No provision was made in the 1917 Budget for the increase, as it was made after the Budget had been adopted. The increase has been paid during the year from the regular salary appropriation Code No. 3477. There will be therefore a deficit of $300 in this account. The increase being a mandatory County charge, the necessary funds to meet it in the sum of $300 may be provided by the Comptroller, pursuant to the provisions of subdivision 7 of section 188 of the Greater New York Charter."

Recommendation—In view of the foregoing report the Committee recommends the adoption of a resolution modifying Code No. 3477 to include the increase for the Court Attendant. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Supreme Court, Appellate Term, Second Department, for the year 1917, to be effective January 1, 1917, and recommends the issue of special revenue bonds in the amount of $300 to provide for the addition thereunder, pursuant to subdivision 7, section 188, of the Greater New York Charter:

Personal Service.

		Paid from Tax Levy Appropriation.	Paid from Special Revenue Bonds.	Total.
3477	Salaries Regular Employees—			
	Chief Clerk	$3,500 00	.....	$3,500 00
	Deputy Clerk	3,000 00	.....	3,000 00
	Confidential Clerk and Stenographer	3,000 00	.....	3,000 00
	Confidential Opinion Stenographer	3,000 00	.....	3,000 00
	Attendant, 2 at $1,800	3,300 00	$300 00	3,600 00
	Schedule Total			16,100 00
	Tax Levy Allowance			$15,800 00
	Special Revenue Bond Allowance			300 00
	Total Allowance			$16,100 00

Which was adopted by the following vote:

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

Surrogates' Court, New York County—Modification of Schedule (Cal. No. 31).

The Secretary presented a communication, dated November 12, 1917, from the Surrogates of New York County requesting an appropriation to pay salaries of two laborers for a period of three months; and the following report of the Committee on Salaries and Grades recommending approval thereof by the modification of schedule to include a special revenue bond allowance:

November 22, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 12, 1917, the SURROGATES' COURT, NEW YORK COUNTY, requested an *issue of special revenue bonds,* pursuant to the provisions of subdivision 7, section 188, of the Greater New York Charter. The Bureau of Personal Service reports thereon as follows:

"Purpose—To provide for an issue of $225 special revenue bonds.

"Reason—To provide for the employment of two Laborers from November 15 to December 31, 1917, at the rate of $900 per annum.

"Finding—Chapter 775, Laws of 1911, empower the Surrogate to appoint, remove and fix the compensation of all employees of the Court. It is proposed to employ two Laborers for a period of three months from November 15, 1917, a total expenditure of $450. Inasmuch as one-half of this expenditure will be made during 1917, it is recommended that an amount of $225 special revenue bonds be issued."

Recommendation—In view of the mandatory provisions of law, the Committee recommends adoption of the attached resolution modifying the schedules.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Surrogates' Court, New York County, for the year 1917, to be effective November 15, 1917, and recommends the issue of special revenue bonds in the amount of $225 to provide for the addition thereunder, pursuant to subdivision 7, section 188, of the Greater New York Charter:

		Paid from Tax Levy Appropriation.	Paid from Special Revenue Bonds.	Total.
3206	Salaries Regular Employees—			
	Surrogates, 2 at $15,000	$30,000 00	.....	$30,000 00
	Chief Clerk	10,000 00	.....	10,000 00
	Deputy Chief Clerk	5,500 00	.....	5,500 00
	Assistant Deputy Chief Clerk	2,600 00	.....	2,600 00

	Paid from Tax Levy Appropriation.	Paid from Special Revenue Bonds.	Total.
First Law Assistant	6,000 00	.....	6,000 00
Second Law Assistant	5,500 00	.....	5,500 00
Third Law Assistant	4,500 00	.....	4,500 00
Fourth Law Assistant	.....	4,500 00	4,500 00
Fifth Law Assistant	4,000 00	.....	4,000 00
Clerk of Court	4,500 00	.....	4,500 00
Deputy Clerk of Court	2,750 00	.....	2,750 00
Clerk, Additional Part of Court	3,000 00	.....	3,000 00
Clerk to Surrogate, 2 at $3,000	6,000 00	.....	6,000 00
Stenographer, 2 at $3,250	6,500 00	.....	6,500 00
Stenographer	1,800 00	.....	1,800 00
Stenographer	1,200 00	.....	1,200 00
Assistant Stenographer	1,800 00	.....	1,800 00
Confidential Stenographer to the Surrogates	1,500 00	.....	1,500 00
Stenographer to Surrogate	1,500 00	.....	1,500 00
Interpreter	1,800 00	.....	2,400 00
Superintendent of Supplies	2,400 00	.....	2,400 00
Probate Clerk	5,000 00	.....	5,000 00
First Assistant Clerk	2,400 00	.....	2,400 00
Second Assistant Probate Clerk	1,800 00	.....	1,800 00
Third Assistant Probate Clerk	1,500 00	.....	1,500 00
Administration Clerk	3,000 00	.....	3,000 00
First Assistant Administration Clerk	2,400 00	.....	2,400 00
Second Assistant Administration Clerk	1,800 00	.....	1,800 00
Third Assistant Administration Clerk	1,500 00	.....	1,500 00
Guardian Clerk	2,100 00	.....	2,100 00
Assistant Guardian Clerk	1,800 00	.....	1,800 00
Guardian Accounting Clerk	2,000 00	.....	2,000 00
Assistant Guardian Accounting Clerk	1,200 00	.....	1,200 00
Accounting Clerk	3,000 00	.....	3,000 00
Assistant Accounting Clerk	2,000 00	.....	2,000 00
Certificate Clerk	1,500 00	.....	1,500 00
Subpoena Clerk	1,200 00	.....	1,200 00
Requisition Clerk	1,200 00	.....	1,200 00
Clerk	1,800 00	.....	1,800 00
Special Searcher	1,500 00	.....	1,500 00
Correspondence Searcher	1,500 00	.....	1,500 00
Correspondence Searcher	1,400 00	.....	1,400 00
Clerk of Records	1,500 00	.....	1,500 00
Record Clerk, 5 at $1,500	7,500 00	.....	7,500 00
Superintendent Recording Clerks	2,000 00	.....	2,000 00
Chief Examiner	1,500 00	.....	1,500 00
Assistant Examiner	1,350 00	.....	1,350 00
Recording Clerk, 22 at $1,200	26,400 00	.....	26,400 00
Calendar Clerk and Superintendent of Copyists	1,500 00	.....	1,500 00
Copyist, 2 at $1,200	2,400 00	.....	2,400 00
Librarian and Chief Messenger	1,800 00	.....	1,800 00
Court Attendant, 6 at $1,800	10,800 00	.....	10,800 00
Confidential Attendant to Surrogate, 2 at $1,800	300 00	$3,300 00	3,600 00
Messenger, 3 at $1,800	5,400 00	.....	5,400 00
Laborer, at $900 (3 months)	.....	225 00	225 00
Schedule Total			$214,925 00
Tax Levy Allowance			$206,900 00
Rate of Special Revenue Bond Allowance			8,025 00
Total Allowance			$214,925 00

Which was adopted by the following vote:

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

District Attorney, Kings County—Modification of Schedule (Cal. No. 32).

The Secretary presented two communications, dated September 1 and November 15, 1917, from the District Attorney, Kings County, requesting transfers within appropriation and modification of schedule for 1917; and the following report of the Committee on Salaries and Grades relative thereto:

November 23, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On September 1 and November 15, 1917, the DISTRICT ATTORNEY OF KINGS COUNTY requested *modification of salary schedule No.* 3380. The Bureau of Personal Service reports thereon as follows:

"Purpose—(1) To increase the salary of a county detective from $1,300 to $1,500 per annum.

"(2) To increase the salary of a clerk from $1,800 to $2,000.

"(3) To Increase the salary of a county detective from $1,000 to $1,200 per annum.

"Reason—The District Attorney made the following increases in salary:

"(1) William H. Higgins, county detective, from $1,300 to $1,500 per annum, to be effective September 1, 1917.

"(2) Joseph B. Cumings, clerk, from $1,800 to $2,000 per annum, to be effective December 1, 1917.

"(3) John J. McCarthy, county detective, from $1,000 to $1,200 per annum, to be effective December 1, 1917.

"Finding—The District Attorney is authorized under chapter 452 of the Laws of 1911 to fix the salaries of county detectives at rates not to exceed $1,800 per annum, and is empowered under chapter 401 of the laws of 1913 to fix the salary of the clerk at a rate not exceeding $2,000 per annum. There is now only $200 balance unassigned in Code No. 3380 to provide for these increases. The increases being mandatory county charges, the Comptroller may provide the additional funds to meet them by an issue of special revenue bonds in the necessary sum of $33.33, pursuant to the provisions of subdivision 7 of section 188 of the Greater New York Charter."

Recommendation—In view of the facts stated in the above report the Committee recommends the adoption of the attached resolution approving the request.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the District Attorney of Kings County for the year 1917, to be effective September 1, 1917, and recommends the issue of special revenue bonds in the amount of $33.33 to provide for the addition thereunder, pursuant to subdivision 7, section 188, of the Greater New York Charter:

Personal Service.

		Paid from Tax Levy Appropriation.	Paid from Special Revenue Bonds.	Total.
3380	Salaries, Regular Employees—			
	District Attorney	$10,000 00	.....	$10,000 00
	Assistant District Attorney	7,500 00	.....	7,500 00
	Assistant District Attorney	7,500 00	.....	7,000 00
	Assistant District Attorney, 3 at $6,000	18,000 00	.....	18,000 00
	Assistant District Attorney	5,000 00	.....	5,000 00
	Assistant District Attorney, 3 at $4,500	13,500 00	.....	13,500 00
	Assistant District Attorney, 2 at $4,000	8,000 00	.....	8,000 00
	Assistant District Attorney	3,000 00	.....	3,000 00
	Deputy Assistant District Attorney	2,000 00	.....	2,000 00
	Medical Assistant	.....	$3,000 00	3,000 00
	Chief Clerk	5,000 00	.....	5,000 00
	Clerk	1,800 00	200 00	2,000 00
	Clerk	1,800 00	.....	1,800 00
	Clerk	1,600 00	.....	1,600 00
	Clerk, 3 at $1,500	4,050 00	450 00	4,500 00
	Stenographer and Private Secretary, 4 at $1,500	6,000 00	.....	6,000 00
	Stenographer and Private Secretary	1,200 00	150 00	1,350 00
	Stenographer and Private Secretary	1,200 00	.....	1,200 00
	Stenographer to Grand Jury	2,000 00	.....	2,000 00
	Stenographer to Grand Jury	1,500 00	.....	1,500 00
	County Detective	1,800 00	.....	1,800 00
	County Detective, 4 at $1,500	5,850 00	150 00	6,000 00
	County Detective, 5 at $1,350	6,150 00	600 00	6,750 00
	County Detective, 2 at $1,200	2,200 00	200 00	2,400 00
	Process Server, 6 at $1,000	6,000 00	.....	6,000 00
	Messenger	1,200 00	.....	1,200 00
	Doorkeeper	1,200 00	.....	1,200 00
	Telephone Operator	840 00	.....	840 00
	Schedule Total			$130,140 00
	Tax Levy Allowance			$125,390 00
	Rate of Special Revenue Bond Allowance			4,750 00
	Total			$130,140 00

Which was adopted by the following vote:

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

Queens County Fund for Salary and Wage Accruals; County Clerk, Queens County—Transfer of Funds and Modification of Schedule (Cal. No. 33).

The Secretary presented a communication, dated September 25, 1917, from the County Clerk, Queens County, requesting an issue of $720 special revenue bonds to rearrange and index Supreme Court, County Court, Common Pleas and Miscellaneous papers in the vault of the office; and the following report of the Committee on Salaries and Grades recommending approval thereof by transfer of funds from Queens County Salary and Wage Accrual Fund and the modification of schedule for 1917:

November 22, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On September 25, 1917, the COUNTY CLERK, QUEENS COUNTY, requested $720 *in special revenue bonds.* The Bureau of Personal Service reports thereon as follows:

"Purpose—To provide for the employment of a temporary laboring force.

"Reason—The old records contained in the office vault have to be rearranged, indexed and classified.

"Finding—New steel shelving for the County Court's records has been erected in the office vaults. These records comprise about 73,000 papers of the Supreme Court, County Court, Common Pleas and Miscellaneous Papers. It is necessary to have them all rearranged and indexed so as to be readily accessible when called for by title companies, lawyers, railroad companies and other corporations who may desire to inspect them. There are no funds within the 1917 appropriation to the office available to permit of the employment of a temporary force to do this work. An allowance of $720 to permit of a laboring force of 12 men for one month will be necessary to provide for the work. There is a sufficient balance in Code No. 3639, Queens County funds for salary and wage accruals for 1917 to permit the transfer of $720 to provide for this employment."

Recommendation—The Committee, in view of the above report of the Bureau of Personal Service, recommends the transfer of $720 from Code No. 3639 to Code No. 3526 to provide for the employment of the temporary laboring force and modification of Code No. 3526 to include the fund. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, and in accordance with the terms and conditions of resolution second (f) of the 1917 Budget, approves of the transfer of funds, as follows:

FROM

MISCELLANEOUS.

3639 Queens County fund for salary and wage accurals from schedule-supported appropriations to be expended as provided in the Budget resolutions herewith $720 00

TO

COUNTY CLERK, QUEENS COUNTY.

Personal Service.

3526 Salaries, Temporary Employees $720 00

Which failed of adoption, receiving the following vote:

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

Negative—The Comptroller—3.

The terms and conditions governing the administration of the Budget for 1917 require a unanimous vote of the Board for the adoption of a resolution of this character.

From Select and Special Committees.

66th Street, from 4th Avenue to Westerly Line of New Utrecht Avenue, and from Easterly Line of New Utrecht Avenue to 22nd Avenue, Excluding Land of New York and Sea Beach Railroad Company, Borough of Brooklyn—Amendment of Proceeding for Acquiring Title (Cal. No. 34).

(On November 9, 1917 (Cal. No. 107), the above matter was referred to the President, Borough of Brooklyn, and the Chief Engineer of the Board.)

The Secretary presented the following communication from the Acting Corporation Counsel and a report of the Special Committee, consisting of the President of the Borough of Brooklyn and the Chief Engineer:

City of New York, Law Department, Office of the Corporation Counsel, New York, November 5, 1917.

Board of Estimate and Apportionment:

Sirs—I desire to call the attention of your Board to a situation which has developed in the proceeding for the opening and extending of 66th Street, from Fourth Avenue to the westerly line of New Utrecht Avenue, and from the easterly line of New Utrecht Avenue to 22nd Avenue, excluding the land of the New York & Sea Beach R. R., in the Borough of Brooklyn, which, in my opinion, warrants the amendment of the proceeding in order to avoid a claim for very substantial damages.

The above entitled proceeding was authorized by a resolution of your Board adopted on June 18, 1909.

Commissioners of Estimate and a Commissioner of Assessment were duly appointed by an order of the Supreme Court and hearings were held by said Commissioners, at which voluminous testimony was taken.

Among the claims filed was one by the Kings County Lighting Company for damages by reason of the taking of Damage Parcels Nos. 36, 39 and 41, owned by it.

The draft damage map in the prceeding showed gas holders upon the abutting property, but did not show that any gas holder encroached upon Damage Parcel No. 39.

The Commissioners filed their preliminary and final reports in due course.

By an order of the Supreme Court entered on the 16th day of July, 1916, the reports of the Commissioners of Estimate and of the Commissioner of Assessment were in all respects confirmed.

By an order of the Supreme Court entered February 10, 1917, the order confirming the said reports was set aside *in toto*, on the ground that notice of the motion to confirm had not been served on the Kings County Lighting Company, as required by the Charter.

The City of New York appealed to the Appellate Division, Second Department, from said order vacating said order of confirmation *in toto*, and the Appellate Division, by an order entered March 30th, 1917, modified the same so as to vacate the order of confirmation only as to Damage Parcels Nos. 36, 39 and 41 and as to certain benefit parcels owned by the Kings County Lighting Company.

On April 27, 1917, a motion was made in the Supreme Court by the Corporation Counsel to confirm the report of the Commissioners of Estimate as to Damage Parcels Nos. 36, 39 and 41. The Kings County Lighting Company thereupon secured an order to show cause why the proceeding should not be reopened and sent back to the Commissioners of Estimate for the purpose of taking testimony as to the damage accruing to Damage Parcel No. 39 by reason of the fact that one of its gas holders was located partly upon Damage Parcel No. 39.

The order to show cause was returnable at the same time and place as the motion to confirm, and the two motions were heard together.

As above stated, the draft damage map failed to show the encroachment of the gas holder on Damage Parcel No. 39.

The Topographical Bureau of the Borough President's office thereupon made a survey, the map of which showed that the bracing of one gas holder encroached to the extent of 1.40 feet upon Damage Parcel No. 39.

The gas company submitted in support of its motion to reopen the proceeding an affidavit of an expert that the taking of part of the support of the gas holder in question would result in a total destruction of the gas holder and that the cost of replacing the same would be about $15,000.

The City secured the services of an expert who reported that the damage caused by the removal of the support would be a substantial sum, which was less, however, than the amount estimated by the company's expert.

The motion to reopen the proceeding was opposed by the City, but Mr. Justice Benedict granted the motion and sent the report of the Commissioners of Estimate as to Damage Parcel No. 39 back to them to take further proof as to the encroachment.

If the Commissioners of Estimate should find that the removal of the support for the holder worked the total destruction of the holder itself, their award to the Kings County Lighting Company would be in a very substantial sum. In any event, no matter on what theory the Commissioners may decide, the Kings County Lighting Company will receive a substantial award for damages.

Any award for damage to the gas holder, together with the increased cost of the proceeding on account of the reopening thereof, will necessitate the levying of a supplemental assessment, which will have to be spread proportionately over the whole area of assessment.

The order of confirmation entered July 16, 1916, having been vacated as to Damage Parcel No. 39 on the ground of lack of jurisdiction due to the failure of the City to serve notice of the motion to confirm on the Kings County Lighting Company or its attorneys, as required by the Charter, the situation is the same as if no order of confirmation had been entered. Title to Damage Parcel No. 39, therefore, has not vested in The City of New York.

I, therefore, respectfully suggest that the proceeding be amended by changing the proposed line of 66th Street bounding Damage Parcel No. 39 on the north by running the same from a point on the present proposed line of 66th Street at the northwest corner of Damage Parcel No. 39 sixty feet north of the south line of the present proposed 66th Street, and distant 313.40 feet west of 9th Avenue, southeasterly to a point on the line of 9th Avenue fifty-seven and eighty one-hundredths (57.80) feet north of the south line of the present proposed 66th Street.

In this way the encroachment in question may be avoided, and no damage will be caused to the gas holder of the Kings County Lighting Company.

The amendment above suggested, if adopted, would not necessitate the change of the curb line and would leave the sidewalk of ample width to accommodate the pedestrian traffic. Respectfully yours,

LOUIS H. HAHLO, Acting Corporation Counsel.

November 16, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—At the meeting of the Board of Estimate and Apportionment held on November 9, 1917, a communication from the Corporation Counsel, relative to the amendment of the proceeding for acquiring title to 66th Street, in the Borough of Brooklyn, was referred to the President of the Borough and the Chief Engineer of the Board.

A proceeding for opening 66th Street, from 4th Avenue to the westerly line of New Utrecht Avenue, and from the easterly line of New Utrecht Avenue to 22nd Avenue, excluding the land of the New York and Sea Beach Railway, was instituted under the provisions of a resolution adopted by the Board of Estimate and Apportionment on June 18, 1909, and the Commissioners of Estimate and Assessment filed their oaths on January 3, 1912. The Corporation Counsel now advises that, by order of the Supreme Court, entered on July 16, 1916, the reports of the Commissioners were confirmed in all respects, but that on February 10, 1917, this order was set aside *in toto* on the ground that notice of the motion to confirm had not been served on the Kings County Lighting Company, as required by the Charter. Upon appeal to the Appellate Division, this order was so modified as to vacate the order of confirmation only as to Damage Parcels No. 36, 39 and 41, and the Kings County Lighting Company secured an order to show cause why the proceeding should not be reopened for the purpose of taking testimony as to the damage accruing to Parcel No. 39, by reason of the fact that one of its gas tanks was located partly upon this parcel. From testimony subsequently adduced, it appears that very substantial damage is claimed by the Kings County Lighting Company, inasmuch as the acquisition of the street will require certain work of reconstruction, and, in order that the payment of such damages may be avoided and the proceeding fully consummated, the Corporation Counsel recommends that provision be made for amending its scope by the exclusion of a comparatively small area upon which the encroachment is located.

It does not appear that the suggested modification will seriously affect the usefulness of the street, as the remaining width will be sufficient, not only to construct the roadway and curbing, but will leave a sufficient space to permit of the provision of flagging. It accordingly appears that the suggestion of the Corporation Counsel might with advantage be carried out.

To this end we recommend that after a new public hearing has been given concerning a district of assessment identical in description and position with the one heretofore fixed, a resolution be adopted amending the resolution of June 18, 1909, under which the proceeding was instituted, so as to make it relate to 66th Street, from 4th Avenue to the westerly line of New Utrecht Avenue, and from the easterly line of New Utrecht Avenue to 22nd Avenue, excluding the land of the New York and Sea Beach Railway, and also excluding a triangular area on the northerly side adjoining 9th Avenue on the west, with a base of 313.4 feet along the northerly line of 66th Street and an altitude of 2.2 feet along the westerly line of 9th Avenue.

It is also recommended that the Corporation Counsel be then requested to apply to the Supreme Court to have the jurisdiction of the Commissioners of Estimate and Assessment changed accordingly. Respectfully,

LEWIS H. POUNDS, President, Borough of Brooklyn; NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The Board of Estimate and Apportionment, under resolution adopted on June 18, 1917, authorized a proceeding for acquiring title to Sixty-sixth Street from Fourth Avenue to the westerly line of New Utrecht Avenue and from the easterly line of New Utrecht Avenue to Twenty-second Avenue, excluding the land of the New York and Sea Beach Railroad, in the Borough of Brooklyn; and

Whereas, The Board of Estimate and Apportionment is considering the advisability of requesting the Corporation Counsel to apply to the Supreme Court for an amendment of the proceeding herein so as to make it relate to 66th Street from 4th Avenue to the westerly line of New Utrecht Avenue and from the easterly line of New Utrecht Avenue to 22nd Avenue, excluding the land of the New York and Sea Beach Railway, and also excluding a triangular area on the northerly side adjoining 9th Avenue on the west with a base of 313.4 feet along the northerly line of 66th Street and an altitude of 2.2 feet along the westerly line of 9th Avenue;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of the Greater New York Charter, as amended, hereby gives notice of a proposed area of assessment, for benefit in this proceeding as proposed to be amended, as follows:

Beginning at a point on the prolongation of a line midway between Sixty-sixth Street and Sixty-seventh Street distant 100 feet southeasterly from the southeasterly line of Twenty-second Avenue, and running thence northwestwardly along the said line midway between Sixty-sixth Street and Sixty-seventh Street, and along the prolongation of the said line, to the intersection with the centre line of Eighteenth Avenue; thence southwestwardly along the centre line of Eighteenth Avenue to the intersection with a line bisecting the angle formed by the intersection of the prolongation of the northeasterly line of Ovington Avenue, as laid out between New Utrecht Avenue and Eighteenth Avenue, and the southwesterly line of Sixty-sixth Street; thence northwestwardly along the said bisecting line to the intersection with the centre line of New Utrecht Avenue; thence northwardly along the centre line of New Utrecht Avenue to the intersection with the prolongation of a line midway between Sixty-sixth Street and Sixty-seventh Street; thence northwestwardly along a line always midway beween Sixty-sixth Street and Sixty-seventh Street, and along the prolongation of the said line, to a point distant 100 feet northwesterly from the northwesterly line of Fourth Avenue, the said distance being measured at right angles to Fourth Avenue; thence northeastwardly and parallel with Fourth Avenue to the intersection with the prolongation of a line midway between Sixty-fifth Street and Sixty-sixth Street; thence southeastwardly along a line always midway between Sixty-fifth Street and Sixty-sixth Street, and along the prolongations of the said line, to the intersection with a line parallel with Twenty-second Avenue and passing through the point of beginning; thence southwestwardly along the said line parallel with Twenty-second Avenue to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in the City of New York, Borough of Manhattan, Room 16, City Hall, on the 21st day of December, 1917, 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 to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to December 21, 1917.

Which was adopted by the following vote:

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

From the Department of Finance.

City Clerk—Authority to Destroy Certain Records and Papers (Cal. No. 35).

(On November 2, 1917 (Cal. No. 67), the request of the City Clerk in this matter, accompanied by certificate of the Corporation Counsel as required under section 1545A of the Charter, was referred to the Comptroller.)

The Secretary presented two communications, dated October 24 and November 26, 1917, from the City Clerk requesting authority to destroy certain useless records and papers now filed in his office; a certificate, dated October 23, 1917, from the Acting Corporation Counsel, relative thereto; and the following report of the Deputy and Acting Comptroller recommending approval thereof:

November 23, 1917.

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

Gentlemen—In a communication, dated October 24, 1917, the City Clerk requested that permission be granted, pursuant to the provisions of section 1545A of the Greater New York Charter, to destroy certain old records of his office, deemed useless. In connection therewith, it is reported as follows:

The records for which permission to destroy is requested are:

1. Old stub books of Commissioner of Deeds certificates, issued from January 1, 1910, to and including December 31, 1914.

2. Old stub books of receipts for election and primary returns for the years 1910 to 1914, both inclusive.

The City Clerk states that these records are deemed useless due to obsolescence.

The certificate of Acting Corporation Counsel Louis H. Hahlo, as required by section 1545A of the Greater New York Charter, is submitted herewith; a copy of a communication from James McGinley, Chief of Staff, of the office of the Commissioner of Accounts to the City Clerk, dated October 17, 1917, stating that the records, for which permission to destroy is requested, will not be necessary in future audits and examinations of the office of the City Clerk for the period prior to December 31, 1916, is also submitted herewith.

It is recommended that records before mentioned be sold as waste paper, the proceeds of said sale to be turned over to the General Fund.

The adoption of the attached resolution authorizing the sale of records in question is hereby recommended. Respectfully submitted,

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 1545A of the Greater New York Charter, as amended, hereby authorizes the City Clerk to destroy certain records of his department which are deemed useless due to obsolescence. The old records which are to be destroyed are listed as follows:

1. Old stub books of Commissioner of Deeds certificates, issued from January 1, 1910, to and including December 31, 1914.

2. Old stub books of receipts for the election returns for the years 1910 to 1914, both inclusive.

Which was adopted by the following vote:

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

President, Borough of Brooklyn—Transfer of Appropriation (Cal. No. 36).

The Secretary presented a communication, dated November 15, 1917, from the Acting President of the Borough of Brooklyn requesting transfer within appropriation for 1917; and the following report of the Deputy and Acting Comptroller recommending approval thereof:

November 24, 1917.

To the Board of Estimate and Aportionment:

Gentlemen—On November 15, 1917, the Acting President of the Borough of Brooklyn requested transfer within appropriations to his office for the year 1917.

The Bureau of Contract Supervision, to which this request was referred on November 15, 1917, reports thereon as follows:

"It is proposed to transfer $25 from Code No. 594, Motor Vehicles and Equipment; $3,864 from Code No. 599, Highway Materials, and $250 from Code No. 612, Storage of Motor Vehicles. The accounts to be credited, the amounts and the reasons therefor, are as follows:

"Code No. 582, Forage and Veterinary Supplies, $185, to provide for the purchase of oats, bran and oil meal.

"Code No. 584, Office Supplies, $150, to provide for the purchase of postage.

"Code No. 586, Laundry, Cleaning and Disinfecting Supplies, $460, to provide for the purchase of soap, soap powder and toilet paper.

"Code No. 587, Motor Vehicle Supplies, $350, to provide for the purchase of gasoline, oil, waste and grease required in the operation of the automobiles of the department.

"Code No. 590, Office Equipment, $325, for the purchase of two Hyde atlases, transfer cases, filing units and rubber stamps.

"Code No. 596, General Plant Equipment, $272, to purchase hose, ash cans, flags, mops and rubber mats.

"Code No. 602, General Plant Materials, $880, for the purchase of paints, hardware and other materials used by carpenters, plumbers, plasterer, steamfitter and engineers in the repair of public baths and buildings.

"Code No. 603, Repairs and Replacements, $1,127, for Toby heater repairs at Hicks Street Bath, roofing repairs, electrical, heating, glazing, furniture and typewriter repairs.

"Code No. 604, Motor Vehicle Repairs, $130, for repairs to motor vehicles.

"Code No. 616, Carfare, to provide for the reimbursement of money expended by employees for carfare.

"Sufficient excess balances appear in the accounts to be debited to permit of the transfers."

I recommend the adoption of the attached resolution granting the request.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds within appropriations to the office of the President of the Borough of Brooklyn for the year 1917, as follows:

	FROM	
594	Motor Vehicles and Equipment	$25 00
599	Highway Materials	3,864 00
612	Transportation, Storage of Motor Vehicles	250 00
		$4,139 00
	TO	
582	Forage and Veterinary Supplies	$185 00
584	Office Supplies	150 00
586	Laundry, Cleaning and Disinfecting Supplies	460 00
587	Motor Vehicle Supplies	350 00
590	Office Equipment	325 00
596	General Plant Equipment	272 00
602	General Plant Materials	880 00
603	Repairs and Replacements	1,127 00
604	Motor Vehicle Repairs	130 00
616	Carfare	260 00
		$4,139 00

Which was adopted by the following vote:

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

President, Borough of Queens; Debt Service, Fixed Charges and Contributions—Transfer of Appropriation and Modification of Schedules (Cal. No. 37).

The Secretary presented a communication, dated November 2, 1917, from the Acting President of the Borough of Queens requesting transfer within appropriation and modification of schedule for 1917; and the following report of the Deputy and Acting Comptroller relative thereto:

November 24, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 2, 1917, the Acting President of the Borough of Queens requested modification of schedule and transfer of funds within appropriations to his office for the year 1917. On November 21, 1917, this request was verbally amended.

The Bureau of Contract Supervision, to which this request was referred on November 14, 1917, reports thereon as follows:

"As amended, the request proposes a transfer of $7,200 from Code No. 720, Transportation, Hire of Horses with Drivers, Street Cleaning, $2,600 from Salaries, Temporary Employees, Code No. 663, Street Cleaning, Carting and Stables, $2,500 from Code No. 675, Wages, Temporary Employees, care of Sewers and Sewage, Cleaning and Repairing, $1,900 from Code No. 676, Wages, Temporary Employes, Care of Sewers and Sewage, Disposal of Sewage, and $12,638 from some available fund. The total, $26,838, is to go to Code No. 717, Transporation, Hire of Horses and Vehicles with Drivers, Street Cleaning.

"In Code No. 720, it is proposed to decrease the line Horse and Vehicle, with Driver, at $3.50 per day, from 41,760 days to 39,755 1-7 days, and the line, Team and Vehicle, with Driver, at $6 per day, from 350 days to 319 1-2 days, thereby decreasing the schedule total from $148,260 to $141,060, leaving $7,200 available for transfer.

"In Code No. 717, it is proposed to increase the line, Team and Vehicle, with Driver, at $6 per day, from 23,110 days to 27,583 days, thereby increasing the schedule total from $138,660 to $165,498, requiring a credit transfer of $26,838.

"The depletion of the line of Team and Vehicle, with Driver, in Code No. 717, it is stated, is due to the discontinuance of certain dumps in the Rockaway section, resulting in longer hauls, and the consequent employment of more teams and trucks than was contemplated; the increase of the average haul in the Ridgewood section, which has resulted in the necessity for more teams and trucks, and the substitution in the Fourth Ward of teams and trucks for horses and carts, owing to the inability of the department to secure horses and carts.

"An analysis of the records of the Bureau of Street Cleaning discloses that the following forces will be required during the remainder of the year:

From November 19, 1917, to December 31, 1917.

	Horses and Carts.	Teams and Trucks.		
District No. 1	36	10		
District No. 2	30	37		
District No. 3	25	3		
District No. 4	28	23		
	119	73		
119 Horses and Carts for 37 days each at $3.50 per day			$15,410 50	
73 Teams and Trucks for 37 days each at $6 per day			16,206 00	
				$31,616 50
District No. 4—				
6 Teams and Trucks for 3 days each at $6 per day				108 00
District No. 5—				
4 Horses and Carts for 37 days each at $3.50 per day			$518 00	
16 Teams and Trucks for 12 days each at $6 per day			1,152 00	
13 Teams and Trucks for 25 days each at $6 per day			1,950 00	
				3,620 00
Total amount required for horses and carts and truck and team hire from November 19 to December 31, 1917—				
Code No. 717			$19,416 00	
Code No. 720			15,928 50	
				$35,344 50
Code No. 717—Deficit after certification of payroll for week ending November 17, 1917				$7,422 62
Amount required during remainder of year				19,416 00
Estimated deficit to be provided by transfer				$26,838 62
Code No. 720—Unencumbered balance after certification of payroll for week ending November 17, 1917				$23,122 32
Estimated amount required during remainder of year				15,928 50
Excess available for transfer to Code 717				$7,193 82

"This amount available in Code No. 717, together with amounts in Code Nos. 663, 675 and 676, within appropriations to the President of the Borough of Queens, totals $14,200, leaving an amount to be transferred from some available fund in the sum of $12,638, to provide for the deficit in Code No. 717.

"Inasmuch as there is an unencumbered balance in Code No. 3017, Debt Service, Fixed Charges and Contributions, Interest on Revenue Bonds and Revenue Bills outstanding September 30, 1916, and on bonds to be issued, which is in excess of the requirements for the remainder of the year, it is recommended that transfer in the amount of $12,638 be made from this account.

"Although a transfer to Hire of Horses and Vehicles is prohibited by the terms and conditions of the budget, and, in view of inability to issue revenue bonds to meet the deficit, these excess balances are recommended for transfer.

"Sufficient excess balances appear in the various accounts to be debited to permit of the transfers."

I recommend the adoption of the attached resolutions granting the request, as amended, and modifying the schedules involved.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated to the President of the Borough of Queens for the year 1917, as follows:

	FROM	
	Personal Service, Salaries, Temporary Employees.	
663	Street Cleaning, Carting and Stables	$2,600 00
	Wages, Temporary Employees.	
675	Care of Sewers and Sewage, Cleaning and Repairing	2,500 00
676	Care of Sewers and Sewage, Disposal of Sewage	1,900 00
	Contract or Open Order Service, Transportation, Hire of Horses with Drivers.	
720	Street Cleaning	7,200 00
	Debt Service, Fixed Charges and Contributions.	
3017	Interest on Revenue Bonds and Revenue Bills Outstanding September 30, 1916, and on Bonds to Be Issued	12,638 00
		$26,838 00
	TO	
	Contract or Open Order Service, Transportation, Hire of Horses and Vehicles with Drivers.	
717	Street Cleaning	$26,838 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—15.

Present and Not Voting—The President of the Borough of The Bronx.

The following resolution was offered:

Resolved, That, the Board of Estimate and Apportionment hereby approves schedules, as revised, for the office of the President of the Borough of Queens for the year 1917, as follows:

Contract or Open Order Service, Transportation, Hire of Horses and Vehicles with Drivers.

717	Street Cleaning—	
	Team and Vehicle with Driver at $6 per day (27,583 days)	$165,498 00
	Transportation, Hire of Horses with Drivers.	
720	Street Cleaning—	
	Horse with Driver at $3.50 per day (39,755 1-7 days)	$139,143 00
	Team with Driver at $6 per day (319 1-2 days)	1,917 00
	Schedule Total	$141,060 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—15.

Present and Not Voting—The President of the Borough of The Bronx.

Fund for Salary and Wage Accruals; Department of Education—Transfer of Appropriation (Cal. No. 38).

The Secretary presented a resolution adopted October 24, 1917, by the Board of Education requesting an issue of $1,100 special revenue bonds to defray cost of clearing site, etc., adjoining Public School 74, Borough of Manhattan; and the following report of the Deputy and Acting Comptroller recommending the adoption of a resolution transferring said amount from Fund for Salary and Wage Accruals:

November 26, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On October 24, 1917, the Board of Education requested $1,100 special revenue bonds for the improvement of the site adjacent to Public School 74, Borough of Manhattan.

The request was referred to the Bureau of Contract Supervision by the Committee on Finance of the Board of Aldermen for investigation.

The Bureau reports thereon as follows:

"The vacant property, 50x100 feet, to the eastward of Public School 74 at No. 220 East 63rd Street, Manhattan, was recently acquired by the City in order to secure needed light and air on the easterly side of the school building and additional playground space for the school. The buildings which formerly stood on this property were destroyed by fire, which, owing to the proximity of the buildings, caused considerable fire damage to the school building. Some of the debris and the foundation walls of the destroyed buildings still remain on the premises. The sidewalk immediately in front of the property is in a badly damaged condition. A dilapidated board fence exists at the front of the property.

"It is proposed to clear the site, level it off and lay a twelve-inch thick top dressing of cinders, remove the present brick wall between the east school yard and the property and erect a fence wall at the front of the property with two doorways in it.

"The estimate of $1,100 for this work is reasonable.

"This improvement is very urgent in order that the City may make use of the property as a playground for the children attending the school both during and after school hours.

"It is suggested that a transfer of $1,100 from the City Fund for Salary Accruals be made for the purpose of this improvement rather than an authorization of special revenue bonds."

In view of the urgency of the work, I recommend the adoption of the attached resolution transferring $1,100 from "Code 3039, City Fund for Salary and Wage Accruals," to the Department of Education appropriation for 1917, "Code 870, Other Than Personal Service, Borough of Manhattan," which action requires the unanimous vote of your Board. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds within appropriations for the year 1917, as follows:

	FROM	
	MISCELLANEOUS.	
3039	City Fund for Salary and Wage Accruals	$1,100 00
	TO	
	DEPARTMENT OF EDUCATION.	
	Other Than Personal Service.	
870	Borough of Manhattan	$1,100 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Alder-

men and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

College of the City of New York—Transfer of Appropriation (Cal. No. 39).

The Secretary presented a communication, dated November 17, 1917, from the Curator, College of the City of New York, requesting transfer within appropriation for 1915; and the following report of the Deputy and Acting Comptroller recommending approval thereof:

November 23, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 17, 1917, the Curator of the College of the City of New York requested transfer of funds within accounts for the year 1915, as follows:

FROM

Supplies.

1035 Educational and Recreational Supplies $20 47

TO

Supplies.

1032 Office Supplies $20 47

In regard to the request, the Secretary of the Committee on Education reports as follows:

"The College of the City of New York has just received the final bill from Wynkoop-Hallenbeck-Crawford Company for printing the 1915 Register of the College. The bill amounts to $154.60 and there is a balance in Code 1032, Office Supplies, of only $134.13, thereby necessitating a transfer of $20.47

"The accounts which it is proposed to debit appears as follows on the books of the Department of Finance:

Supplies.

1035 Education and Recreational Supplies—

Appropriation	$8,223 05
Expenditures, including encumbrances	7,385 65
Unencumbered Balance	$837 40
Proposed Transfer	20 47

"From the foregoing it will be seen that there is a sufficient balance in the account to be debited to permit of the proposed transfer.

"The account to which a transfer of funds is requested appears as follows on the books of the Department of Finance:

Supplies.

1032 Office Supplies—

Appropriation as modified	$7,869 05
Expenditures	7,734 92
Unexpended Balance	$134 13
Bill from Wynkoop-Hallenbeck-Crawford Company....	154 60
Deficit	$20 47"

In view of the foregoing facts, I recommend the adoption of the attached resolution granting the request. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated to the College of the City of New York for the year 1915, as follows:

FROM

Supplies.

1035 Educational and Recreational Supplies..... $20 47

TO

Supplies.

1032 Office Supplies $20 47

Which was adopted by the following vote:

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

Fund for Salary and Wage Accruals; Department of Parks, Borough of Brooklyn —Transfer of Appropriation (Cal. No. 40).

The Secretary presented a resolution adopted November 13, 1917, by the Board of Aldermen requesting an issue of $1,500 special revenue bonds to be used by the Commissioner of Parks, Borough of Brooklyn, to meet deficiencies in certain accounts; and the following report of the Deputy and Acting Comptroller recommending the adoption of a resolution transferring said amount from Fund for Salary and Wage Accruals:

November 22, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 13, 1917, the Board of Aldermen requested $1,500 in special revenue bonds to be used by the Commissioner of Parks, Borough of Brooklyn, for the purpose of meeting estimated deficiencies in certain accounts.

The Bureau of Contract Supervision, to which this matter was referred, reports thereon as follows:

"The request for special revenue bonds was originally made early in July, but owing to the adjournment of the Board of Aldermen for the summer and to the lack of the necessary presence of three-quarters of the entire Board of Aldermen to vote on the request, action has been deferred until this time.

"As a result of this delay the July 'estimated' deficiency is now an actual deficiency, as the department in order to continue operation has been compelled to incur obligations in anticipation of favorable action on the request for funds.

"There are at present outstanding in the department bills for supplies such as toilet paper, water, ice, bathing supplies, whiting, axle grease and kerosene in excess of eleven hundred dollars, for which the department has no funds available. The request is for a sufficient sum to meet these bills and to provide a small balance to complete the year.

"The accounts to be credited with the amounts are as follows:

Code 1298—Educational and Recreational Supplies	$700 00
Code 1301—General Plant Supplies	800 00
	$1,500 00

"The amount requested is necessary, but it is believed that provision should be made, in this case, by a transfer of accruals."

I recommend the adoption of the attached resolution transferring $1,500 from the City Fund for Salary and Wage Accruals to the above mentioned accounts for the purpose of the request, which action requires the unanimous vote of the Board.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That, the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves the transfer of funds appropriated for the year 1917, as follows:

FROM

MISCELLANEOUS.

3039 City Fund for Salary and Wage Accruals..... $1,500 00

TO

DEPARTMENT OF PARKS, BOROUGH OF BROOKLYN.

SUPPLIES.

1298 Educational and Recreational Supplies	$700 00
1301 General Plant Supplies	800 00
	$1,500 00

Which was adopted by the following vote:

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

Department of Parks, Borough of The Bronx—Transfer of Appropriation (Cal. No. 41).

The Secretary presented a communication, dated November 16, 1917, from the Commissioner of Parks, Borough of The Bronx, requesting transfer within appropriation for 1917; and the following report of the Deputy and Acting Comptroller recommending approval thereof:

November 24, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 16, 1917, the Commissioner of Parks, Borough of The Bronx, requested transfer of $378.78 within the appropriations to his department for the year 1917.

The Bureau of Contract Supervision to which this request was referred on November 20, 1917, reports thereon as follows:

"The accounts to be credited are as follows: 1228, Motor Vehicles and Equipment, $88.70; 1229, General Plant Equipment, $75; 1231, Other Materials, $190.08, and 1233, Motor Vehicle Repairs, $25.

"This request is proper and necessary as the proposed transfer is simply a readjustment between accounts, the transferring of funds which the department has been able to save in certain accounts to other accounts in which, owing to increased market prices and unanticipated necessary expenditures, the balance remaining is insufficient to provide for necessary expenditures during the remainder of the year.

"There are sufficient unencumbered balances available in the accounts from which it is proposed to transfer."

I recommend the adoption of the attached resolution granting the request.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves the transfer of funds appropriated to the Department of Parks, Borough of The Bronx, for the year 1917, as follows:

FROM

Supplies.

1221 Office Supplies $100 00

Equipment.

1226 Office Equipment 1 92

1227 Educational and Recreational Equipment 1 86

Materials.

1230 Highway Materials 75 00

Contract or Open Order Service.

1232 Repairs and Replacements 200 00

$378 78

TO

Equipment.

1228 Motor Vehicles and Equipment $88 70

1229 General Plant Equipment 75 00

Materials.

1231 Other Materials 190 08

Contract or Open Order Service.

1233 Motor Vehicle Repairs 25 00

$378 78

Which was adopted by the following vote:

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

Fire Department; Debt Service, Fixed Charges and Contributions, Interest on City's Bonded Debt—Transfer of Appropriation (Cal. No. 42).

The Secretary presented a communication, dated November 12, 1917, from the Fire Commissioner requesting transfer from City Fund for Salary and Wage Accruals; and the following report of the Comptroller relative thereto:

November 28, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 12, 1917, the Fire Commissioner requested the transfer of $125,000 from account No. 3039, City Fund for Salary and Wage Accruals, to account No. 1690, 1917, for the purchase of 41,550 feet of three-inch rubber fire hose and 30,000 feet of two and one-half inch cotton rubber-lined fire hose.

The Bureau of Contract Supervision, to which the request was referred on November 13, 1917, reports thereon as follows:

"On November 22, 1917, the condition of the hose supply in the Fire Department of the requested sizes, as reported by the Fire Commissioner to this Bureau, was as follows:

Size.	Standard of Equipment.	On Hand.	Contracted for But Undelivered.	Deficit.	Surplus.
2½-inch	432,250	420,500	20,000	.....	8,250
3-inch	103,150	113,100	12,500	.....	22,450

"This shows a satisfactory quantity of hose in the department and compares favorably with shortages of 194,050 feet in 1908, 109,450 in 1909, and 179,250 feet in 1912.

"Notice should, however, be taken of the record of the brand of three-inch hose known as 'White Shield' which was purchased in 1908 and 1909. At the grain elevator fire in Brooklyn on October 13, 1917, thirty-six lengths of this issue failed, in nearly every case by blowing off the couplings. One company having seven lengths in use lost all of them. The explanation of this failure is that the couplings were made with recesses for the hose which were larger than they should have been. In order to avoid making new couplings the contractors expanded the ends of the hose to fit them. A very large proportion of this hose failed before it was three years old and was replaced by the contractors under the guarantee. The new hose furnished by the contractor under the guarantee was defective in the same way as the original hose, because the same defective couplings were used.

"Twenty-seven thousand feet of this three-inch hose still remains in service, evidently because it has never chanced to be subjected to a pressure of over 200 pounds for any length of time. It is possible that it can be safely continued in service by being distributed in small lots to outlying fire companies where pressures of over 125 pounds are unlikely, and where it will take the place of two and one-half inch hose, but the record of the fire on October 13th shows that it should be condemned or removed from all districts where high pressures are probable. The Chief of the Fire Department states that he has recommended its condemnation.

"The condemnation of 27,000 feet of three-inch hose will change the apparent surplus of 22,450 feet to a deficit of 4,550 feet.

"The hose condemned in the Fire Department from January 1, 1917, to November 16, 1917, including 20,200 feet of 2½-inch and 7,400 feet of 3-inch hose destroyed in the hose test at 200 pounds pressure held in June, 1917, and including hose burned, burst, cut and otherwise destroyed at fires, is as follows:

Size.	Condemned in 10½ Months.	Average Per Month.
1½ inches	4,300	410
2½ inches	69,050	6,576
3 inches	17,900	1,705
3½ inches	4,500	429
	95,750	9,120

"It has required seven months to obtain delivery of hose for which the last appropriation of $92,260.30 was authorized on April 13, 1917. Assuming that an equal length of time will be required to obtain deliveries of hose bought from an appropriation made this year and that the rate of loss which has prevailed during this year will continue, the appropriation necessary in order that the department may have its complete quota of hose on July 1, 1918, may be calculated as follows:

Size.	Estimated Loss Per Month.	Estimated Loss in 7½ Months.	Add Present Deficit or Subtract Present Surplus.	Total Quantity Required.	Estimated Cost.	Appropriation Required.
1½ inches	410	3,075	+16,850	19,925	$0.51	$10,161 75
2½ inches	6,576	49,320	—8,250	41,070	.91	37,373 70
3 inches	1,705	12,788	+4,550	17,338	2 25	39,010 50
3½ inches	429	3,218	—750	2,468	3 00	7,404 00
						$93,949 95

"There appears to be need for an additional sum of $94,000 for hose for the Fire Department."

I recommend the adoption of the attached resolution transferring $8,000 from "Personal Service, Fire Department," and $86,000 from "Code 3017, Interest on Revenue Bonds and Revenue Bills," which sums are excessive in such appropriations, to the Fire Department for the purchase of fire hose Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds within appropriations for the year 1917, as follows:

FROM

FIRE DEPARTMENT.

Personal Service, Salaries Regular Employees, Fire Fighting, Extinguishing Fires.

1655 Operation $8,000 00

DEBT SERVICE.

Fixed Charges and Contributions, Interest on City's Bonded Debt.

3017 Interest on Revenue Bonds and Revenue Bills, outstanding September 30, 1916, and on Bonds to be issued..... $86,000 00

TO

FIRE DEPARTMENT.

Equipment.

1690 Fire Hose $94,000 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—15.

Present and Not Voting—The President of The Borough of The Bronx.

Department of Health; Board of Child Welfare—Transfer of Appropriation (Cal. No. 43).

The Secretary presented a communication, dated October 19, 1917, from the Deputy and Acting Commissioner of Health requesting transfer from the appropriation to Board of Child Welfare; and the following report of the Deputy and Acting Comptroller recommending denial thereof:

November 21, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On October 19, 1917, the Deputy and Acting Commissioner of Heatlh requested the transfer of $2,500 from an excess appropriation made to the Board of Child Welfare to an appropriation made to the Board of City Record for printing for Public Health Education, which work is being conducted under the direction of the Health Commissioner. The Bureau of Contract Supervision, to which this request was referred on October 20, 1917, reports thereon as follows:

"In the appropriations to the Board of City Records there was included an item of $9,000 for Public Health Education. This sum, with the exception of approximately $41, has been expended. Transfer of $2,500 requested at this time is to permit the printing of pamphlets dealing with water supply, sewage disposal, respiratory diseases, malaria, tetanus, animal parasite, rabies and pamphlets and placards on food economics. It is also proposed to print a revised edition of 'A Guide to Some of the Hygienic Features of New York City.'

"The cost of 'A Guide to Some of the Hygienic Features of New York City' was stated by Commissioner Haven Emerson to be about a little less than fifty cents each or a little over $2,000 for five thousand copies. The Commissioner was evidently unfamiliar with the price, as a statement obtained later carries an estimate of $750 for five thousand copies.

"The Hygienic Guide is a typical example of the waste of public funds in unnecessary printing. Several years ago the first edition of this Guide was published for distribution at a Health Congress in Washington.

"In 1914 an enlarged edition was published, evidently with a view to creating a Municipal Year Book.

"The City already prints a Municipal Year Book, which is prepared under the jurisdiction of Dr. C. C. Williamson, Librarian in the Municipal Reference Library. This is a valuable publication and the expense of its publication is borne by a charge of fifteen cents per volume.

"A great part of 'A Guide to Some of the Hygienic Features of New York City' is a duplication of the Year Book. Other parts duplicate information contained in the Annual Report of the Department of Health.

"An effort has been made to discover some useful purpose for this Guide, but it appears that its chief use is as a text book in some of the high schools. Obviously it is not the duty of the Department of Health to publish the text books for the Board of Education.

"It is difficult to understand on what theory a great bulk of the information in this book is included in hygienic features.

"Up to the sixteenth page the book is made up of a meaningless map and historical and governmental data with organization charts similar to the charts published in the Municipal Year Book. From the sixteenth to the thirtieth page the book has a skeleton budget of the City of New York. From the thirtieth to the thirty-ninth page there is some information about the Health Department Bureaus which properly belongs in the Department of Health's Annual Report. From the thirty-ninth to the forty-fourth page there are vital statistics which belong in the Annual Report. From the fifty-second to the fifty-fifth page there are several pages relating to the Tenement House Department, followed by a very lengthy history of the Department of Water Supply, with a statement of its various functions.

"There is a chapter on the Street Cleaning Department and a statement concerning the Examining Board of Plumbers. The Fire Department has several pages devoted to its work.

"One interesting chapter is devoted to the construction and maintenance of streets. Dr. E. C. Bolduan, author of the book, gives some very interesting statistics on the cost of paving of various types. Dr. Bolduan states that granite block is the most satisfactory street surface for heavy traffic. He recommends wood block where the traffic is not so heavy and where noiselessness is desirable. He states it presents a surface as smooth as asphalt, but in wet weather is more slippery and hence less desirable for horse traffic on grades. Dr. Bolduan states that sheet asphalt would be most desirable except that it does not have the wearing qualities of other types, but laid under proper conditions would last for ten years.

"Dr. Bolduan gives a chapter on Education and Museums. He includes a chapter on the State Hospitals for the Insane.

"There is a chapter on the Police Department, from which it appears that the Commissioner of Police is appointed by the Mayor.

"The Municipal Explosives Commission is given a brief notice.

"The Courts have a chapter devoted to their work. There is also a chapter on the Department of Correction with a list of institutions and prisons.

"According to Dr. Bolduan, the Board of Parole, which was abolished by law, is still actively engaged in the work which it used to do, but is now being done by the Parole Commission.

"One interesting bit of information is under the head of the 'Brooklyn Disciplinary Training School for Boys.' This school was abolished several years ago, but, according to Dr. Bolduan, the institution is maintained by the City for the reformation of juvenile delinquents committed by the Courts. He gives some interesting statistics concerning the number of boys cared for at the school.

"This is followed by a chapter on State Prisons and Reformatories.

"The book closes with a list of scientific institutions and directory of the Department of Health.

"The guide which the new book is to succeed contains only 119 pages, but the new volume will be considerably larger.

"I have been unable to find any good reason why City funds should be expended on such books, in view of the fact that we have a Municipal Year Book which is kept up to date and which is being purchased by the Department of Education for use in its schools.

"Other publications which the Bureau of Public Health Education wishes to issue before the end of the year are:

"Monographs on Laundry Investigation.

"Monographs on Tuberculosis and Housing.

"Monographs on Industrial Hygiene.

"The Bureau wants to spend $350 for 'Open Window Week' car placards.

"The Bureau also proposes to spend $625 on biology leaflets. These booklets contain interesting information. One booklet on typhoid states on its cover that it has been prepared for high school students of the City.

"Other expenditures are to be for 'Life Lines,' which are posters to be placed in windows of druggists.

"The Bureau wishes to print 200,000 leaflets—100,000 on 'Fresh Air' and 100,000 on 'Water Inside and Outside.'

"It is suggested that no funds be authorized for further printing by the Bureau of Public Health Education until a proper check can be devised to insure that printing by that bureau will not duplicate other printing by the City and that the printing will serve some definite need which should be met out of City funds.

"The Executive Secretary of the Board of Child Welfare has consented to the transfer of $2,500."

In my opinion there is no necessity for the transfer of funds to provide for printing for the remaining few weeks of this year. If the Department of Health cares to continue next year the issuance of pamphlets and books such as it has issued in the past, the work can be paid for out of funds available in the 1918 Budget.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby *denies* the request of the Deputy and Acting Commissioner of Health, dated October 19, 1917, for the transfer of twenty-five hundred dollars ($2,500) from appropriations made to the Board of Child Welfare, to the Board of City Record, for the year 1917, for the purpose of printing Public Health Education pamphlets.

Which was adopted by the following vote:

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

Fund for Salary and Wage Accruals; Department of Docks and Ferries—Transfer of Appropriation (Cal. No. 44).

The Secretary presented a communication, dated October 25, 1917, from the Acting Commissioner of Docks requesting transfer from Fund for Salary and Wage Accruals; and the following report of the Deputy and Acting Comptroller recommending approval thereof:

November 3, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On October 25, 1917, the Acting Commissioner of Docks requested that necessary funds to the amount of $7,500 be provided by transfer either "from accruals or some other available source" for the purchase of four propeller wheels.

The Bureau of Contract Supervision, to which this request was referred on October 29, 1917, reports thereon as follows:

"Five Municipal Ferryboats are in use on the Staten Island line between South Ferry and St. George, as follows: 'Manhattan,' 'Bronx,' 'Brooklyn,' 'Queens,' 'Richmond.'

"New propeller wheels have been installed on the first two during the present year.

"New wheels were installed on the last three on dates as follows:

'Brooklyn'	July 10, 1916
'Queens'	Dec. 14, 1916
'Richmond'	June 7, 1916

"It is stated by the Mechanical Engineer and by the Superintendent of Ferries that the efficient life of a propeller wheel on this line is about eighteen months. The blades become worn and pitted during that period to such an extent as to seriously reduce the speed of the boats, and to interfere with the time schedules. It is also stated that a reserve of one or two wheels should always be on hand to replace a broken one in case of accident.

"At the present time if an order were given it would be a month or more before delivery could be made.

"The department has no wheels on hand.

"It is proposed as soon as funds are available to purchase four wheels, two to be installed on the ferryboat 'Richmond,' the blades of both wheels on this boat being in very bad condition; one on the ferryboat 'Brooklyn,' and one on the ferryboat 'Queens.'

"It is stated by the Superintendent of Ferries that it is not only impossible to operate these three boats on schedule owing to the present condition of their propeller blades, but that there is a much greater consumption of coal than would be necessary if the blades were in good condition.

"Funds for the purchase of six propeller wheels are included in the 1918 budget, all of which will be needed during the next year in addition to those now requested.

"The cost of propeller wheels is properly chargeable to Code 2846, General Plant Materials, in which fund there is now an unencumbered balance of but $2,381.43 in the books of the Finance Department, all of which will be needed for other purposes before the end of this year."

I recommend the adoption of the attached resolution, which, if approved by the unanimous vote of the Board, will transfer $7,500 from City Salary and Wage Accruals to Code 2846, for the purchase of four propeller wheels. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds within appropriations for the year 1917, as follows:

FROM

MISCELLANEOUS.

2039 City Fund for Salary and Wage Accruals..... $7,500 00

TO

DEPARTMENT OF DOCKS AND FERRIES.

2846 Materials $7,500 00

Which was adopted by the following vote:

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

Department of Docks and Ferries—Transfer of Appropriation (Cal. No. 45).

The Secretary presented a communication, dated November 16, 1917, from the Acting Commissioner of Docks, requesting transfer within appropriation for 1917; and the following report of the Deputy and Acting Comptroller recommending approval thereof:

November 23, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 16, 1917, the Acting Commissioner of Docks requested transfer within funds appropriated to his department for the year 1917.

The Bureau of Contract Supervision, to which the request was referred on November 21, 1917, reports thereon as follows:

"It is proposed that $425 be transferred from Code No. 2852 'Hire of Horses and Vehicles with Drivers,' to Code No. 2856, 'Carfare.'

"In the 1917 budget the sum of $2,425 was appropriated for carfare for the use of all bureaus in the department. The expenditures for the ten months ending October 31, 1917, indicate a monthly average of approximately $250.

"The balance in the fund after paying October bills will be $79.08, which, together with the amount requested for transfer, $425, will provide about the amount required.

"There is a sufficient balance available in the account to be debited."

I recommend the adoption of the attached resolution granting the request.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Docks and Ferries as follows:

FROM

2852 Hire of Horses and Vehicles with Drivers..... $425 00

TO

2856 Carfare $425 00

Which was adopted by the following vote:

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

Board of Coroners, Borough of The Bronx; Board of Inebriety—Issue of Special Revenue Bonds and Transfer of Appropriation (Cal. No. 46).

The Secretary presented a resolution adopted October 16, 1917, by the Board of Aldermen requesting an issue of $400 special revenue bonds to be used by the Board of Coroners, Borough of The Bronx, for automobile hire; and the following report of the Deputy and Acting Comptroller recommending denial thereof, but further recommending approval of transfer of $200 from appropriation of Board of Inebriety for that purpose:

November 26, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On October 16, 1917, the Board of Aldermen requested $400 in special revenue bonds to be used by the Board of Coroners, in the Borough of The Bronx, for the purpose of automobile hire.

The Bureau of Contract Supervision, to which this request was referred on November 5, 1917, reports thereon as follows:

"It is found that the sum of $200 is necessary to meet outstanding bills amounting to $75 and to provide for the contemplated auto hire that may occur during the balance of the year, when the coroners may be called on urgent cases, especially at night, in order to promptly reach the scene of an accident or crime.

"The Coroner has agreed to the transfer of $200 as a substitute for the revenue bond request.

"Sufficient balance remains in the funds of the Board of Inebriety, Code 2682, to permit of the debit transfer which has been released by said Board."

I recommend the adoption of the attached resolutions (2), one denying the request for special revenue bonds and the other transferring $200 for the purpose stated.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby *denies* the request of the Board of Aldermen by resolution adopted October 16, 1917, for the issue of special revenue bonds to the amount of four hundred dollars ($400), the proceeds whereof to be used by the Board of Coroners of the Borough of The Bronx for the purpose of automobile hire.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated for the year 1917, as follows:

FROM

BOARD OF INEBRIETY,

Personal Service.

2682 Salaries Temporary Employees $200 00

TO

BOARD OF CORONERS, THE BRONX.

Contract or Open Order Service, Transportation.

2948 Hire of Automobiles $200 00

Which was adopted by the following vote:

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

Charitable Institutions—Transfer of Appropriation (Cal. No. 47).

The Secretary presented the following report of the Deputy and Acting Comptroller:

November 23, 1917.

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

Gentlemen—Application is hereby made for the transfer of $82,800 within the appropriation made to Charitable Institutions for the year 1917, as follows:

FROM

2454	Brooking Training School and Home for Young Girls	$449 22
2479	Children's Aid Society	4,000 00
2503	House of the Good Shepherd	1,000 00
2518	Lincoln Hospital and Home	5,000 00
2524	Misericordia Hospital	4,000 00
2527	New York Hospital	3,000 00
2529	New York Juvenile Asylum	4,500 00
2530	New York Foundling Hospital	12,000 00
2534	New York Red Cross Hospital	375 00
2539	New York Infirmary for Women and Children	3,000 00
2549	Prospect Heights Hospital and Brooklyn Maternity	200 00
2560	St. John's Long Island City Hospital	4,000 00
2568	St. Joseph's Hospital (New York City)	12,000 00
2569	St. Francis Hospital	4,082 15
2573	St. Joseph's Asylum	3,500 00
2575	St. Malachy's Home	6,000 00
2576	Sheltering Arms Nursery of Brooklyn	1,609 98
2595	The New York Throat, Nose and Lung Hospital	483 65
2604	The Swedish Hospital in Brooklyn	4,500 00
2609	Washington Heights Hospital	2,500 00
2613	Home Hospital	5,000 00
	County of Kings.	
3458	New York Institution for the Instruction of the Deaf and Dumb	1,500 00
	County of Bronx.	
3316	St. Joseph's Institute for the Improved Instruction of Deaf Mutes.	100 00
	Total	$82,800 00

TO

2451	Asylum of St. Vincent de Paul	$800 00
2452	Association for Befriending Children and Young Girls (House of the Holy Family)	500 00
2456	Brooklyn Industrial School Association and Home for Destitute Children	400 00
2462	Blythedale Home for Tubercular Crippled Children	800 00
2465	Bushwick Hospital	500 00
2467	Brooklyn Home for Consumptives	4,000 00
2471	Brooklyn Hebrew Orphan Asylum	3,500 00
2474	Colored Orphan Asylum and Association for the Benefit of Colored Children in the City of New York	1,000 00
2478	Church Charity Foundation of Long Island, St. John's Hospital	4,000 00
2493	German Hospital and Dispensary	4,000 00
2495	Home for Hebrew Infants of the City of New York	2,000 00
2496	Hebrew Sheltering Guardian Society	2,500 00
2499	House of Calvary	3,000 00
2506	Howard Orphanage and Industrial School	500 00
2510	International Sunshine Branch for the Blind	500 00
2525	Manhattan Eye, Ear and Throat Hospital	1,000 00
2526	Montefiore Home and Hospital for Chronic Diseases	10,000 00
2528	New York Catholic Protectory	6,000 00
2543	New York Magdalen Home	1,300 00
2550	Roman Catholic Orphan Asylum Society, St. Joseph's Female Orphan Asylum and St. John's Home	1,500 00
2553	Roman Catholic House of the Good Shepherd	800 00
2555	St. Christopher's Hospital for Babies	600 00
2564A	St. Laurence Hospital (Branch of St. Vincent's Hospital)	500 00
2570	Sacred Heart Orphan Asylum	1,500 00
2579	Seton Hospital, New York City	6,000 00
2585	The New York Society for the Relief of the Ruptured and Crippled	500 00
2590	The Mount Sinai Hospital of the City of New York	2,000 00
2594	The Tuberculosis Preventorium for Children	5,000 00
2597	The Lakeview Home	1,000 00
2599	The Sloane Hospital for Women	1,000 00
2603	The Jewish Protectory and Aid Society	4,500 00
2605	Vocational Training	10,000 00
	County of Kings.	
3456	Institution for the Improved Instruction of Deaf Mutes	500 00
3459	St. Joseph's Institute for the Improved Instruction of Deaf Mutes	1,000 00
	County of Bronx.	
3315	New York Institution for the Instruction of the Deaf and Dumb	100 00
		$82,800 00

There is a sufficient balance in each of the accounts from which the respective sums are to be withdrawn. No increase in the total appropriation to Charitable Institutions for the year 1917 will result from these transfers.

The adoption of the attached resolution approving the transfers will also revise the appropriate schedules. Respectfully submitted,

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves the transfer of funds appropriated for the year 1917, as follows:

FROM

2454	Brooklyn Training School and Home for Young Girls	$449 22
2479	Children's Aid Society	4,000 00
2503	House of the Good Shepherd	1,000 00
2518	Lincoln Hospital and Home	5,000 00
2524	Misericordia Hospital	4,000 00
2527	New York Hospital	3,000 00
2529	New York Juvenile Asylum	4,500 00
2530	New York Foundling Hospital	12,000 00
2534	New York Red Cross Hospital	375 00
2539	New York Infirmary for Women and Children	3,000 00
2549	Prospect Heights Hospital and Brooklyn Maternity	200 00
2560	St. John's Long Island City Hospital	4,000 00
2568	St. Joseph's Hospital (New York City)	12,000 00
2569	St. Francis' Hospital	4,082 15
2573	St. Joseph's Asylum	3,500 00
2575	St. Malachy's Home	6,000 00
2576	Sheltering Arms Nursery of Brooklyn	1,609 98
2595	The New York Throat, Nose and Lung Hospital	483 65
2604	The Swedish Hospital in Brooklyn	4,500 00
2609	Washington Heights Hospital	2,500 00
2613	Home Hospital	5,000 00
	County of Kings.	
3458	New York Institution for the Instruction of the Deaf and Dumb	1,500 00
	County of Bronx.	
3316	St. Joseph's Institute for the Improved Instruction of Deaf Mutes.	100 00
		$82,800 00

TO

2451	Asylum of St. Vincent de Paul	$800 00
2452	Association for Befriending Children and Young Girls (House of the Holy Family)	500 00
2456	Brooklyn Industrial School Association and Home for Destitute Children	400 00
2462	Blythedale Home for Tubercular Crippled Children	800 00
2465	Bushwick Hospital	500 00
2467	Brooklyn Home for Consumptives	4,000 00
2471	Brooklyn Hebrew Orphan Asylum	3,500 00
2474	Colored Orphan Asylum and Association for the Benefit of Colored Children in The City of New York	1,000 00
2478	Church Charity Foundation of Long Island, St. John's Hospital	4,000 00
2493	German Hospital and Dispensary	4,000 00
2495	Home for Hebrew Infants of The City of New York	2,000 00
2496	Hebrew Sheltering Guardian Society	2,500 00
2499	House of Calvary	3,000 00
2506	Howard Orphanage and Industrial School	500 00
2510	International Sunshine Branch for the Blind	500 00
2525	Manhattan Eye, Ear and Throat Hospital	1,000 00
2526	Montefiore Home and Hospital for Chronic Diseases	10,000 00
2528	New York Catholic Protectory	6,000 00
2543	New York Magdalen Home	1,300 00
2550	Roman Catholic Orphan Asylum Society, St. Joseph's Female Orphan Asylum and St. John's Home	1,500 00
2553	Roman Catholic House of the Good Shepherd	800 00
2555	St. Christopher's Hospital for Babies	600 00
2564A	St. Laurence Hospital (Branch of St. Vincent's Hospital)	500 00
2570	Sacred Heart Orphan Asylum	1,500 00
2579	Seton Hospital, New York City	6,000 00
2585	The New York Society for the Relief of the Ruptured and Crippled	500 00
2590	The Mount Sinai Hospital of The City of New York	2,000 00
2594	The Tuberculosis Preventorium for Children	5,000 00
2597	The Lakeview Home	1,000 00
2599	The Sloane Hospital for Women	1,000 00
2603	The Jewish Protectory and Aid Society	4,500 00
2605	Vocational Training	10,000 00
	County of Kings.	
3456	Institution for the Improved Instruction of Deaf Mutes	500 00
3459	St. Joseph's Institute for the Improved Instruction of Deaf Mutes	1,000 00
	County of Bronx.	
3315	New York Institution for the Instruction of the Deaf and Dumb	100 00
		$82,800 00

Which was adopted by the following vote:

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

Kings County Fund for Salary and Wage Accruals; County Clerk, New York County; Register, Kings County—Transfer of Appropriations (Cal. No. 48).

The Secretary presented a communication, dated November 8, 1917, from Register, Kings County, requesting transfer from Fund for Salary and Wage Accruals for 1917; and one dated November 22, 1917, from County Clerk, New York County, requesting transfer of funds within appropriation for said year; and the following report of the Deputy and Acting Comptroller recommending approval thereof:

November 26, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—The following requests for transfer for the year 1917 have been received:

November 8, 1917, Register, Kings County, from Accruals..... $200 00

November 22, 1917, County Clerk, New York County, Within Funds..... 75 00

The Bureau of Contract Supervision, to which this request was referred, reports thereon as follows:

"Register, Kings County.

"Code 3400, Supplies—Unencumbered balance $94.29. Transfer of $200 from Kings County Salary Accruals is necessary to meet outstanding orders amounting to $155 and to provide for other ordinary expenses for the balance of the year.

"County Clerk, New York County.

"Code 3068, Supplies—Unencumbered balance, $40.17. Transfer of $75 is necessary to meet an outstanding bill amounting to $75. The present balance will be ample to last until the end of the year.

"Sufficient balances are available in the accounts to be debited for the purpose of the transfers."

I recommend the adoption of the attached resolution granting the requests, which requires the unanimous vote of your Board. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptoller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated for the year 1917, as follows:

FROM

COUNTY CLERK, NEW YORK COUNTY.

Contract or Open Order Service.

3070	Repairs and Replacements	$75 00

MISCELLANEOUS, KINGS COUNTY.

3509	Kings County Fund for Salary and Wage Accruals	$200 00

TO

COUNTY CLERK, NEW YORK COUNTY.

3068	Supplies	$75 00

REGISTER, KINGS COUNTY.

3400	Supplies	$200 00

Which was adopted by the following vote:

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

Andrew D. Baird & Sons et al.—Claim of (Cal. No. 49).

The Secretary presented a report of the Deputy and Acting Comptroller, certifying for payment, pursuant to section 246 of the Charter, claim of Andrew D. Baird & Sons et al., of amount due for materials and labor supplied under contract of Wills & Marvin Co., in connection with the erection, etc., of additions F. & G. of Brooklyn Institute of Arts and Sciences.

Which was laid over for one week (December 7, 1917).

Marble Arch Company—Claim of (Cal. No. 50).

The Secretary presented a report of the Deputy and Acting Comptroller, certifying for payment, pursuant to section 246 of the Charter, claim of Marble Arch Company in the sum of $3,225, for amount due for materials used in completion of superstructure of additions F. & G., etc., Brooklyn Institute of Arts and Sciences, in connection with abondoned contract of Wills & Marvin Co.

Which was laid over one week (December 7, 1917).

Public Service Commission for the First District—Agreement Modifying Contract with the Thomas J. Waters Company for the Construction of Station Finish for Section No. 1 (Grand Central Station), Route No. 26, of the Queensboro Subway Rapid Transit Railroad (Cal. No. 51).

The Secretary presented a report of the Deputy and Acting Comptroller submitting for consideration resolution adopted October 24, 1917, by the Public Service Commission for the First District, requesting approval of agreement modifying contract dated August 15, 1916, of the Thomas J. Waters Company for the construction of station finish for section No. 1 (Grand Central Station), Route No. 26 of the Queensboro Subway Rapid Transit Railroad, which provides for the elimination from the original contract of the provision providing for a guarantee by the contractor for a period of three years for the hydrolithic plastering, upon the delivery by the contractor to the Public Service Commission of a certified check in the sum of $310, and stating that from an examination made of the inside station finish, some signs of leakage were found, also some small cracks and that he has been advised that if in the future any leaks or defects develop it cannot be definitely determined whether the blasting done adjacent to the subway is or is not the direct cause of said defects.

The matter was laid over one week (December 7, 1917).

Public Service Commission for the First District—Approval of Agreement Modifying Contract with The Degnon Contracting Company for the Construction of Section 5, Routes Nos. 4 and 36, of the Broadway-Fourth Avenue Rapid Transit Railroad (Cal. No. 52).

The Secretary presented the following communication, resolution and agreement of the Public Service Commission for the First District, and the report of the Deputy and Acting Comptroller relative thereto:

State of New York, Public Service Commission for the First District, 120 Broadway, New York, November 19, 1917.

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

Pursuant to the direction contained therein, I transmit herewith a certified copy of a resolution adopted by the Commission on November 19, 1917, requesting your Honorable Board to consent to a proposed agreement, herewith transmitted, between The City of New York, acting by the Commission, and The Degnon Contracting Company, providing for certain modifications of the contract for the construction of Section 5 of Routes Nos. 4 and 36, a part of the Broadway-Fourth Avenue Rapid Transit Railroad.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT, by JAMES B. WALKER, Secretary.

Resolved, That this Commission do and hereby does approve the proposed agreement now submitted, modifying the contract between The City of New York, acting by the Commission, and The Degnon Contracting Company, for the construction of Section 5 of Routes Nos. 4 and 36, a part of the Broadway-Fourth Avenue Rapid Transit Railroad, so as to provide for the return to the contractor of the sum of Seventy-five Thousand Dollars ($75,000), as a portion of the moneys reserved and retained from partial payments made under the provisions of said contract in consideration for the release and discharge of the City on the part of the Contractor of certain claims enumerated in said modifying agreement.

Resolved, that the Secretary of the Commission be and hereby is authorized and directed to transmit said proposed agreement to the Board of Estimate and Apportionment for its consent, together with a certified copy of this resolution, and that the Chairman and the Secretary of this Commission be and hereby are authorized and directed to execute and deliver said proposed agreement in such form when so consented to by the Board of Estimate and Apportionment, and approved by the Acting Corporation Counsel.

State of New York, County of New York, ss.:

I, James B. Walker, Secretary of the Public Service Commission for the First District, do hereby certify that I have compared the above with the original adopted by said Commission on November 19, 1917, and that it is a correct transcript therefrom and of the whole of the original.

In testimony whereof, I have hereunto subscribed my hand and affixed the seal of the Commission this 19th day of November, 1917.

(Seal.) JAMES B. WALKER, Secretary.

Agreement made this day of , 1917, between The City of New York (hereinafter referred to as the "City") acting by the Public Service Commission for the First District (hereinafter referred to as the "Commission") party of the first part and The Degnon Contracting Company, a corporation organized and existing under the laws of the State of New Jersey (hereinafter referred to as the "Contractor") party of the second part.

Whereas, heretofore on or about the 6th day of August, 1914, the City acting by the Commission entered into a contract with the Contractor for the construction of that part of the Broadway-Fourth Avenue Rapid Transit Railroad known as Section No. 5 of Routes Nos. 4 and 36 which contract as heretofore duly modified is hereinafter referred to as the "Contract"; and

Whereas, as security for the faithful performance of the Contract on its part the Contractor deposited a bond in the sum of three hundred thousand dollars ($300,000) and upon which bond there are now sureties as follows: National Surety Company, American Surety Company of New York and Fidelity and Deposit Company of Maryland; and

Whereas, the Contract provides that the City shall pay to the Contractor from time to time as the work progresses eighty-five per centum (85%) or ninety per centum (90%) of the value of the work done and materials furnished as estimated by the Chief Engineer or acting Chief Engineer for the time being of the Commission (hereinafter referred to as the "Engineer") and shall reserve and retain the remaining fifteen per centum (15%) or ten per centum (10%) thereof; and

Whereas, the amount so reserved and retained by the City from partial payments heretofore made to the Contractor under the Contract up to and including the 30th day of September, 1917, is two hundred fifty-four thousand seven hundred six and seventy-two one-hundredths dollars ($254,706.72); and

Whereas, It is provided in the Contract that such money so reserved and retained, or so much thereof as shall not be retained for the purposes therein specified, shall be returned to the Contractor at the time of making the final payment to the Contractor under the Contract, which final payment under the terms and conditions of the Contract is to be made on or before the expiration of ninety (90) days after the acceptance of the work therein agreed to be done by the Contractor and the filing of a certificate of the completion and acceptance of the work in the office of the Comptroller signed by the Engineer and the Commission; and

Whereas, under the provisions of Article XXXIII. of the Contract the Contractor has deposited with the Comptroller of the City corporate stock of the City of the market value of Two hundred fifty-four thousand dollars ($254,000) in lieu of an equal amount of moneys so reserved and retained under the Contract as aforesaid; and

Whereas, the Contractor has requested the City to pay to it a portion of the money so reserved and retained under the Contract; and

Whereas, the Board of Estimate and Apportionment of the City has consented to this agreement;

Now, therefore, in consideration of the mutual stipulations and agreements hereinafter contained the parties hereto do hereby agree that the Contract be and the same hereby is modified as follows:

First: The City shall return to the Contractor on the expiration of ten (10) days after the date of the delivery of this agreement Seventy-five thousand dollars ($75,000) on account of and as a portion of the moneys reserved and retained from partial payments made to the Contractor pursuant to the terms of the Contract, provided, however, that in case any lien shall be filed for work done or materials furnished toward the performance or completion of the work under the Contract prior to said payment the Contractor shall as a condition precedent of receiving said payment cause said lien or liens to be discharged. Such payment by the City shall be made to the Contractor by returning to the Contractor corporate stock of the City of the market value of Seventy-five thousand dollars ($75,000).

Second: The Contractor for itself and its successors and assigns in consideration of said agreement on the part of the City does hereby release and forever discharge the City from the following claims of the Contractor against the City:

Claim for alleged additional cost required in pumping water from the Railroad cut due to leak in the Aqueduct Tunnel at Fifth Avenue and 59th Street, the sum of $5,400.

Claim for alleged damage to Railroad structure due to break in water main at 62nd Street and Madison Avenue and flooding the Railroad cut, the sum of $1,084.93.

Except as herein expressly provided the Contract and all the provisions thereof shall remain in all respects unchanged and in full force and effect as though this agreement had not been made.

No member of the Commission shall be liable personally under or by reason of this agreement or any of its articles or provisions.

This agreement shall bind the parties hereto and their respective successors and assigns.

Provided, however, that this agreement shall not take effect unless and until it shall be consented to in writing in the form subjoined by National Surety Company, American Surety Company of New York and Fidelity and Deposit Company of Maryland.

It witness whereof the Commission has caused its official seal to be hereto affixed and attested by its Secretary and these presents to be signed by its Chairman, and the Contractor has caused its corporate seal to be hereto affixed and attested by its Secretary and these presents to be signed by its President all the day and year above written.

THE CITY OF NEW YORK, acting by the Public Service Commission for the First District, by ....., Chairman.

Attest: ....., Secretary.

THE DEGNON CONTRACTING COMPANY, by ....., President

Attest: ....., Secretary.

Form of Consent of Sureties.

The undersigned being the sureties upon the bond in the sum of Three hundred thousand dollars ($300,000) deposited by the Contractor as security for the faithful performance of the Contract as aforesaid hereby consent to the making of the foregoing agreement.

NATIONAL SURETY COMPANY.
AMERICAN SURETY COMPANY OF NEW YORK.
FIDELITY DEPOSIT COMPANY OF MARYLAND.

November 26, 1917.

To the Honorable, the Board of Estimate and Apportionment:

Gentlemen—On November 19, 1917, the Public Service Commission for the First District transmitted for approval an agreement modifying the contract dated on or about the 6th day of August, 1914, of The Degnon Contracting Company for the construction of that part of the Broadway-Fourth Avenue Rapid Transit Railroad known as Section No. 5 of Routes Nos. 4 and 36 in the Borough of Manhattan;, said agreement providing in substance as set forth in the preamble of the attached resolution.

Relative to the claims released:

Claim No. 1—For alleged additional cost required in pumping water from the Railroad cut due to leak in the Aqueduct Tunnel at Fifth Avenue and 59th Street the sum of $5,400.

Water is coming into the Railroad cut (not exceeding 15 gallons per minute) at the present time through the invert, the major portion of which is due to a leak in the Catskill Aqueduct. The Catskill pressure was turned on about January 1st, 1917, and, assuming that The Degnon contract will be completed on or about January 1st, 1919, it is estimated that a fair compensation for this item is about $1,000.

Claim No. 2—For alleged damage to Railroad structure due to break in water main at 62nd Street and Madison Avenue and flooding the Railroad cut the sum of $1,084.93.

The records of the Public Service Commission show that there was a break in the water main in Madison Avenue which flooded the Railroad cut. No damage was done to the subway structure. The damage to the Contractor only being the delay caused while the water was being pumped out and the cost of pumping same. It is estimated that $1,000 would fairly cover these expenses to the Contractor.

The financial status of the contract as of October 1, 1917, is as follows:

Amount earned:	
Regular work	$1,772,046 36
Under Article XII.	1,850 47
	$1,773,896 83
Paid as per partial payments	1,519,190 11
Retained percentage	$254,706 72
Statement of retained percentage:	
Corporate stock released as per agreement dated July 20, 1917	$100,000 00
Corporate stock in the sum of $145,000 deposited with Comptroller for payment of	143,000 00
Cash. retained	11,706 72

The contract is about 80 per cent. completed and the records of the Department of Finance show the following claims filed against this contract:

D. W. S. G. & E.	No Amount
Dorothy Howe	$5,000 00

It is estimated that the value of the work yet to be performed is about $500,000. If the agreement is carried out, the City will have the following security for the completion of the contract:

Corporate stock	$145,000 00
Released by this agreement	75,000 00
	$70,000 00
Cash	$11,706 72
Original bond	300,000 00

In view of the claims released by the Contractor, which, I am advised by the Chief Engineer of this Department, have merit, and the surety retained which I consider ample and sufficient for the faithful completion of the contract, I recommend the adoption of the attached resolution approving the request. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Whereas, On November 19, 1917, the Public Service Commission for the First District transmitted for approval and consent by the Board of Estimate and Apportionment a proposed agreement modifying the contract dated on or about August 6, 1914, of The Degnon Contracting Company for the construction of that part of the Broadway-Fourth Avenue Rapid Transit Railroad known as Section No. 5 of Routes Nos. 4 and 36 in the Borough of Manhattan, said agreement providing, in substance, as follows:

First—The City shall return to the Contractor on the expiration of ten (10) days after the date of the delivery of this agreement corporate stock of the value of seventy-five thousand dollars ($75,000), deposited by the Contractor in lieu of an equal amount of moneys reserved and retained from partial payments, providing, however, that in case any lien shall be filed for work done or materials furnished towards the performance or completion of the work under the contract prior to said payment, the Contractor shall, as a condition precedent of receiving said payment, cause said lien or liens to be discharged.

Second—The Contractor, in consideration of said agreement on the part of the City, does hereby release and forever discharge the City from the following claims of the Contractor against the City:

Claim for alleged additional cost required in pumping water from the railroad cut due to leak in the Aqueduct Tunnel at Fifth Avenue and 59th Street the sum of $5,400.

Claim for alleged damage to railroad structure due to break in water main at 62nd Street and Madison Avenue and flooding the railroad cut the sum of $1,084.93.

Except as herein expressly provided the contract and all the provisions thereof shall remain in all respects unchanged, and in full force and effect as though this agreement had not been made. Therefore be it

Resolved, That the Board of Estimate and Apportionment hereby approves of and consents to the proposed agreement as approved by the Public Service Commission for the First District on November 19, 1917, modifying the contract dated on or about August 6, 1914, of the Degnon Contracting Company for the construction of that part of the Broadway-Fourth Avenue Rapid Transit Railroad known as Section No. 5 of Routes Nos. 4 and 36 in the Borough of Manhattan, as generally set forth in the preamble of this resolution, and more specifically in the certified copy of the agreement on file in the office of the Secretary of the Board of Estimate and Apportionment.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—15.

Negative—The President of the Borough of The Bronx—1.

Public Service Commission for the First District—Approval of Contract with D. C. Serber for Completion of Station Finish of Parts of the Broadway-Fourth Avenue Rapid Transit Railroad, Brooklyn and Manhattan Loop, and Fourth Avenue Subway; and Issue of Corporate Stock Therefor (Cal. No. 53).

The Secretary presented a report of the Comptroller, predicated upon a requisition of the Public Service Commission for the First District recommending approval of a proposed contract to be entered into between the City of New York, acting by said Commission, and D. C. Serber, for the completion of construction of station finish of parts of the Broadway-Fourth Avenue Rapid Transit Railroad, Brooklyn and Manhattan Loop, and Fourth Avenue Subway, and the authorization of $64,000 corporate stock to provide the necessary funds to meet the City's obligation under said contract, this issue of corporate stock to be a sub-authorization under Contract No. 4.

The matter was laid over one week (December 7, 1917) under Rule 19.

State Conference of Mayors and Other City Officials—Appropriation for City's Annual Contribution (Cal. No. 54).

The Secretary presented a report of the Deputy and Acting Comptroller relative to the request of the Chairman of the Bureau of Municipal Information of New York State and Conference of Mayors and other City officials, for an appropriation to provide for the City's annual contribution toward the expenses of the Association, stating that The City of New York, in common with practically all the other cities in the State, subscribe annually the sum of $500 toward the expenses of this association, but since this amount was not included in the budget for 1918 and as it is a question of expense in 1918, and it is suggested that no action be taken thereon by the present Board.

(On November 2, 1917 (Cal. No. 65), the above communication was referred to the Comptroller.)

The matter was laid over until the first meeting in January, 1918.

From Bureaus of the Board.

Bureau of Public Improvements.

Board of Estimate and Apportionment—Engineer's Financial Statement (Cal. No. 55).

The Secretary presented the following report of the Chief Engineer, which was ordered printed in the Minutes and filed:

Financial Statement No. D-95. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—I beg to submit the following tabular statement showing the estimated cost of physical improvements and the number of opening proceedings for each borough and total for all boroughs, which have been authorized by the Board of Estimate and Apportionment since January 1, 1916, together with the physical improvements for which preliminary authorization is now outstanding:

Surface and Subsurface Improvements Given Final Authorization in 1916 *and* 1917.

Borough.	Surface Improvements. Total, 1916. No.	Surface Improvements. Total, 1916. Amount.	Surface Improvements. 1917 to Date. No.	Surface Improvements. 1917 to Date. Amount.	Sewer Improvements. Total, 1916. No.	Sewer Improvements. Total, 1916. Amount.	Sewer Improvements. 1917 to Date. No.	Sewer Improvements. 1917 to Date. Amount.
Manhattan	13	$168,200 00	15	$409,900 00	23	$446,200 00	9	$109,200 00
Brooklyn	140	934,800 00	64	422,800 00	*63	1,245,800 00	*43	2,677,900 00
The Bronx	37	722,600 00	33	611,900 00	19	920,000 00	13	426,500 00
Queens	57	561,800 00	57	448,200 00	60	971,600 00	54	606,100 00
Richmond	11	67,300 00	3	28,900 00	10	21,300 00	4	6,500 00
Total	258	$2,454,700 00	172	$1,921,700 00	*175	$3,604,900 00	*123	$3,826,200 00

*Includes two improvements for which partial authorization only has been given.

Surface and Subsurface Improvements for Which Preliminary Authorization Is Now Oustanding.

Borough.	Surface Improvements. No.	Surface Improvements. Amount.	Sewer Improvements. No.	Sewer Improvements. Amount.
Manhattan	8	$225,900 00	8	$263,400 00
Brooklyn	12	87,900 00	*14	1,290,000 00
The Bronx	5	199,700 00	3	194,800 00
Queens	46	410,000 00	27	1,324,500 00
Richmond	1	5,500 00	..	.....
Total	72	$929,000 00	*52	$3,072,700 00

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

Street and Park Opening Proceedings Authorized in 1916 *and* 1917.

Borough.	Total, 1916. Number of Streets and Parks Affected.	Total, 1916. Number of Proceedings.	1917 to Date. Number of Streets and Parks Affected.	1917 to Date. Number of Proceedings.
Manhattan	6	6	..	..
Brooklyn	20	13	4	4
The Bronx	8	7	15	14
Queens	70	33	20	10
Richmond	2	2	1	1
Total	106	61	40	29

A comparison of the estimated cost of physical improvements for which final authorization has been given since January 1, 1917, and of all outstanding preliminary authorizations, with the value of assessment lists, relating to improvements authorized since January 1, 1902, returned in 1917 and with the 1917 collections up to and including November 20, in each case, shows the following:

Borough.	Authorizations. Outstanding Preliminary Authorizations. No.	Outstanding Preliminary Authorizations. Amount.	Final Authorizations in 1917. No.	Final Authorizations in 1917. Amount.	Total. No.	Total. Amount.	Assessment Lists Returned.	Collections.
Manhattan	16	$489,300 00	24	$519,100 00	40	$1,008,400 00	$341,826 74	$452,236 79
Brooklyn	26	1,377,900 00	107	3,100,700 00	133	4,478,600 00	943,505 20	2,088,498 63
The Bronx	8	394,500 00	46	1,038,400 00	54	1,432,900 00	434,227 08	1,244,993 52
Queens	73	1,734,500 00	111	1,054,300 00	184	2,788,800 00	754,907 32	1,094,824 96
Richmond	1	5,500 00	7	35,400 00	8	40,900 00	111,455 69	81,662 78
Park Department (Tree Planting, Bronx)	..	.....	..	.....	..	.....	70,838 59	.....
Total	124	$4,001,700 00	295	$5,747,900 00	419	$9,749,600 00	$2,656,760 62	$4,962,216 68

Amounts Available for Preliminary and for Final Authorization During 1917 *Under the Interpretation of the Resolution Adopted on July* 30, 1914, *as Submitted on October* 19, 1917.

Borough.	Preliminary Authorizations Which May Be Outstanding, Including Those Which Are Not to Be Converted Into Final Authorizations During 1917.	Final Authorizations to Be Granted During 1917.
Manhattan	$472,800 00	$524,300 00
Brooklyn	1,345,700 00	2,111,900 00
The Bronx	699,000 00	1,092,700 00
Queens	1,080,400 00	1,082,900 00
Richmond	54,000 00	88,200 00
Total	$3,651,900 00	$4,900,000 00

The following table shows the additional amounts for which preliminary authorizations may now be outstanding, as deduced from the resolution of July 30, 1914, the value of the preliminary authorizations now outstanding which the Borough Presidents desire to have converted into final authorizations during 1917, and the balance available for final authorizations as determined under the interpretation of the July 30, 1914, resolution as submitted on October 19, 1917:

Borough.	Additional Preliminary Authorizations Which May Be Outstanding on the Basis of the Resolution of July 30, 1914, as Interpreted on October 19, 1917.	Preliminary Authorizations Now Outstanding the Urgency of Which Has Been Established or Which It Is Expected to Establish in 1917.	Balance Available for Final Authorization as Provided by the Resolution of July 30, 1914, as Interpreted on October 19, 1917.
Manhattan	—$16,500 00	$337,500 00	$5,200 00
Brooklyn	—32,200 00	1,325,200 00	—988,800 00
The Bronx	304,500 00	364,500 00	54,300 00
Queens	—654,100 00	1,317,100 00	28,600 00
Richmond	48,500 00	5,500 00	52,800 00
Total	—$349,800 00	$3,349,800 00	—$847,900 00

From the above table it will be noted that the limit placed upon the total value of preliminary authorizations which may be outstanding has been exceeded by $349,800 for the entire city and in the Boroughs of Manhattan, Brooklyn and Queens by $16,500, $32,200 and $654,100, respectively. It will also be noted that the balance available for final authorizations has been exceeded by $847,900 for the entire city, and in the Borough of Brooklyn by $988,800.

The value of the authorizations given in this report does not include an item of $15,700, representing the probable expense of planting shade trees in the Borough of Manhattan, for which authorization was granted by the Board at its meeting of May 18. Respectfully, NELSON P. LEWIS, Chief Engineer.

New York Public Library—Acquisition of Property for Entrance to Hudson Park Branch Library (Cal. No. 56).

(On November 9, 1917 (Cal. No. 33), the report of the Deputy and Acting Comptroller recommending condemnation proceedings for the acquisition of title to this property was presented and the matter was referred to the Chief Engineer for report under Rule 35.)

The Secretary presented the following reports of the Deputy and Acting Comptroller and the Chief Engineer of the Board:

November 5, 1917.

To the Honorable the Board of Estimate and Apportionment:

Gentlemen—The Trustees of the New York Public Library have requested that necessary ground between the Hudson Park Branch Library, at 66 Leroy Street and Seventh Avenue extension, Manhattan, be acquired for an entrance to that branch of the library.

The acquisition of land for an entrance on Seventh Avenue to the public bath, which lies south of the Hudson Park Library, has already been authorized. The Trustees of the New York Public Library deem it advisable to acquire enough ground in the rear of the present library site to make possible a main entrance to the library on the Seventh Avenue side, adjacent to the entrance of the public bath, which harmonizes architecturally with the library building.

The property required consists of two small parcels, one 30.46 by 18.42 feet, irregular, and the other 18.54 by 25.17 feet, irregular. In order that possession may be had by the City as soon as possible, I think immediate steps for the condemnation of this property should be taken.

I therefore respectfully recommend that the Board of Estimate and Apportion-

ment approve of the selection of the following described premises for use of the New York Public Library:

All those certain pieces or parcels of land situate, lying and being in the Borough of Manhattan, City and State of New York, bounded and described as follows:

Parcel 1.

Beginning at a point in the westerly line of Seventh Avenue, as extended south of West 11th Street, distant 130.07 feet as measured southerly along the westerly line of Seventh Avenue from the intersection of the westerly line of Seventh Avenue with the southeasterly line of Leroy Street; thence southerly and along the westerly line of Seventh Avenue 30.46 feet; thence westerly and along the northerly line of land described in an ordinance selecting and designating a site for an addition to the Carmine Street Bath, adopted by the Board of Aldermen June 22, 1915, 1.47 feet; thence northerly and along the division line between the properties known as Lots No. 47 and No. 49, and No. 18 and No. 47, Block 582, Section 2, on the Tax Maps of The City of New York, Borough of Manhattan, 21.12 feet; thence northeasterly and along the division line between the properties known as Lots No. 20 and No. 47, Block 582, Section 2, on the Tax Maps of The City of New York, Borough of Manhattan, 18.24 feet, to the point or place of beginning.

Parcel 2.

Beginning at a point in the northerly line of land described in an ordinance selecting and designating a site for an addition to the Carmine Street Bath, adopted by the Board of Aldermen June 22, 1915, distant 1.47 feet westerly from the point where the westerly line of Seventh Avenue is intersected by the northerly line of land described in an ordinance selecting and designating a site for an addition to the Carmine Street Bath, adopted by the Board of Aldermen on June 22, 1915; running thence westerly along said line 27.75 feet; running thence northerly and along the division line between Lots No. 18 and No. 49, Block 582, Section 2, on the Tax Maps of The City of New York, Borough of Manhattan, 17.02 feet; running thence easterly and along the division line between the properties known as Lots No. 18 and No. 49, Block 582, Section 2, on the Tax Maps of The City of New York, Borough of Manhattan, 25.17 feet; running thence southerly and along the division line between the properties known as Lots No. 47 and No. 49, Block 582, Section 2, on the Tax Maps of The City of New York, Borough of Manhattan, 18.54 feet, to the point or place of beginning;

—said premises being the northerly part of Lot No. 49, Block 582, Section 2, on the Tax Maps of The City of New York, Borough of Manhattan, the assessed valuation of which is $6,000, and all of Lot No. 47, Block 582, Section 2, on the Tax Maps of The City of New York, Borough of Manhattan, the assessed valuation of which is $1,500; and authorize the Corporation Counsel to institute condemnation proceedings for the acquisition of the same, title to vest in The City of New York one day after the entry of the order of the Court granting application to The City of New York to condemn said property; the cost of the acquisition to be paid out of the special account S-109L. Respectfully, E. D. FISHER, Deputy and Acting Comptroller.

Report No. 17218. November 23, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—At the meeting of the Board of Estimate and Apportionment, held on November 9, 1917, there was presented a report from the Deputy and Acting Comptroller recommending the institution of condemnation proceedings for the acquisition of two parcels of property on 7th Avenue in order to provide access from this street to a Public Library having frontage on Leroy Street. Under the provisions of Rule 35 the matter was referred to your Engineer in order that a report might be prepared showing the relation of these properties to the City Plan.

The property under consideration comprises two parcels consisting of an interior lot approximately 18 feet by 25 feet adjoining the rear of the Library property, together with an adjoining triangular parcel extending eastwardly to 7th Avenue, on which street it has a frontage of 30.46 feet. Title to the 7th Avenue Extension has been legally acquired and no changes are contemplated in its lines.

The project is, therefore, consistent with the street plan for the vicinity.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 1433 of the Greater New York Charter, as amended, hereby approves of the selection by the Board of Trustees, New York Public Library, of the following property, as a site for a public library, located on Seventh Avenue, Borough of Manhattan, bounded and described as follows:

All those certain pieces or parcels of land, situate, lying and being in the Borough of Manhattan, City and State of New York, bounded and described as follows:

Parcel One.

Beginning at a point in the westerly line of 7th Avenue, as extended south of West 11th Street, distant 130.07 feet as measured southerly along the westerly line of 7th Avenue from the intersection of the westerly line of 7th Avenue with the southeasterly line of Leroy Street, thence southerly and along the westerly line of 7th Avenue 30.46 feet, thence westerly and along the northerly line of land described in an ordinance selecting and designating a site for an addition to the Carmine Street Bath, adopted by the Board of Aldermen, June 22, 1915, 1.47 feet; thence northerly and along the division line between the properties known as Lots No. 47 and No. 49, and No. 18 and No. 47, Block 582, Section 2, on the Tax Maps of the City of New York, Borough of Manhattan, 21.12 feet, thence northeasterly and along the division line between the properties known as Lots No. 20 and No. 47, Block 582, Section 2, on the Tax Maps of the City of New York, Borough of Manhattan, 18.24 feet to the point or place of beginning.

Parcel Two.

Beginning at a point in the northerly line of land described in an ordinance selecting and designating a site for an addition to the Carmine Street Bath adopted by the Board of Aldermen, June 22, 1915, distant 1.47 feet westerly from the point where the westerly line of 7th Avenue is intersected by the northerly line of land described in an ordinance selecting and designating a site for an addition to the Carmine Street Bath adopted by the Board of Aldermen on June 22, 1915; running thence westerly along said line 27.75 feet, running thence northerly and along the division line between Lots No. 18 and No. 49, Block 582, Section 2, on the Tax Maps of the City of New York, Borough of Manhattan, 17.02 feet, running thence easterly and along the division line between the properties known as Lots No. 18 and No. 49, Block 582, Section 2, on the Tax Maps of the City of New York, Borough of Manhattan, 25.17 feet, running thence southerly and along the division line between the properties known as Lots No. 47 and No. 49, Block 582, Section 2, on the Tax Maps of the City of New York, Borough of Manhattan, 18.54 feet to the point or place of beginning.

—said premises being the northerly part of Lot No. 49, Block 582, Section 2 on the Tax Maps of The City of New York, Borough of Manhattan, the assessed valuation of which, as shown on the books of record of the Department of Taxes and Assessment for the year 1917, is six thousand dollars ($6,000), and all of Lot No. 47, Block 582, Section 2, on said Maps, the assessed valuation of which is fifteen hundred dollars ($1,500).

—and authorizes and directs the Corporation Counsel to institute condemnation proceedings for the acquisition of the same, by making application to the Supreme Court of the State of New York to have the compensation which is to be made to the owners of or persons interested in the real property to be acquired, ascertained and determined by the Supreme Court without a jury; and it is further

Resolved, That title to said property is to vest in The City of New York upon the day after the entry of the order of the Supreme Court granting the application to condemn said property, as authorized by section 1435 of the Greater New York Charter, as amended, and the cost to be charged to the Special Account S-109-L; and it is further

Resolved, That nothing contained in this resolution shall be construed as preventing the Comptroller of The City of New York from entering into a contract for the purchase of said property at private sale, subject to the approval of the Board of Estimate and Apportionment.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—15.

Negative—The President of the Borough of The Bronx—1.

East 74th Street, Between Park Avenue and Lexington Avenue, Borough of Manhattan—Changing Grade (Cal. No. 57).

The Secretary presented a communication dated November 14, 1917, from the President, Borough of Manhattan, transmitting map showing proposed change; and report of the Chief Engineer recommending that the map be referred back to the Borough President without approval, with the suggestion that the grade modification be limited to the section adjoining Park Avenue.

The matter was laid over one week (December 7, 1917).

13th Avenue, Over the Right-of-Way of the New York and Sea Beach Railroad and the Long Island Railroad, Between 61st and 62d Streets, Borough of Brooklyn—Construction of Bridge (Cal. No. 58).

The Secretary presented petitions of Nicolo Montallasso and a number of other property owners requesting the construction of a bridge on the line of 13th avenue where it crosses the right-of-way of the New York and Sea Beach Railroad and the Long Island Railroad, Borough of Brooklyn; and the following report of the Chief Engineer:

Report No. 17222. November 20, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted an undated petition signed by Nicolo Montallasso and a large number of other owners of property on 61st Street, between 12th Avenue and 14th Avenue, in the Borough of Brooklyn, requesting provision of a bridge on the line of 13th Avenue, across the right-of-way of the New York and Sea Beach Railroad and the Long Island Railroad which crosses this avenue between 61st Street and 62nd Street.

The petition was addressed to the Public Service Commission and was apparently returned to the petitioners by the Secretary of the Commission on the ground that the application should primarily be made to the Board of Estimate and Apportionment. It is alleged by the petitioners that bridges have been constructed across the railroad right-of-way at 11th Avenue and 14th Avenue, and that they are without access to adjoining lands south of the railroad, except by making the detour involved in the use of the existing bridges. An inspection shows that 13th Avenue, through most of its length in the section north of 59 Street and south of 65th Street, has been paved, and that, with the exception of the block between 62nd Street and 63rd Street, where a winding roadway falls within the street lines, the intervening section is approximately graded.

Between 11th Avenue and 14th Avenue the territory north of the railroad is largely improved, while to the south the development is much less extensive and is largely confined to the section located east of 13th Avenue.

A petition to the Local Board for the construction of the 13th Avenue bridge was submitted to the Board of Estimate and Apportionment by the Borough Secretary on October 3rd, 1912, at which time the attention of the Borough President was informally called to the fact that the first step in bringing about this improvement would be the approval of a map showing the manner in which the crossing was to be effected. While there can be no question as to the ultimate need for bridges at both 12th Avenue and 13th Avenue, I am not clear that the necessity for their construction can be established at this time. I would recommend, however, that the petition now presented, as well as the one forwarded in 1912, be returned to the Borough President with the suggestion that, when the development of the locality has advanced sufficiently to permit of the establishment of necessity, as required under the Railroad Law, a map be forwarded showing the lines and grades proposed for 13th Avenue where it crosses the railroad property, with the understanding that, after formal approval by the Board of Estimate and Apportionment, the map would serve as the basis for an application to the Public Service Commission for the construction of the crossing.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The matter was referred to the President, Borough of Brooklyn.

Department of Docks and Ferries; Department of Plant and Structures—Obstruction to Navigation in Harlem River; Highbridge Piers (Cal. No. 59).

(On June 11, 1915 (Cal. No. 202), a communication from the Bronx Board of Trade relative to the removal of piers at Highbridge was referred to the Committee on Port and Terminal Facilities. On July 21, 1915 (Cal. No. 19), a report of the Chief Engineer of the Board and Consulting Engineers of the Boroughs of Manhattan, The Bronx and Queens, to which on February 6, 1913 (Cal. No. 3), was referred the report of the Chief Engineer in this matter, was presented and referred to the Committee on Port and Terminal Facilities.)

The Secretary presented the following report of the Chief Engineer:

Report No. 17231. November 23, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—The question of removing one or more of the piers of High Bridge in order to improve navigation of the Harlem River has been under consideration by the Board for several years. The Board referred the question of the necessity and practicability of removing such piers to a committee consisting of the Chief Engineer of the Board and the Consulting Engineers of the Boroughs of Manhattan, The Bronx and Queens, which committee presented its report at the meeting held on July 21st, 1915, and the report of the engineers was referred to the Committee on Port and Terminal Facilities. In order that the Board may have before it a record of what has taken place, I submit herewith the following statement:

In June of the present year the engineers of the War Department revived this matter, referring to reports already made and asking for advice as to the present attitude of the City. As a result of this inquiry a conference was arranged at the Army Building, at which were present the Commissioner and Chief Engineer of the Department of Docks and Ferries, the Deputy Chief Engineer and Consulting Engineer of the Department of Water Supply and the Consulting Engineer of the Borough of The Bronx, as well as myself. I outlined to those present the manner in which the obstructions to navigation in the Harlem River at High Bridge and the need of their removal was first brought to the attention of the Board of Estimate and Apportionment, advising them of the recommendation of the committee whose report was presented on July 21st, 1915, that "no steps be taken looking to the removal of one or more of the piers of this bridge until other obstructions in the waterway at this point shall have been removed and until the conditions shall have been materially improved at both ends of the Harlem River." The Dock Commissioner emphasized the need of the removal of the obstructions caused by these piers and expressed the opinion that this could not be effectively accomplished without the removal of at least two of the piers. The Deputy Engineer of the Department of Water Supply stated that High Bridge no longer served any actual need of his department and expressed the belief that the old Croton aqueduct, which this bridge was erected to carry across the Harlem River, could be either temporarily discontinued during the reconstruction of the bridge or that the City's water supply would not be jeopardized if the bridge were entirely removed. Commander Fry, Consulting Engineer of the Department of Water Supply, expressed the opinion that three of the piers should be removed rather than two and called attention to the need of the opening having as great headroom as possible to accommodate masted vessels. Your engineer submitted sketches showing an elevation of the bridge with two of the piers removed, leaving a clear span at tide level of 218 feet. The Dock Commissioner appeared to believe that such a span would be ample, although he expressed the opinion that the arch might be made somewhat flatter than indicated in the sketch in order that the headroom near the piers might be increased.

Major Adams, representing the War Department, appeared to concur in the opinion of Consulting Engineer Fry that three of the piers should be removed rather than two. While aesthetic considerations were discussed and some importance attached to them by all of those present, the general impression seemed to be that they should not be given undue consideration, but that the interests of navigation were paramount. Your engineer urged that, in view of the fact that the Board of Estimate and Apportionment, which would be asked to provide the funds necessary for the reconstruction of this bridge, it was entitled to a statement as to a definite programme for the improvement of the Harlem River and that the City should not be asked to remove the High Bridge piers unless it were given some assurance that within a reasonable time the bad bend in the northerly end of the river at the Johnson Iron Works would be straightened and the shoals at the southerly end removed. Major Adams was disposed to insist that, inasmuch as the Federal Government would have jurisdiction over the removal of the shoals at the southerly end and the State of New York is to acquire and cede to the United States the land required for the

straightening of the bend at the other end of the river and the City is the authority which will have to provide for the removal of the High Bridge obstruction, each of these improvements should be considered on its own merits and not tied up with the others. He stated that the Federal Government expected to proceed with its part of the work and that the City should undertake its part, although there was no one present to speak for the State and to indicate when it would do its share. Your engineer again insisted that the City was entitled to more specific information, that he would communicate with the State Department of Public Works and endeavor to find out when the State was likely to provide the land needed for straightening the channel at the northerly end of the river and renewed his request for a more specific statement from the Federal authorities as to how soon the work of improving the conditions at the southerly end of the river would be undertaken, and stated that when he was furnished with such information he would again present the matter to the Board of Estimate and Apportionment.

Immediately after the conference I sent to Major Adams a memorandum outlining substantially, as I have above, what had taken place, and in reply he stated that the plans of the War Department as to the southerly end of the Harlem River would be made known shortly and he again expressed his opinion that the situation at High Bridge should be considered by itself and strictly upon its own merits. I also communicated with the State Superintendent of Public Works, asking what progress had been made with respect to the acquisition of the property needed for the straightening of the channel at the north end of the river. I was advised that negotiations which had been carried on with the owners of this property indicated that the State would not be able to acquire the property within the amount provided by the Legislature, which was $1,000,000. On November 10th last I again wrote the Superintendent of Public Works asking to be advised of any new developments, and in a reply dated November 14th I am advised that when the original estimate of $1,000,000 as the cost of acquiring the necessary property was made the Johnson Iron Works were doing very little business, but that operations at this plant are now in full force, and the valuation fixed upon it by the owners is $7,000,000. It is noted that this is a condition which may possibly change, but the Superintendent is led to believe that the large valuation now placed on the property is due to a revival of the business and under these circumstances it does not appear practicable to carry the matter further. Meanwhile, I have heard nothing further from the United States Engineer's office as to the plans of the War Department for deepening the shoals at the south end of the Harlem River, and I am unable to see the necessity of the City's taking any definite steps toward the removal of the piers of High Bridge, which would involve large expense, until there is some more positive assurance that the other obstructions to navigation are likely to be removed in the near future. I am laying these facts before the Board in order that the situation may be clearly understood and in order that I may know, if these conferences and negotiations are revived, whether the attitude assumed by me as herein outlined meets with the approval of the Board. It has been suggested that the Board of Estimate and Apportionment might desire to put itself on record in such a manner as to indicate its readiness to undertake the improvement of the conditions at High Bridge after it shall have received suitable assurance that the other obstructions to navigation are to be removed and, with this in view, I herewith submit for the consideration of the Board a resolution to this effect.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, requests have been submitted to the Board of Estimate and Apportionment by the Federal authorities and by various civic bodies that the obstructions to navigation in the Harlem River caused by the High Bridge piers be remedied by the removal of one or more of these piers; and,

Whereas, as a result of a reference of this question by the Board to a committee consisting of the Chief Engineer of the Board and the Consulting Engineers of the Borough of Manhattan, The Bronx and Queens, the said committee submitted a report at a meeting of the Board held on July 21st, 1915, recommending that no steps be taken looking to the removal of one or more of the High Bridge piers until other obstructions in the waterway shall have been removed, and

Whereas, in a report submitted by the Chief Engineer of the Board at a meeting held on this date it appears that the Federal authorities propose to remove the shoals at the southerly end of the Harlem River, but have not yet announced their plans for doing so and it also appears that the State is to provide the land needed for the straightening of the Harlem River at the Johnson Iron Works, after which the Federal Government is to construct a new channel, but that the State is unable to provide this land within the limits of the appropriation made for the purpose; be it

Resolved, therefore, that the Board of Estimate and Apportionment hereby expresses its belief that the City of New York should do its part toward the improvement of the navigation of the Harlem River by removing one or more of the piers of High Bridge, but that the City cannot in justice be asked to undertake this improvement until it shall have been assured that the obstructions to navigation at the northerly and southerly ends of the Harlem River are also to be removed, and that the proper Federal and State authorities shall have taken action to this end.

Which was adopted by the following vote:

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

Bureau of Contract Supervision.

President, Borough of Manhattan—Additional Appropriation for Reconstruction and Renovating Work in the City Hall (Cal. No. 60).

The Secretary presented a report of the Bureau of Contract Supervision recommending that the resolution of the Board of Aldermen adopted July 17, 1917, requesting an issue of $15,000 special revenue bonds, the proceeds to be used by the President of the Borough of Manhattan for the purpose of repairing damage by fire to the cupola on the City Hall, Manhattan, be filed, in view of the appropriation of $50,000 authorized by the Board on September 6, 1917 (Cal. No. 6), for the renovation and preservation of the exterior stone work and reconstruction of the cupola and central section of building above third floor line, including roof.

(The resolution of the Board of Aldermen, as above, was referred by the Secretary of the Board on August 16, 1917, to the Bureau of Contract Supervision for report to the Comptroller.)

The matter was ordered filed and the Secretary directed to notify the Board of Aldermen and the President of the Borough of Manhattan.

Department of Education—Approval of Contract, Plans, Specifications, Etc. (Cal. No. 61).

The Secretary presented a communication dated November 19, 1917, from the Board of Education, transmitting contract, plans, specifications and estimate of cost ($5,500) for repairs and alterations made necessary by fire at Commercial High School, Borough of Brooklyn; and the following report of the Bureau of Contract Supervision recommending approval thereof:

November 24, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 20, 1917, you referred to the Bureau of Contract Supervision a communication from the Board of Education, dated November 19, 1917, requesting approval of the form of contract, specifications, plans and estimate of cost for repairs and alterations necessary to repair fire damage at Commercial High School, Borough of Brooklyn, as follows:

	Estimated Cost.
Item 1—Repairs and Electrical work	$3,900 00
Item 2—Sanitary work	1,600 00
Total estimated cost	$5,500 00

The cost is to be charged to the 1917 budget appropriation "Code 872, Other Than Personal Service, Borough of Brooklyn," in which there is a sufficient unencumbered balance to pay the estimated cost of the work.

On October 2, 1917, a fire destroyed the entire interior and equipment of the storeroom between Rooms 400 and 401, and damaged the interior and equipment of the two latter rooms. The equipment consisted of cupboards, storage closets, shelving, drawers, cabinets and laboratory tables. The trim of the storeroom and adjoining classrooms was destroyed or badly damaged, and, together with the plastered walls and ceilings, will require extensive repairs. A new skylight over the storeroom is required to replace the destroyed skylight. Repainting is necessary to repair fire, water and smoke damage in these rooms, the adjoining photographic dark room and the instructor's room.

Under Item 1 are included the general repair and replacement of the structure and equipment as well as repairs to the electric equipment. Item 2 includes all plumbing and gasfitting work.

The form of contract, specifications and plans are satisfactory. The estimate of cost is reasonable. The restoration of these rooms is urgently needed to permit of use by the pupils of the high school and for protection from the weather where the roof was damaged.

I recommend the adoption of the attached resolution granting the request.

Respectfully, TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution adopted on July 11, 1912, hereby approves the form of contract, specifications, plans and aggregate estimate of cost, five thousand five hundred dollars ($5,500), for Items 1 and 2, Repairs and Alterations made necessary by recent fire at Commercial High School, Borough of Brooklyn, under the jurisdiction of the Department of Education, the cost to be charged to the 1917 budget appropriation "Code 872, Other Than Personal Service, Borough of Brooklyn," provided that if no bids are received for said work within the estimated cost, the amount of such estimated cost upon the bids so received may be reconsidered in its discretion by the Board of Estimate and Apportionment or by any official designated by the Board, provided that any of the bids is within the amount authorized and available for said work.

Which was adopted by the following vote:

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

Department of Education—Approval of Contract, Plans, Specifications, Etc., and Increased Estimate of Cost (Cal. No. 62).

(On October 11, 1917 (Cal. No. 8), the Board approved the estimate of cost for installing boilers in Public School No. 9, Borough of The Bronx, at $1,500.)

The Secretary presented communications dated November 5, 13 and 14, 1917, from the Board of Education, transmitting contracts, plans, specifications and aggregate estimated cost ($950) for fire protection work at the DeWitt Clinton High School, at Public School No. 137, Borough of Manhattan; also at Public School No. 43, Borough of Brooklyn; and increased estimate of cost ($2,569) for installing boilers in Public School 9, The Bronx; and the following report of the Bureau of Contract Supervision recommending approval thereof:

November 24, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—Communications from the Board of Education were referred by you to the Bureau of Contract Supervision, as follows:

"*Date of communication and purpose of the request.*

"*November* 6, 1917.

"Approval of specifications for exit signs in the auditorium of DeWitt Clinton High School, Borough of Manhattan, estimated cost, $500, to be charged to the corporate stock fund 'C. D. E.—9A, School Building Fund, All Boroughs, Providing Fire Protection.'

"The exit signs at present in the auditorium do not comply with the regulations of the Fire Department. Additional new exits are now under construction and exit signs will be required at these locations. The work specified is necessary to comply with the suggestions of the Fire Department.

"*November* 13, 1917.

"Approval of a new estimate of cost in the sum of $2,569 for installing boilers in Public School 9, Borough of The Bronx. On October 11, 1917, your Board approved the estimated cost of this work at $1,500. On October 29, 1917, four bids were received, the lowest of which was that of Daniel J. Rice, in the sum of $2,569.

"The cost of the work was originally underestimated by the Department of Education. The amount of the low bid is reasonable under present market conditions. There is a sufficient unencumbered balance in the fund affected to pay the increased cost. The boilers have been removed from Public School 20 and delivered to Public School 9 under another contract. It is necessary that the work of installation be proceeded with as there is now but one existing boiler available for use and this will be insufficient to heat the building in severely cold weather.

"*November* 14, 1917.

"Approval of specifications as follows:

"For alterations to electric light equipment at Public School 137, Borough of Manhattan, estimated cost $250, to be charged to the fund 'C. D. E.—9A.'

"For kalamein doors, jambs, etc., at Public School 43, Borough of Brooklyn, estimated cost, $200, to be charged to the fund 'C. D. E.—9A.'

"At Public School 137, Manhattan, alterations for fire protection work are under way. The specifications now submitted provided for the alterations to electric equipment rendered necessary by the building alterations.

"At Public School 43, Borough of Brooklyn, it is proposed to replace the wood jambs, doors and trim at exits to the fire escape in the west yard with kalamein work.

"The work specified at Public Schools 137, Manhattan, and 43, Brooklyn, is necessary to comply with suggestions of the Fire Department.

"The specifications for all the items of work herein stated are satisfactory. The estimates of cost are reasonable. There is sufficient unencumbered balance in the fund 'C. D. E.—9A' to pay the estimated cost of the several items."

I recommend the adoption of the attached resolutions (two) granting the requests. Respectfully, TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That that part of the resolution adopted by the Board of Estimate and Apportionment on October 11, 1917, approving the form of contract, specifications, plans and estimate of cost for installing boilers at Public School 9, Borough of The Bronx, be and hereby is *amended* to make the estimate of cost read *two thousand five hundred and sixty-nine dollars* ($2,569).

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution adopted on July 11, 1912, hereby approves the specifications and estimates of cost for the following work under the jurisdiction of the Department of Education:

(1) Exit signs in auditorium at DeWitt Clinton High School, Borough of Manhattan, estimated cost five hundred dollars ($500).

(2) Alterations to electric light equipment at Public School 137, Borough of Manhattan, estimated cost two hundred and fifty dollars ($250).

(3) Kalamein doors, jambs, etc., at Public School 43, Borough of Brooklyn, estimated cost two hundred dollars ($200).

—the costs to be charged to the corporate stock fund entitled "C. D. E. 9-A, School Building Fund, All Boroughs, Providing Fire Protection," provided that if no bids are received for said work within the estimated cost the amount of such estimated cost upon the bids so received may be reconsidered, in its discretion, by the Board of Estimate and Apportionment, or by any official designated by the Board, provided that any of the bids is within the amount authorized and available for said work.

Which was adopted by the following vote:

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

Department of Education—Approval of Contract, Plans, Specifications, Etc. (Cal. No. 63).

The Secretary presented a communication dated October 26, 1917, from the Board of Education, transmitting contract, plans, specifications and estimate of cost ($5,600) for forming additional classrooms in Public School No. 20, Borough of Queens; and the following report of the Bureau of Contract Supervision recommending disapproval thereof:

November 26, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On October 29, 1917, you referred to the Bureau of Contract Supervision a communication from the Board of Education dated October 26, 1917, requesting approval of the form of contract, specifications, plans and estimate of cost, $5,600, for forming additional classrooms in Public School 20, Borough of Queens.

The cost is to be charged to the corporate stock fund entitled "C. D. E. 12, School Building Fund, Borough of Queens," in which on November 22, 1917, there was an unencumbered balance of $10,118.64.

This building was formerly occupied by the Flushing High School, which has removed to its new building, leaving Public School 20, occupying the building for elementary school uses. A large study hall exists at the westerly end of the third floor.

The specifications propose the erection of partitions to form two classrooms, with connecting corridor, in this study hall, and the removal of sliding doors at the northerly side of the study hall, so that two small adjacent rooms, one a classroom and the other a wardrobe room, may be reconstructed to form larger classrooms. A small classroom adjacent to the study hall on the east is to be enlarged by shifting the portion of one side approximately six feet.

Additional light is to be secured by constructing three new large windows and two skylights. New wardrobes are to be constructed in the classrooms and changes made to blackboards, doorways and electric light, bell and telephone equipment to conform to the new arrangement which will provide five satisfactory classrooms.

The nature of the work is practically an alteration of the existing structure, which does not provide much additional capacity, and, as such, should be paid for out of tax levy funds rather than 50-year corporate stock. The department states that budget funds are not available.

I recommend the adoption of the attached resolution disapproving the request and suggesting to the department that, if the work is considered urgent, it be resubmitted in 1918 as a budget charge.

Respectfully, TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution adopted on July 11, 1912, hereby *disapproves* the form of contract, specifications, plans and estimate of cost, five thousand six hundred dollars ($5,600), for forming additional classrooms in Public School 20, Borough of Queens, under the jurisdiction of the Department of Education, for the reason that the cost of the work should be charged to tax levy funds instead of corporate stock, and be it further

Resolved, That the Secretary of the Board be directed to transmit a copy of the report in this matter to the Department of Education with the suggestion that if the work is considered urgent it be again submitted in 1918 as a budget charge.

Which was adopted by the following vote:

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

Department of Parks, Boroughs of Manhattan and Richmond—Approval of Contract, Plans, Specifications, Etc. (Cal. No. 64).

The Secretary presented a communication dated July 30, 1917, from the Commissioner of Parks, Boroughs of Manhattan and Richmond, transmitting contract, plans, specifications and estimate of cost ($8,000) for furnishing all labor and materials necessary for furnishing and erecting storage cases for the American Museum of Natural History; and the following report of the Bureau of Contract Supervision recommending denial thereof:

November 21, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On July 30, 1917 your referred to this Bureau, a communication from the Commissioner of Parks, Boroughs of Manhattan and Richmond, dated July 30, 1917, requesting approval of plans, specifications and estimate of cost in the sum of $8,000 for furnishing and erecting steel storage cases for the American Museum of Natural History, Central Park West and 77th street, Borough of Manhattan, under the jurisdiction of the Commissioner of Parks, the cost to be charged to the corporate stock fund entitled "C.D.P. 3E, American Museum of Natural History, Equipment," in which on November 8, 1917, an unencumbered balance of $47,327.78 remained.

The type of case specified is to be constructed entirely of steel with patented doors hung on overhead tracks, tightly closed against poisoned felt strips to prevent entrance of dust into cases and destruction of specimens by vermin and a special locking device. The type of door specified is a patented article manufactured by only one concern.

The specifications submitted call for the furnishing and installing 50 of these cases, together with the necessary detachable ends and mullions.

Informal bids obtained by this bureau, for the cost of the work, were $17,079 and $9,300, respectively. The latter bid was submitted by the manufacturer holding the patent rights on the door specified.

The lowest estimate received is $1,300 in excess of the estimate of cost submitted.

It is evident that the plans and specifications do not provide the competition required by section 1554 of the Greater New York Charter and that the estimate of cost submitted, $8,000, would not be sufficient to furnish and install the cases specified.

The Museum proposes to use these cases for the storage of birds and small mammals and for specimens of the Crocker Land Collection.

The Museum has purchased similar cases, and has obtained permission to award a contract without public letting.

I recommend the request be denied. Respectfully,

TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby *denies* the request of the Commissioner of Parks, Boroughs of Manhattan and Richmond, dated July 30, 1917, for the approval of plans, specifications and estimate of cost in the sum of eight thousand dollars ($8,000) for furnishing and erecting steel storage cases for the American Museum of Natural History, Central Park West and 77th Street, Borough of Manhattan.

Which was adopted by the following vote:

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

Fire Department—Approval of Expenditure of Corporate Stock Funds (Cal. No. 65).

The Secretary presented a communication, dated November 21, 1917, from the Fire Commissioner, requesting approval of an expenditure of ($8,400) corporate stock funds for the purchase of one two-section, 65-foot, aerial hook and ladder truck, motor driven; and the following report of the Bureau of Contract Supervision recommending approval thereof:

November 24, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 22, 1917, you referred to the Bureau of Contract Supervision a request of the Fire Commissioner, dated November 21, 1917, for approval of the purchase of one 2-section 65-foot aerial hook and ladder truck, motor driven, for $8,400, to be charged to the corporate stock fund entitled "C. F. D. 10E, Fire Department, Motor Fire Apparatus, All Boroughs," in which there remains an unencumbered balance sufficient for the proposed expenditure.

It is proposed to purchase this truck from the Combination Ladder Company of Providence, Rhode Island, which can deliver the apparatus in thirty days. The price which the Fire Commissioner proposes to pay is reasonable.

On April 17, 1917, the Board of Aldermen authorized the Fire Commissioner to purchase in the open market, without public letting, five gasoline pumping engines, five hook and ladder trucks, fifteen tractors and ten hose wagons, at a cost not to exceed $194,500. Only the tractors and two hose wagons have been purchased under this permission up to the present time.

I recommend that the request be approved by the adoption of the attached resolution. Respectfully, TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the resolution adopted on July 11, 1912, hereby approves the purchase of one 2-section 65-foot aerial hook and ladder truck, motor driven, from the Combination Ladder Company, under the jurisdiction of the Fire Department, at a cost of eight thousand four hundred dollars ($8,400), to be charged against the corporate stock fund entitled "C. F. D. 10E, Fire Department, Motor Apparatus, All Boroughs."

Which was adopted by the following vote:

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

Department of Water Supply, Gas and Electricity—Approval of Expenditure of Corporate Stock Funds (Cal. No. 66).

The Secretary presented communications, dated November 14 and November 20, 1917, from the Commissioner of Water Supply, Gas and Electricity, requesting approval of an expenditure of ($1,685.33) corporate stock funds for hauling and laying water mains in the Boroughs of Queens and Brooklyn; and the following report of the Bureau of Contract Supervision recommending approval thereof:

November 26, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 15 and on November 22, 1917, you referred to the Bureau of Contract Supervision, two communications from the Commissioner of Water Supply, Gas and Electricity, dated November 14 and November 20, 1917, requesting permission to make expenditures as follows:

$736.08 for hauling and laying a new 8-inch main in Vleigh Road from Kissena Road West, Borough of Queens, the cost to be charged against the corporate stock fund "C. D. W. 14."

$949.25 for hauling and laying new twelve-inch and eight-inch water mains in West End Avenue from Emmons Avenue to 75 feet South of Shore Road, Manhattan Beach, Brooklyn, the cost to be charged against the corporate stock fund "C. D. W. 12."

The work in Vleigh Road is to supply water to several houses now dependent on wells. While Vleigh Road is not now included in the proposed City map layout, it is an old highway which will in all probability be incorporated in the City map, and your Board has already recognized this, by approving within this year, after considerable discussion, the installation of a water main in the westerly end of the road.

The work in West End Avenue, Brooklyn, consists of laying about 600 feet of twelve-inch pipe and 400 feet of eight-inch pipe in order to get a new feed to the distribution system of the Manhattan Beach Estates, which has been taken over by the City.

This section was formerly supplied from a private pumping station through a main which runs under the embankment of the Long Island Railroad. The City acquired an easement of this main which expires on January 1, 1918, and the proposed extension is an independent feed line. There is sufficient revenue to make this extension a profitable investment.

The estimates of cost are the lowest of several bids and are reasonable. There are sufficient balances in the funds "C. D. W. 14" and "C. D. W. 12" to provide for the proposed expenditures.

I recommend the adoption of the attached resolution granting the requests. Respectfully, TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That, the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, and subject to the provisions of section 419 of the Greater New York Charter, hereby grants permission to the Commissioner of Water Supply, Gas and Electricity, to make expenditures, as follows:

Seven hundred and thirty-six dollars and eight cents ($736.08) for hauling and laying a new eight-inch water main in Vleigh Road from Kissena Road West, Borough of Queens, to be charged against the corporate stock fund "C. D. W. 14, Water Fund, Borough of Queens."

Nine hundred and forty-nine dollars and twenty-five cents ($949.25) for hauling and laying a new eight-inch and twelve-inch water main in West End Avenue, from Emmons Avenue to 75 feet south of Shore Road, Manhattan Beach, Brooklyn, to be charged against the corporate stock fund, "C. D. W. 12, Water Fund, Borough of Brooklyn."

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—15.

Negative—The President of the Borough of The Bronx—1.

Department of Correction—Approval of Contract, Plans, Specifications, Etc. (Cal. No. 67).

The Secretary presented a communication dated November 26, 1917, from the Commissioner of Correction, transmitting contract, plans and specifications and estimate of cost ($55,000) for reconstructing the Industrial Building at the Penitentiary, Blackwell's Island; and the following report of the Bureau of Contract Supervision recommending approval thereof:

November 26, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 26, 1917, you referred to the Bureau of Contract Supervision a communication from the Commissioner of Correction, dated November 26, 1917, requesting the approval of the form of contract, plans and specifications for the reconstruction of the Industrial Building at the Penitentiary, Blackwells Island, to serve as a hospital, clearing house and isolation station for male sentenced prisoners under the jurisdiction of the Department of Correction.

The cost of the work is to be paid from fund of $60,000 entitled "C. D. C. 22, Reconstruction of Industrial Building at Penitentiary on Blackwells Island," of which $30,000 was authorized on December 29, 1917, and $30,000 on July 19, 1917. On November 26, 1917, an unencumbered balance of $55,385 remained in the fund.

At the time the funds for this work were authorized it was set forth in a report of the Corporate Stock Budget Committee that the expenditure was necessary to permit the Commissioner of Correction to comply with the requirements of chapter 526 of the Laws of 1916. This law authorized the commissioner to designate institutions or parts thereof as clearing houses where prisoners committed under an indeterminate sentence could be classified and segregated for the purpose of observation and study, and to afford an opportunity for a more complete and a closer investigation of the conditions surrounding each individual.

After various conferences and consultations between the department's representatives and other experts on the subject, among whom were Dr. Thomas W. Salmon, General Secretary of the National Committee on Mental Hygiene, Dr. George W. Kirby, Chief Chemical Physician of the Manhattan State Hospital for the Insane on Ward's Island, several specialists of the Mayor's Commission on Mental Examinations, the Commissioner found that the needs of the department could be met most economically by the reconstruction of the vacated industrial building at the Penitentiary.

The plans now submitted for your approval are substantially in compliance with the preliminary plans prepared by the architect, Charles B. Meyers, and approved by your Board on July 19, 1917.

By action of the Legislature, Chapter 628, of the Laws of 1917, this building was set aside to be used solely for the purposes as set forth above.

The plans provide housing for those requiring medical and surgical treatment, with accommodations for the medical and clerical staffs. The first story is subdivided into rooms convenient to the entrance of the building to be used for examination before assignment to the different wards, with a large receiving room in center between east and west wings and dormitories for surgical and other patients in the north and south wings; an operating room and dental clinic is also provided for on this floor.

The entire second floor has been designed as a Psychopathic Ward, with dining hall and rooms properly segregated for excited cases.

The north wing of the third story will have two separate venereal wards with separate service pantries, toilets and wash rooms. The south wing will contain a medical ward with a few rooms for isolation.

The central part will provide for a dining room for the inmates of the medical ward, the four wings of the building being separated from the center portion by brick walls, fire resisting self-closing doors and fireproof windows. Three new fireproof stairways are provided, two of which will be exterior and one interior centrally located.

All of the existing floors and ceilings will be removed, owing to their poor condition.

The estimated cost of reconstruction, as submitted by the architect, is as follows:

General Construction	$40,000 00
Plumbing, Drainage and Water Supply	8,000 00
Heating	7,000 00
	$55,000 00

The form of contract is standard and the plans and specifications are satisfactory. The estimated cost is reasonable.

I recommend the adoption of the attached resolution granting the request.

Respectfully, TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, hereby approves of the form of contract, plans and specifications for the reconstruction of the Industrial Building at the Penitentiary, Blackwells Island, to serve as a hospital clearing house and isolation station for male sentenced prisoners, under the jurisdiction of the Department of Correction, at estimates of cost as follows:

General Construction	$40,000 00
Plumbing, Drainage and Water Supply	8,000 00
Heating	7,000 00

—the cost to be charged to the fund entitled "C. D. C. 22, Reconstruction of Industrial Building at Penitentiary on Blackwells Island," provided, that in the event that the aggregate sum of the lowest bids received for the three items of work is equal to or less than the aggregate sum of the three items herein approved (although the amount of the lowest bid for one or more items may exceed the amount approved for said item or items) then the awards for the three items, provided all three are awarded, may be made without further approval by the Board of Estimate and Apportionment, and be it further provided that in the event that the aggregate sum of the lowest bids received for the three items exceeds the aggregate sum of the three items herein approved, no award for any item shall be made, and the amount of such estimated cost upon the bids so received may be reconsidered, in its discretion by the Board of Estimate and Apportionment or by any official designated by the Board, provided that any of the bids is within the amount authorized and available for said work.

Which was adopted by the following vote:

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

Department of Correction—Approval of Plans, Revised Specifications, Etc., and Expenditure of Budget Funds (Cal. No. 68).

The Secretary presented a communication dated October 29, 1917, from the Commissioner of Correction, requesting approval of the expenditure of $5,500 for structural steel for the kitchen, mess hall and laundry at the City Prison, Borough of Queens; and the following report of the Bureau of Contract Supervision relative thereto:

November 26, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On October 29, 1917, you referred to the Bureau of Contract Supervision a communication from the Commissioner of Correction, dated October 29, 1917, requesting approval of the expenditure of $5,500 for structural steel for the Kitchen, Mess Hall and Laundry at the City Prison, Queens, and also requesting approval of the plans and specifications for the above building.

The proposed building is an extension 68 feet by 35 feet, at the rear or south side of the present building, to occupy a portion of the prison yard. It is to be of two stories and basement, the open cellar to provide for steam heating plant and storage, the first story to provide a mess hall about 32 feet by 37 feet, a kitchen about 25 feet by 23 feet and a storeroom 17 feet by 8 feet 6 inches. The second story is to provide a sitting room about 32 feet by 19 feet and a laundry about 32 feet by 43 feet. The walls are to be of brick similar to the present building; the floors and roof are to be of reinforced concrete carried on steel beams and cast iron columns, excepting that the basement columns are to be of brick and stone with concrete footings.

The plans are satisfactory. The Department of Correction proposes to purchase the materials, and erect the entire building with inmate labor.

The expenditure of $5,500, for which approval is asked, is to cover the estimated cost of furnishing and delivering all the structural steel and iron work and all the architectural iron work, as described in the specifications submitted.

Experience has shown that it is practically impossible to complete with inmate labor a job of this character and extent, without long delays due sometimes to a scarcity of prisoners experienced in the building trades, sometimes to the necessity of tearing down and rebuilding work to rectify the errors of ignorance. If all the iron work were purchased as proposed, much of it would be found unfit for use when required in the building. It is therefore thought inadvisable to approve at this time any expenditure for steel and iron work above the first floor. The specifications have been revised accordingly at the suggestion of the Bureau. The contract should be of the standard form for the purchase of materials.

The cost is to be charged against the fund entitled "C. D. C. 20, Construction of an Addition and Alterations to Queens County Jail," in which the unencumbered balance is $10,057.50.

I recommend the adoption of the attached resolution approving the plans, the revised specifications, and the expenditure of a sum not exceeding fifteen hundred dollars ($1,500) for furnishing and delivering structural steel and iron work and architectural iron work. Respectfully, TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, and subject to the provisions of section 419 of the Charter, hereby approves the plans, revised specifications, for the kitchen and mess hall addition at the rear of City Prison, Queens, and also the expenditure of a sum not exceeding fifteen hundred dollars ($1,500) for furnishing and delivering structural steel and iron work and architectural ironwork in connection therewith, under the jurisdiction of the Department of Correction, the cost to be charged against the fund entitled "C. D. C. 20, Construction of an Addition and Alterations to Queens County Jail."

Which was adopted by the following vote:

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

Department of Plant and Structures—Approval of Contract, Specifications, Plans, Etc. (Cal. No. 69).

The Secretary presented a communication dated November 15, 1917, from the Commissioner of Plant and Structures, transmitting form of contract, specifications, plans and estimate of cost ($10,525) for furnishing and installing eight revolving entrance doors in the Municipal Building, Borough of Manhatan; and the following report of the Bureau of Contract Supervision recommending approval thereof:

November 24, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 19, 1917, you referred to the Bureau of Contract Supervision a communication from the Commissioner of Plant and Structures, dated November 15, 1917, requesting approval of the form of contract, specifications, plans and estimate of cost, $10,525, for furnishing and installing revolving entrance doors in the Municipal Building, Borough of Manhattan.

The cost is to be charged to the corporate stock fund entitled "C. D. B. 37, Municipal Building, Construction of, Manhattan Terminal of New York and Brooklyn Bridge," in which on November 20, 1917, there was an unencumbered balance of $59,892.29.

The specifications provide for the installation of eight revolving doors in the vestibules of the entrances to the Municipal Building. The doors are to be of oak, covered with metal, to match the finish of the existing bronze work.

In order to effect the installation of these revolving doors, slight alterations are necessary to the existing doors, consisting of the removal of the center mullion, the addition of strips to the edges of the doors to make up the space left by the removal of the mullion and changing the swing of the doors. The exterior doors are to be removed and stored for future use, if needed. Folding gates for use at night are to be provided to shut off the exterior spaces within the revolving doors. The specifications and plans provide for the minimum of alterations required for these installations.

No special make of revolving door is specified. The doors to be installed are to be of the collapsible panic proof type to meet the requirements of the Fire Department.

The necessity for the revolving doors is urgent, owing to the difficulty experienced in opening the swinging doors against the pressure of the strong winds which exist at this location, which renders the operation of the swinging doors almost impossible and frequently results in breakage of the glass panels, with danger to persons using the doors.

A sample revolving door temporarily installed about a year ago has proven very satisfactory in operation during all weather conditions.

The installation of the revolving doors will eliminate the cold drafts which blow through the corridors of the building, to the detriment of the health of the employees stationed therein and will also conserve a large amount of fuel consumed in maintaining the heat of these corridors in cold weather.

Bids are to be submitted for each door separately and for all eight doors, so that the contract may be awarded to the best advantage of the City.

The form of contract, specifications and plans are satisfactory. The estimate of cost is reasonable.

I recommend the adoption of the attached resolution granting the request.

Respectfully, TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of chapter 670 of the Laws of 1907, and its resolution adopted on July 11, 1912, hereby approves the form of contract, specifications, plans and estimate of cost, ten thousand five hundred and twenty-five dollars ($10,525), for furnishing and installing revolving entrance doors in the Municipal Building, Borough of Manhattan, under the jurisdiction of the Department of Plant and Structures, the cost to be charged to the corporate stock fund entitled "C. D. B.—37, Municipal Building, Construction of, Manhattan Terminal of New York and Brooklyn Bridge," provided that if no bids are received for said work within the estimated cost, the amount of such estimated cost upon the bids so received may be reconsidered in its discretion by the Board of Estimate and Apportionment or by any official designated by the Board; provided that any of the bids is within the amount authorized and available for said work.

Which was adopted by the following vote:

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

Bureau of Records and Minutes.

Approved Papers—On Changes in the City Map (Cal. No. 70).

The following report of the Secretary was ordered printed in the Minutes and filed:

November 26, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—I beg to inform you that on November 23, 1917, his Honor the Mayor approved the resolutions adopted by the Board of Estimate and Apportionment on November 9, 1917, changing the map or plan of The City of New York by:

Cal. No.	Apvl. No.	
3	580	Changing the plan of the street system within the territory bounded by Foster Avenue, East 53rd Street, Avenue D, East 56th Street, Clarendon Road, Ditmas Avenue, East 92nd Street, Foster Avenue, Remsen Avenue, Farragut Road, East 87th Street, Glenwood Road, Ralph Avenue, Paerdegat Avenue South, Glenwood Road, East 45th Street, Farragut Road and Schenectady Avenue, Borough of Brooklyn;
5	582	Decreasing the widths of Richardson Avenue (Fulton Street) and Matilda (Street) Avenue from East 236th Street to East 242nd Street, by laying out courtyards abutting on each side of these streets, and by correspondingly adjusting the street grades, Borough of The Bronx;
6	583	Establishing or changing the lines and grades for the street system within the territory shown on Section 127 of the Final Maps, Borough of Queens;
8	584	Changing the lines of Woodside Avenue between Jackson Avenue and Dreyer Avenue, Borough of Queens;
9	585	Fixing lines and grades for 123rd (14th) Street from 12th Avenue (Avenue C) to 13th Avenue (Schleicher Court), Borough of Queens;
10	586	Changing the lines of Decker Avenue, from Post Avenue to Palmer Avenue, Borough of Richmond.

Yours very truly, JOSEPH HAAG, Secretary.

LOCAL IMPROVEMENTS.

Preliminary Authorization.

Borough of Brooklyn.

Flatlands Avenue and Paerdegat Basin, Borough of Brooklyn—Temporary Sewage Treatment Plant (Cal. No. 71).

The Secretary presented a joint resolution adopted October 25, 1917, by the Local Boards of the Flatbush and New Lots Districts, Borough of Brooklyn, initiating proceedings for this improvement; and a report of the Chief Engineer recommending that the authorization of the preliminary work be now given, irrespective of the fact that the allotment of funds for such purposes in this Borough has been exceeded.

Arthur G. Schaffner, representing the President-elect of the Borough of Brooklyn, appeared and requested an adjournment.

The matter was laid over one week (December 7, 1917).

Flatlands Avenue and Paerdegat Basin, Borough of Brooklyn—Installation of of Mechanical Equipment of Sewage Pumping Station (Cal. No. 72).

The Secretary presented a joint resolution adopted October 25, 1917, by the Local Boards of the Flatbush and New Lots Districts, Borough of Brooklyn, initiating proceedings for this improvement; and a report of the Chief Engineer recommending that the authorization of the preliminary work be now given, irrespective of the fact that the allotment of funds for such purposes in this Borough has been exceeded.

Arthur G. Schaffner, representing the President-elect of the Borough of Brooklyn, appeared and requested an adjournment.

The matter was laid over one week (December 7, 1917).

Flatlands Avenue and Paerdegat Basin, Borough of Brooklyn—Constructing Superstructures of Sewage Pumping Station (Cal. No. 73).

The Secretary presented a joint resolution adopted by the Local Boards of the Flatbush and New Lots Districts, Borough of Brooklyn, initiating proceedings for this improvement; and a report of the Chief Engineer recommending that the authorization of the preliminary work be now given, irrespective of the fact that the allotment of funds for such purposes in this Borough has been exceeded.

Arthur G. Schaffner, representing the President-elect of the Borough of Brooklyn, appeared and requested an adjournment.

The matter was laid over one week (December 7, 1917).

Borough of The Bronx.

Sheridan Avenue, from Mt. Eden Avenue (Belmont Street) to East 172d Street, Borough of The Bronx—Sewer (Cal. No. 74).

The Secretary presented a resolution adopted December 19, 1916, by the Local Board of the Van Courtlandt District, Borough of The Bronx, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 17249. November 26, 1917.

Hon. JOHN PURROY MITCHEL, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Van Courtlandt District, Borough of The Bronx, adopted on December 19, 1916, initiating pro-

ceedings for constructing a sewer in Sheridan Avenue, from Belmont Street (Mt. Eden Avenue) to East 172nd Street.

This resolution affects one block, or about 750 feet, at the northerly end of Sheridan Avenue. Deeds purporting to convey the land needed for the street to the City have been forwarded to the Corporation Counsel by the property owners, and I am informally advised at the office of the Bureau of Street Openings that these instruments are about to be accepted and formally recorded.

In a recent communication the Borough President advises that the improvement is petitioned for by the owners of 100 linear feet, and that a result of the canvass made by his office indicates that the representatives of an additional 898 feet are in favor of the project, the holdings thus represented, together, comprising more than 60 per cent. of the abutting property. The Board is also advised that the elevation of the present surface is such as to make it advantageous to carry out the construction of the sewer and the grading improvement, which has also been petitioned for, under a single, contract, and, in case the authorizations are accorded, it is understood that such a procedure will be followed.

The work is estimated to cost $6,600, on which basis the assessment will vary in amount from about $3 to about $12, with an average of about $6, per front foot, and from information at hand it would appear that the land value which is carried on the books of the Department of Taxes and Assessments as being $32 per linear foot, is sufficient to permit of collecting the cost of the combined improvement through an assessment against the frontage. The assessed valuation of the property to be benefited is reported to be $61,000.

An inspection of the ground shows that the street is roughly graded, except for a distance of about 200 feet at Belmont Street, where a large amount of fill will be needed to bring it to the established elevation. The abutting property is almost entirely unimproved with respect to the street lines, although there are two isolated buildings on the northerly side which will probably be drained through the sewer that it is desired to build. The outlet sewer is built.

In view of the substantial proportion of the frontage represented by the petitioners, it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now accorded, such action being recommended. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of The Bronx has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Van Curtlandt District, duly adopted by said Board on the 19th day of December, 1916, and approved by the President of the Borough of The Bronx on the 7th day of May, 1917, as follows, to wit:

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

"For construction of sewer and appurtenances in Sheridan Avenue, between Belmont Street and East 172nd Street, together with all work incidental thereto, in the Borough of The Bronx, City of New York,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of The Bronx to prepare plans, specifications and an estimate of cost, based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of The Bronx has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

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

Sheridan Avenue, from East 172d Street to Mt. Eden Avenue (Belmont Street), Borough of The Bronx—Regulating and Grading (Cal. No. 75).

The Secretary presented a resolution, adopted December 19, 1916, by the Local Board of the Van Courtlandt District, Borough of The Bronx, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 17247. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, adopted on December 19, 1916, initiating proceedings for grading, curbing and flagging Sheridan Avenue from East 172nd Street to Mt. Eden Avenue (Belmont Street).

This resolution affects one block, or about 750 feet, at the northerly end of Sheridan Avenue. Deeds purporting to convey the land needed for the street to the City have been forwarded to the Corporation Counsel by the property owners, and I am informally advised at the office of the Bureau of Street Openings that these instruments are about to be accepted and formally recorded.

In a recent communication the Borough President advises that the improvement is petitioned for by the owners of 100 linear feet, and that a result of the canvass made by his office indicates that the representatives of an additional 898 feet are in favor of the project, the holdings thus represented together comprising more than 60 per cent. of the abutting property. The Board is also advised that the elevation of the present surface is such as to make it advantageous to carry out the construction of the sewer, which has also been petitioned for, under a single contract with the grading improvement, and in case the authorizations are accorded it is understood that such a procedure will be followed.

The work is estimated to cost $11,200, on which basis the assessment will vary in amount from about $4 to about $17, with an average of about $8 per front foot, and from information at hand it would appear that the land value which is carried on the books of the Department of Taxes and Assessments as being $32 per linear foot is sufficient to permit of collecting the cost of the combined improvements through an assessment against the frontage. The assessed valuation of the property to be benefited is reported to be $76,000.

An inspection of the ground shows that the street is roughly graded excepting for a distance of about 200 feet adjoining Belmont Street, where the land is low and a large amount of fill will be needed to bring the street to the established elevation. At about the middle of the block, through the development of a street system out of harmony with the lines observed by the property owners, two houses are now practically isolated, and the improvement is particularly desired in order that a suitable means of access may be made available.

In view of the substantial proportion of the frontage represented by the petitioners it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now accorded, such action being recommended. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of The Bronx has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Van Courtlandt District, duly adopted by said Board on the 19th day of December, 1916, and approved by the President of the Borough of The Bronx on the 7th day of May, 1917, as follows, to wit:

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

"For regulating, grading, setting curb, laying sidewalks and crosswalks, building inlets, receiving basins, drains, culverts, approaches and guard rails where necessary in Sheridan Avenue, from East 172nd Street to (Belmont Street) Mt. Eden Avenue, together with all work incidetnal thereto, in the Borough of The Bronx, City of New York."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of The Bronx to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of The Bronx has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

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

Tyndall Avenue, from a Point About 73 Feet North of West 260th Street to a Point About 300 Feet South of West 261st Street, Borough of The Bronx—Regulating and Grading (Cal. No. 76).

The Secretary presented a resolution, adopted November 20, 1917, by the Local Board of the Van Courtlandt District, Borough of The Bronx, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 17250. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Van Courtlandt District, Borough of The Bronx, adopted on November 20, 1917, initiating proceedings for grading, curbing, and flagging Tyndall Avenue from a point about 73 feet north of West 260th Street to a point about 300 feet south of West 261st Street.

This resolution affects a little less than one-half block or about 200 feet of Tyndall Avenue, title to which has been established to be in the City.

In a recent communication the Borough President advises that the improvement is petitioned for by the owners of 150 linear feet of frontage which, together with that represented by others recorded in favor of its carrying out, comprises more than 50 per cent. of the abutting property. In the interior lots this property is assessed as having a value, excluding buildings, of $56 per linear foot.

The work is estimated to cost $1,800, on which basis the assessment will amount to about $5 per front foot. The assessed valuation of the property to be benefited is reported to be $13,800.

An inspection of the ground shows that an approximately graded roadway is in use, that the sidewalks spaces are ungraded, and that both curbing and flagging are lacking. Two buildings have been erected on the property abutting upon the westerly side, but the easterly frontage is vacant. In the adjoining sections the street is graded, curbed and flagged, and the carrying out of the improvement would undoubtedly provide a desirable connecting link for traffic.

From the conditions above outlined it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now given, such action being recommended. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of The Bronx has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Van Courtlandt District, duly adopted by said Board on the 20th day of November, 1917, and approved by the President of the Borough of The Bronx on the 24th day of November, 1917, as follows, to wit:

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

"For regulating, grading, setting curb, laying sidewalks and crosswalks, building inlets, receiving basins, drains, culverts, approaches and guard rails where necessary in Tyndall Avenue, from about 73.12 feet north of West 260th Street to about 300 feet south of West 261st Street, together with all work incidental thereto, in the Borough of The Bronx, City of New York."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of The Bronx to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of The Bronx has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

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

Andrews Avenue, from Burnside Avenue to West 179th Street, Borough of The Bronx—Paving and Curbing (Cal. No. 77).

The Secretary presented a resolution adopted October 16, 1917, by the Local Board of the Van Courtlandt District, Borough of The Bronx, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 17206. November 12, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Van Courtlandt District, Borough of The Bronx, adopted on October 16, 1917, initiating proceedings for paving with asphalt (permanent pavement) Andrews Avenue from Burnside Avenue to West 179th Street, and for curbing where necessary.

This resolution affects one block or about 500 feet of Andrews Avenue, title to which has been legally acquired.

In a recent communication the Borough President advises that the petitioners for the improvement represent 275 linear feet of the abutting property, and that this, together with the holdings of other owners recorded favorable to the project, comprises more than 50 per cent. of the frontage. In the interior lots this property is assessed as having a value, excluding buildings, of $84 per linear foot.

The work is estimated to cost $7,400, on which basis the assessment will amount to about $7 per front foot. The assessed valuation of the property benefited is reported to be $370,575.

An inspection of the ground shows that the street is graded, curbed and flagged, and that a number of buildings have been erected upon the abutting property, these including a Public School on the easterly side and involving the development of about 50 per cent. of the frontage. By reason of its ownership of the school property the City will be subject to an assessment of about $1,500. With the exception of a portion of the gas main all of the subsurface structures have been provided.

From the conditions above outlined it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now given, such action being recommended with the understanding that the authori-

zation of the construction will be deferred until arrangements have been made for completing the gas main. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of The Bronx has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Van Courtlandt District, duly adopted by said Board on the 16th day of October, 1917, and approved by the President of the Borough of The Bronx on the 31st day of October, 1917, as follows, to wit:

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

"For paving with sheet asphalt on a concrete foundation (permanent pavement) the roadway of Andrews Avenue, from Burnside Avenue to West 179th Street, setting curb where necessary, together with all work incidental thereto, in the Borough of The Bronx, City of New York";

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of The Bronx to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of The Bronx has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

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

East 163d Street, from Southern Boulevard to Whitlock Avenue, Borough of The Bronx—Paving and Curbing (Cal. No. 78).

The Secretary presented a resolution adopted November 20, 1917, by the Local Board of the Morrisania District, Borough of The Bronx, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 17246. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Morrisania District, Borough of The Bronx, adopted on November 20, 1917, initiating proceedings for paving with asphalt (permanent pavement) East 163d Street, from Southern Boulevard to Whitlock Avenue, and for curbing where necessary.

This resolution affects one block, or about 250 feet, of East 163d Street, title to which has been legally acquired.

The improvement is petitioned for by one property owner representing the entire northerly frontage which, in the interior lots, is assessed as having a value, excluding buildings, of $480 per linear foot.

The work is estimated to cost $5,600, on which basis the assessment will amount to about $12 per front foot. The assessed valuation of the property to be benefited is reported to be $130,000.

An inspection of the ground shows that the street is graded and curbed, and that the flagging has been laid on the northerly side. The entire southerly frontage comprises a small public park, by reason of its ownership of which the City will be subject to an assessment of about $2,600. The gas main is laid, and although both the sewer and water main are lacking the Borough President advises that the development of the frontage is contemplated along lines such as will make it practicable to secure service through mains constructed in the intersecting streets so that neither of these accessories will be necessary. The abutting property at the present time is entirely unimproved. In the adjoining section on the west the street is paved, which condition also obtains in each of the intersecting streets excepting Whitlock Avenue, the pavement of which latter street is made the subject of a recommendation by the Local Board.

From the conditions above outlined it would appear that, in conformity with the rules of the Board, preliminary authorization of this improvement might properly be now given, such action being recommended. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of The Bronx has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Morrisania District, duly adopted by said Board on the 20th day of November, 1917, and approved by the President of the Borough of The Bronx on the 24th day of November, 1917, as follows, to wit:

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

"For paving with sheet asphalt on a concrete foundation (permanent pavement) the roadway of East 163d Street, from Southern Boulevard to Whitlock Avenue, setting curb where necessary, together with all work incidental thereto, in the Borough of The Bronx, City of New York";

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of The Bronx to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of The Bronx has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

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

Borough of Queens.

Alburtis Avenue, from Lurting Street to Corona Avenue; Corona Avenue, from Way Avenue to 51st Street; and Barkins Avenue, from Corona Avenue to Alstyne Avenue, Borough of Queens—Sewers (Cal. No. 79).

The Secretary presented a resolution adopted October 19, 1916, by the Local Board of the Newtown District, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 17244. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on October 19th, 1916, initiating proceedings for constructing sewers in the following streets: Alburtis Avenue from Lurting Street to Corona Avenue; Corona Avenue from Way Avenue to 51st Street; Barkins Avenue from Corona Avenue to Alstyne Avenue.

This resolution affects lengths varying from one block of Barkins Avenue to five blocks of Corona Avenue, having an aggregate length of about 3,000 feet.

Title to Corona Avenue, under an opening proceeding now in progress, was vested in the City on July 26th, 1917, and the Corporation Counsel has advised that each of the remaining streets is dedicated to public use.

The improvement is petitioned for by fourteen property owners representing about 15 per cent. of the frontage, which, in the interior lots, is assessed as having a value, excluding buildings, ranging from $20 to $36 per linear foot. In the aera of secondary benefit the taxed land value ranges from $20 to $28 per linear foot.

The work is estimated to cost about $20,200, on which basis the assessment, excluding the charge to be made for house connecting drains, will amount to about $3.25 and to about $1.25 per front foot in the areas respectively directly and indirectly affected. The assessed valuation of the land to be benefited is reported to be $177,000.

An inspection of the ground shows that the streets are in use and that they serve as frontage for approximately eighty buildings, although in the case of Corona Avenue the existing highway comprises only a portion of the mapped street area and most of the buildings will be subject to serious damage through the acquisition of the widening. A church property on the easterly side of Alburtis Avenue will probably be exempted from its proportional share of the expense, amounting to about $650, and by reason of its ownership of a public school located on the southerly side of Corona Avenue, the City will be subject to an assessment of a little more than $300. The outlet sewer in 51st Street is practically completed and the Lurting Street trunk now under construction has advanced sufficiently to warrant the belief that the tributary sewers now under consideration can be connected when their construction shall have been effected if the preliminary work is authorized at this time.

Although this improvement clearly falls within the rules of the Board defining urgency, I am unable to recommend its favorable consideration for the reason that from the financial statement it appears that the allotment of funds for preliminary authorizations in this borough has been exceeded by a substantial amount. At the request of the Acting Borough President, however, the matter is placed upon the calendar for such action as may be deemed proper. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, the President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 19th day of October, 1916, and approved by the President of the Borough of Queens on the 25th day of September, 1917, as follows, to wit:

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

"For the construction of a sewer and appurtenances in Alburtis Avenue, from Lurting Street to Corona Avenue; Corona Avenue, from Way Avenue to 51st Street, and Barkins Avenue, from Corona Avenue to Alstyne Avenue, Second Ward, of the Borough of Queens."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

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

Van Alst Avenue, from Nott Avenue to 14th Street, Borough of Queens—Sewer (Cal. No. 80).

The Secretary presented a resolution adopted September 20, 1917, by the Local Board of the Newtown District, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 17245. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on September 20th, 1917, initiating proceedings for constructing a sewer in Van Alst Avenue from Nott Avenue to 14th Street.

This resolution affects two blocks or about 500 feet of Van Alst Avenue, title to which has been legally acquired.

The improvement is petitioned for by three property owners representing about 50 per cent. of the frontage, which, in the interior lots, is assessed as having a value, excluding buildings, ranging from $72 to $80 per linear foot.

The work is estimated to cost about $2,700, on which basis the assessment, excluding the charge to be made for house connecting drains, will amount to about $4 per front foot. The assessed valuation of the land to be benefited is reported to be $105,800.

An inspection of the ground shows that an approximately graded roadway is in use, that the curbing and flagging are partially provided, and that six buildings have been erected upon the abutting property. The outlet sewer is built, although under the approved drainage plan it will later have to be reconstructed at a more ample size.

Although this improvement clearly falls within the rules of the Board defining urgency, I am unable to recommend its favorable consideration for the reason that the allotment of funds for preliminary authorizations in this borough has been exceeded by a substantial amount. At the request of the Acting Borough President, however, the matter is placed upon the calendar for such action as may be deemed proper. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 20th day of September, 1917, and approved by the President of the Borough of Queens on the 26th day of September, 1917, as follows, to wit:

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

"For the construction of a sewer and appurtenances in Van Alst Avenue, from Nott Avenue to Fourteenth Street, First Ward, of the Borough of Queens."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be per-

formed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days, to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

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

Honeywell Street, from Queens Boulevard to Hunterspoint Avenue, Borough of Queens—Grading and Guttering (Cal. No. 81).

The Secretary presented a resolution adopted June 28, 1917, by the Local Board of the Newtown District, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 17220. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on June 28th, 1917, initiating proceedings for grading and guttering, where necessary, Honeywell Street from Queens Boulevard to Hunterspoint Avenue.

This resolution affects three blocks or about 2,200 feet of Honeywell Street, title to which has been legally acquired.

The improvement is petitioned for by three property owners representing the entire frontage, which, in the interior lots, is assessed as having a value, excluding buildings, ranging from $32 to $68 per linear foot.

The work is estimated to cost about $2,300, on which basis the assessment will amount to about $0.60 per front foot. The assessed valuation of the property to be benefited is reported to be $182,000.

An inspection of the ground shows that the street is not in use and that the abutting property is entirely unimproved. The vicinity, however, is one in which a decided stimulus in building activity is anticipated following the provision of transit facilities, and the authorization would accordingly appear to be timely.

Although this improvement clearly falls within the rules of the Board defining urgency, I am unable to recommend its favorable consideration for the reason that from the financial statement it appears that the allotment of funds for preliminary authorizations in this borough has been exceeded by a substantial amount. At the request of the Acting Borough President, however, the matter is placed upon the calendar for such action as may be deemed proper Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 28th day of June, 1917, and approved by the President of the Borough of Queens on the 3rd day of July, 1917, as follows, to wit:

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

"For regulating, grading and laying gutters where necessary, together with all work incidental thereto, in Honeywell Street, from Queens Boulevard to Hunterspoint Avenue, First Ward of the Borough of Queens."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

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

Union Hall Street, Between South Street and Brinkerhoff Avenue, Borough of Queens—Regulating and Grading (Cal. No. 82).

The Secretary presented a resolution adopted July 26, 1917, by the Local Board of the Jamaica District, Borough of Queens, initiating proceedings for this improvement and a report of the Chief Engineer recommending that the resolution be referred back to the Borough President to be amended in such a way as to include the full length of the street and to be withheld until after title to the street has been acquired.

The matter was laid over two weeks (December 14, 1917).

87th Avenue (Unum-First Street), from 80th Street (Shaw Avenue) to 85th (Yarmouth) Street, Borough of Queens—Paving, Grading, Curbing and Flagging (Cal. No. 83).

The Secretary presented a resolution adopted April 30, 1917, by the Local Board of the Jamaica District, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 17243. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Jamaica District, Borough of Queens, adopted on April 30, 1917, initiating proceedings for grading, curbing, flagging where necessary, and paving with bituminous macadam (preliminary pavement) 87th Avenue (Unum, 1st Street), from 80th Street (Shaw Avenue) to 85th (Yarmouth) Street.

This resolution affects one block or about 800 feet of 87th Avenue, title to which has been established.

The improvement is petitioned for by 24 property owners representing a little less than 50 per cent. of the frontage which, in the interior lots, is assessed as having a value, excluding buildings, of $45 per linear foot.

The work is estimated to cost $8,500, on which basis the assessment will amount to about $6 per front foot. The assessed valuation of the property to be benefited is reported to be $68,000.

An inspection of the ground shows that the sidewalks are flagged, that a small amount of cement curbing has been laid, and that the roadway is paved with macadam. From information at hand it appears that there is no record as to the manner in which the paving was provided for a distance of about 175 feet adjoining Yarmouth Street, but that through the remaining distance it was laid under an authorization of the authorities of the former town of Jamaica and that the expense was defrayed from the proceeds of a bond issue which will not mature until the year 1926. Under these conditions the work is clearly of such a character that its cost can be assessed against the frontage. By reason of its ownership of a plot on the southerly side constituting the rear of a school property, the City will be subject to an assessment of about $450. A large number of buildings have been erected upon the abutting property, these involving the development of 70 per cent. of the frontage. The water main and gas main have been completed, and although the sewer is built it has been necessary in the absence of the continuing storm water outlet to exclude surface drainage, so that receiving basins are lacking at each of the intersecting streets. The type of surfacing proposed does not, however, involve the construction of a concrete foundation, and under these circumstances it would not appear that the cost of later completing the drainage system will be materially increased if the pavement is laid at this time.

Although this improvement clearly falls within the rules of the Board defining urgency, I am unable to recommend its favorable consideration for the reason that the allotment of funds for preliminary authorizations in this Borough has been exceeded. At the request of the Acting Borough President, however, the matter is placed upon the calendar for such action as may be deemed proper. Respectfully,

NELSON. P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Jamaica District, duly adopted by said Board on the 30th day of April, 1917, and approved by the President of the Borough of Queens on the 7th day of May, 1917, as follows, to wit:

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

"For regulating, grading, curbing and laying sidewalks where necessary and paving with a preliminary pavement of bituminous macadam, together with all work incidental thereto, in 87th Avenue (Unum Street) (1st Street) from 80th Street (Shaw Avenue) to 85th (Yarmouth) Street, Fourth Ward."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

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

Lotus Avenue, from Cypress Hills (Fresh Pond) Road to Cooper Avenue, Borough of Queens—Paving, Grading, Curbing and Flagging (Cal. No. 84).

The Secretary presented a resolution adopted April 12, 1917, by the Local Board of the Newtown District, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 17242. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on April 12, 1917, initiating proceedings for grading, curbing, flagging where necessary, and paving with asphalt (permanent pavement) Lotus Avenue from Cypress Hills (Fresh Pond) Road to Cooper Avenue.

This resolution affects one block or about 600 feet of Lotus Avenue, which the Corporation Counsel has advised is dedicated to public use.

The improvement is petitioned for by 21 property owners representing about 47 per cent. of the frontage which, in the interior lots, is assessed as having a value, excluding buildings, of $40. per linear foot.

The work is estimated to cost about $7,200, on which basis the assessment will amount to about $7 per front foot. The assessed valuation of the property to be benefited is reported to be $45,000.

An inspection of the ground shows that an approximately graded roadway is in use, and that the flagging is almost fully provided although on the westerly side this is generally lower than the surface of the roadway excepting for a distance of about 50 feet near Cooper Avenue, where an abrupt rise of about one foot occurs. The abutting property is almost fully improved and all of the subsurface structures have been provided, but from the information at hand it appears that the Gas Company intends to overhaul its main prior to the laying of the pavement.

Although this improvement clearly falls within the rules of the Board defining urgency, I am unable to recommend its favorable consideration for the reason that the allotment of funds for preliminary authorizations in this Borough has been exceeded. At the request of the Acting Borough President, however, the matter is placed upon the calendar for such action as may be deemed proper. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, the President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 12th day of April, 1917, and approved by the President of the Borough of Queens on the 17th day of October, 1917, as follows, to wit:

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

"For regulating, grading, curbing, laying sidewalks where necessary and paving with a permanent pavement of sheet asphalt upon a concrete foundation six inches in thickness, together with all work incidental thereto, in Lotus Avenue, from Cypress Hills Road to Cooper Avenue, Second Ward of the Borough of Queens";

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, that the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost, based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, that the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report to be accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

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

Final Authorization.

Borough of Manhattan.

The Secretary presented the following report of the Chief Engineer, relative to Cal. Nos. 85 and 86:

Report No. 17228. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith are transmitted communications from the President of the Borough of Manhattan advising that all of the conditions imposed by the Board prior to the authorization of the following local improvements have been complied with:

1. Reconstructing the sewer in East 63rd Street from 3rd Avenue to Park Avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on June 29, 1917, at which time information was presented to show that its probable cost would be about $16,200. The Borough President states that the time to be allowed for the completion of the improvement is 100 days, and that the expense incurred for the preliminary work amounts to $125.00.

The work to be done comprises the following: 702 lin. ft. 3 ft. 6 in. x 2 ft. 4 in. brick sewer, 7 manholes.

The cost of the improvement is now estimated to be $18,900.

2. Sanitary sewers in the following streets: Thompson Street from Canal Street to a point about 350 ft. north of Broome Street; Sullivan Street from Canal Street to a point about 100 ft. north of Broome Street; West Broadway from Canal Street to a point about 200 ft. north of Broome Street; Wooster Street from Canal Street to a point about 100 ft. north of Broome Street; Greene Street from Canal Street to Grand Street; Clarke Street from Broome Street to a point about 100 ft. northerly therefrom; Broome Street from Clarke Street to Greene Street; Watts Street from Sullivan Street to a point about 150 ft. westerly therefrom; Grand Street from Greene Street to a point about 110 ft. west of Sullivan Street; Canal Street from Greene Street to Sullivan Street; and a pumping station on Canal Street.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on July 7, 1916, at which time information was presented to show that its probable cost would be about $70,000. The Borough President states that the time to be allowed for the completion of the improvement is 400 days, and that the expense incurred for the preliminary work amounts to $7,400.00.

The work to be done comprises the following: 50 linear feet 4-foot circular brick sewer; 390 linear feet 24-inch pipe sewer; 246 linear feet 20-inch pipe sewer; 491 linear feet 18-inch pipe sewer; 2,486 linear feet 15-inch pipe sewer; 4,640 linear feet 12-inch pipe sewer; 3,240 linear feet 6-inch house connection drains, 112 manholes, 39 temporary elevated railroad supports, 2 8-inch centrifugal sewage pumps, 2 20-H. P. pump motors, 1 12-inch venturi meter and appurtenances, 362 cubic yards concrete, 59,000 pounds steel reinforcement bars, 11,400 pounds structural steel beams and shapes, 531,000 feet B. M. timber, 4,844 square yards pavement restored, 12,097 square feet new and old flagging.

The cost of the improvement is now estimated to be $167,000.

The urgency of these improvements was established at the time when the preliminary authorizations were given, but the matter of granting final authorization at this time is submitted without recommendation for the reason that the allotment in this borough will have been exceeded if these authorizations are given.

Respectfully, NELSON P. LEWIS, Chief Engineer.

East 63d Street, from 3d Avenue to Park Avenue, Manhattan—Reconstructing Sewer (Cal. No. 85).

The following was offered:

A copy of a resolution of the Local Board of the Murray Hill District, duly adopted by said Board on the 3rd day of October, 1916, and approved by the President of the Borough of Manhattan on the 4th day of October, 1916, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

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

"Reconstruction of sewer in 63rd Street, from Third Avenue to Park Avenue";

—and thereupon, on the 29th day of June, 1917, resolution having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Manhattan to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement, based on actual survey, and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Manhattan had submitted certain statements, as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Manhattan, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $18,900, and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $2,584,500, having also been presented, it is

Resolved, that the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

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

Thompson Street, Sullivan Street, West Broadway, Wooster Street, Greene Street, Clarke Street, Broome Street, Watts Street, Grand Street, Canal Street and Canal Street at Sullivan Street, Manhattan—Constructing Sanitary Sewers and Pumping Station (Cal. No. 86).

The following was offered:

A copy of a resolution of the Local Board of the Greenwich District, duly adopted by said Board on the 25th day of January, 1916, and approved by the President of the Borough of Manhattan on the 10th day of March, 1916, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

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

"Construction of a sanitary system of sewers in Thompson Street, from Canal Street to a point about 350 feet north of Broome Street; in Sullivan Street, from Canal Street to a point about 100 feet north of Broome Street; in West Broadway, from Canal Street to a point about 200 feet north of Broome Street; in Wooster Street, from Canal Street to a point about 100 feet north of Broome Street; in Greene Street, from Canal Street to Grand Street; in Clarke Street, from Broome Street to a point about 100 feet northerly therefrom; in Broome Street, between Clarke and Greene Streets; in Watts Street, from Sullivan Street to a point about 150 feet westerly therefrom; in Grand Street, from Greene Street to a point about 110 feet west of Sullivan Street; and in Canal Street, between Greene and Sullivan Streets, with pumping station and appurtenances, and all work incidental thereto."

—and thereupon, on the 7th day of July, 1916, resolution having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Manhattan to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey, and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Manhattan had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Manhattan, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $167,000, and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $9,446,500, having also been presented, it is

Resolved, that the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

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

Borough of Brooklyn.

The Secretary presented the following report of the Chief Engineer relative to Cal. Nos. 87 to 90, inclusive:

Report No. 17229. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith are transmitted communications from the President of the Borough of Brooklyn, advising that all of the conditions imposed by the Board prior to the authorization of the following local improvements have been complied with:

1. Sewers in the following streets: Elton Street from Hegeman Avenue to the end of the existing sewer northerly therefrom; Hegeman Avenue from Elton Street to Shepherd Avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on October 19, 1917, at which time information was presented to show that its probable cost would be about $8,500. The Borough President states that the time to be allowed for the completion of the improvement is 50 days, and that the expense incurred for the preliminary work amounts to $61.60.

The work to be done comprises the following: 795 linear feet 24-inch pipe sewer, 620 linear feet 12-inch pipe sewer, 10 manholes, 4 receiving basins.

The cost of the improvement is now estimated to be $8,300.

2. Sewer in Amersfort Place from Glenwood Road to East 28th Street.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on September 21, 1917, at which time information was presented to show that its probable cost would be about $2,100. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to $45.16.

The work to be done comprises the following: 463 linear feet 15-inch pipe sewer, 4 manholes.

The cost of the improvement is now estimated to be $2,900.

3. Grading, curbing and flagging East 8th Street from Avenue K to Avenue M.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on November 2, 1917, at which time information was presented to show that its probable cost would be about $5,900. The Borough President states that the time to be allowed for the completion of the improvement is 45 days, and that the expense incurred for the preliminary work amounts to $86.00.

The work to be done comprises the following: 80 cubic yards excavation, 2,040 cubic yards filling (additional), 2,840 linear feet cement curbing, 12,050 square feet cement sidewalk.

The cost of the improvement is now estimated to be $6,300.

4. Sewer in 56th Street from 8th Avenue to 9th Avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on October 19, 1917, at which time information was presented to show that its probable cost would be about $2,400. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to $33.97.

The work to be done comprises the following: 42 linear feet 15-inch pipe sewer, 605 linear feet 12-inch pipe sewer, 6 manholes.

The cost of the improvement is now estimated to be $2,800.

The urgency of these improvements was established at the time when the preliminary authorizations were given, but the matter of granting final authorization at this time is submitted without recommendation for the reason that the allotment in this borough for final authorizations has already been exceeded.

Respectfully, NELSON P. LEWIS, Chief Engineer.

Elton Street, from Hegeman Avenue to End of Existing Sewer Northerly Therefrom; and Hegeman Avenue, from Elton Street to Shepherd Avenue, Brooklyn—Sewers (Cal. No. 87).

The following was offered:

A copy of a resolution of the Local Board of the New Lots District, duly adopted by said Board on the 12th day of September, 1917, and approved by the President of the Borough of Brooklyn on the 28th day of September, 1917, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, that the Local Board of the New Lots District hereby initiates proceedings to construct sewers in Elton Street, from Hegeman Avenue to the end of the existing sewer between New Lots Avenue and Hegeman Avenue, and in Hegeman Avenue, between Elton Street and Shepherd Avenue."

—and thereupon, on the 19th day of October, 1917, resolution having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey, and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $8,300, and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $371,745, having also been presented, it is

Resolved, that the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

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

Amersfort Place, from Glenwood Road to East 28th Street, Brooklyn—Sewer (Cal. No. 88).

The following was offered:

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 11th day of July, 1917, and approved by the President of the Borough of Brooklyn on the 10th day of August, 1917, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to construct a sewer in Amersfort Place, between Glenwood Road and East 28th Street."

—and thereupon, on the 21st day of September, 1917, resolution having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $2,900, and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $79,100, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the Local Improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said Local Improvement.

Which was adopted by the following vote:

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

East 8th Street, from Avenue K to Avenue M, Brooklyn—Regulating and Grading (Cal. No. 89).

The following was offered:

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 23d day of May, 1917, and approved by the President of the Borough of Brooklyn on the 11th day of October, 1917, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to regulate, grade, curb and lay sidewalks on East 8th street, from Avenue K to Avenue M";

—and thereupon, on the 2d day of November, 1917, resolution having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $6,300, and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $120,000, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the Local Improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said Local Improvement.

Which was adopted by the following vote:

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

56th Street, from 8th Avenue to 9th Avenue, Brooklyn—Sewer (Cal. No. 90).

The following was offered:

A copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 11th day of July, 1917, and approved by the President of the Borough of Brooklyn on the 24th day of August, 1917, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Bay Ridge District hereby initiates proceedings to construct a sewer in 56th Street, between 8th and 9th avenues;"

—and thereupon, on the 19th day of October, 1917, resolution having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $2,800, and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $50,300, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the Local Improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said Local Improvement.

Which was adopted by the following vote:

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

Borough of The Bronx.

The Secretary presented the following report of the Chief Engineer relative to calendar Nos. 91 and 92:

Report No. 17230. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith are transmitted communications from the President of the Borough of The Bronx advising that all of the conditions imposed by the Board prior to the authorization of the following local improvements have been complied with.

1. Grading and regrading, curbing and recurbing, and flagging and reflagging the following streets: East 161st Street from Morris Avenue to the westerly side of Sheridan Avenue; Grant Avenue from East 161st Street to East 162nd Street; Sherman Avenue from East 161st Street to East 162nd Street; Walton Avenue from East 158th Street to East 161st Street, and from East 161st Street to a point about 700 feet south of East 164th Street; East 161st Street to a width of 50 feet on the northerly side, from the easterly side of Gerard Avenue to the westerly side of Cromwell Avenue; and to a width of 50 feet on the southerly side, from the easterly side of Gerard Avenue to Doughty Street; and paving with granite block (permanent pavement) where not already paved, East 161st Street from Morris Avenue to Sheridan Avenue, and in the 50-foot strips above described to an area equivalent to that which has not heretofore been paved.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on March 2, 1917, at which time information was presented to show that its probable cost would be about $48,900. The Borough President states that the time to be allowed for the completion of the improvement is 400 days, and that the expense incurred for the preliminary work amounts to $315.94.

The work to be done comprises the following: 2,100 cubic yards earth excavation, 450 cubic yards rock excavation, 48,500 cubic yards filling, 1,650 linear feet new curbing, 3,750 linear feet old curbing, 6,000 square feet new flagging, 20,300 square feet old flagging, 5,300 square yards redressed granite block pavement.

The cost of the improvement is now estimated to be $75,900.

2. Regulating, grading, curbing and flagging 3rd Avenue and Park Avenue East from East 188th Street to Fordham Road, Park Avenue West from East 188th Street to Fordham Road, East 189th Street from Washington Avenue to 3rd Avenue, and East 189th Street from Park Avenue West to Webster Avenue; and paving with asphalt (permanent pavement), 3rd Avenue, Park Avenue East, and Park Avenue West between the limits described, and East 189th Street from Park Avenue West to Webster Avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on June 29, 1917, at which time information was presented to show that its probable cost would be about $65,000. The Borough President states that the time to be allowed for the completion of the improvement is 225 days, and that the expense incurred for the preliminary work amounts to $193.50.

The work to be done comprises the following: 300 cubic yards excavation, 25,000 cubic yards filling, 4,250 linear feet new and old curbing, 5,900 square feet cement sidewalk, 9,600 square feet new and old flagging, 10,800 square yards asphalt pavement.

The cost of the improvement is now estimated to be $75,600.

The urgency of these improvements was established at the time when the preliminary authorizations were given, but the matter of granting final authorization at this time is submitted without recommendation for the reason that the allotment in this borough will have been exceeded if these authorizations are given.

In case final authorization is granted it is recommended that title be vested in the City on January 2, 1918, to the widening of East 161st Street on its southerly side from Mott Avenue to a point about 100 feet east of Sheridan Avenue. Respectfully,

NELSON P. LEWIS, Chief Engineer.

East 161st Street, Grant Avenue, Sherman Avenue and Walton Avenue, The Bronx—Paving, Grading and Regrading, Curbing and Recurbing, and Flagging and Reflagging, Receiving Basins, Etc.

East 161st Street, on Its Southerly Side, from Mott Avenue to a Point About 100 Feet East of Sheridan Avenue, The Bronx—Vesting Title (Cal. No. 91).

The President of the Borough of The Bronx suggested that title be vested on March 1, 1918, and offered the following:

Whereas, The Board of Estimate and Apportionment on the 4th day of February, 1916, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title in fee, wherever the same has not heretofore been acquired, for the use of the public, to the real property required for the opening and extending of East 161st Street, on its southerly side, from Mott Avenue to a point about 100 feet east of Sheridan Avenue; and

Whereas, The Board of Estimate and Apportionment on the 27th day of October, 1916, amended the aforesaid proceeding so as to conform to the lines of said street as laid out on a map or plan adopted by the Board on September 15, 1916, in the Borough of The Bronx, City of New York; and

Whereas, Commissioners of Estimate and Assessment have been appointed by the Supreme Court in the proceedings to acquire title to said real property, and the oaths of the said Commissioners of Estimate and Assessment were duly filed as required by law on the 24th day of November, 1916; be it

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest and in pursuance of the provisions of section 976 of the Greater New York Charter, as amended, directs that upon the 1st day of March, 1918, the title in fee to the real property lying within the lines of said East 161st Street, on its southerly side, from Mott Avenue to a point about 100 feet east of Sheridan Avenue, in the Borough of The Bronx, City of New York, so required, shall become vested in The City of New York.

Which was adopted by the following vote:

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

The following was offered:

A copy of a resolution of the Local Boards of the Crotona and Van Courtlandt Districts, duly adopted by said Boards on the 19th day of September, 1916, and approved by the President of the Borough of The Bronx on the 3rd day of October, 1916, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That these Boards do hereby initiate proceedings for the said local improvement, to wit: For regulating, grading and regrading, setting and resetting curb, laying and relaying sidewalks and crosswalks, building inlets, receiving basins, drains, culverts, approaches and guard rails where necessary in East 161st Street, between Morris Avenue and the westerly side of Sheridan Avenue; Grant Avenue, between East 161st Street and East 162nd Street; Sherman Avenue, between East 161st Street and East 162nd Street; Walton Avenue, between East 158th Street and East 161st Street, and between East 161st Street and about 700 feet south of East 164th Street; a strip 50 feet in width on the north side of East 161st Street, between the easterly side of Gerard Avenue and the westerly side of Cromwell Avenue, and on the southerly side of East 161st Street, between the easterly side of Gerard Avenue and Doughty Street, and paving with redressed granite block on a concrete foundation (permanent pavement), the roadway of East 161st Street, where not already paved, between Morris Avenue and Sheridan Avenue, and in the 50-foot strips between the easterly side of Gerard Avenue and Doughty Street, an area equal to that not originally paved, together with all work incidental thereto, in the Borough of The Bronx, City of New York";

—and thereupon, on the 2nd day of March, 1917, resolution having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of The Bronx to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement, based on actual survey, and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of The Bronx had submitted certain statements, as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of The Bronx, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed, that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $75,900, and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $991,600, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

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

3d Avenue and Park Avenue East from East 188th Street to Fordham Road, Park Avenue West from East 188th Street to Fordham Road, East 189th Street from Washington Avenue to 3d Avenue, and East 189th Street from Park Avenue West to Webster Avenue, The Bronx—Regulating, Grading, Curbing, Flagging and Paving (Cal. No. 92).

The following was offered:

A copy of a resolution of the Local Board of the Van Courtlandt District, duly adopted by said Board on the 21st day of November, 1916, and approved by the President of the Borough of The Bronx on the 14th day of June, 1917, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

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

"For regulating, grading and regrading, setting and resetting curb, laying and relaying sidewalks and crosswalks, building and rebuilding inlets, receiving basins, drains, culverts, approaches and guard rails where necessary in Third Avenue and Park Avenue East, from East 188th Street to and including the intersection of Fordham Road; Park Avenue West, from East 188th Street to and including the intersection of Fordham Road; East 189th Street, from Washington Avenue to Third Avenue, and from Park Avenue West to Webster Avenue; also for paving with sheet asphalt on a concrete foundation (permanent pavement) the roadway of Third Avenue and Park Avenue East, where not already paved by assessment, from East 188th Street to and including the intersection of Fordham Road; Park Avenue West, from East 188th Street to Fordham Road, and East 189th Street, from Park Avenue West to Webster Avenue, together with all work incidental thereto, in the Borough of The Bronx, City of New York";

—and thereupon, on the 29th day of June, 1917, resolution having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of The Bronx to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement, based on actual survey, and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of The Bronx had submitted certain statements, as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of The Bronx, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $75,600, and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of $873,200, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

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

Borough of Queens.

Van Wyck Avenue, from Silkworth Avenue (91st Avenue) to Jamaica Avenue; Jamaica Avenue, from Van Wyck Avenue to Ellsworth Avenue (134th Street), and Metropolitan Avenue, from Van Wyck Avenue to Troy Avenue (132d Street), Borough of Queens—Sewers (Cal. No. 93).

The Secretary presented the following report of the Chief Engineer:

Report No. 17248. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the President of the Borough of Queens, advising that all of the conditions imposed by the Board prior to the authorization of the following local improvement have been complied with:

Sewers in Van Wyck Avenue, from Silkworth (91st) Avenue to Jamaica Avenue; in Jamaica Avenue, from Van Wyck Avenue to Ellsworth Avenue (134th Street), and in Metropolitan Avenue, from Van Wyck Avenue to Troy Avenue (132nd Street).

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on February 2, 1917, at which time information was presented to show that its probable cost would be about $10,700. The Borough President states that the time to be allowed for the completion of the improvement is 60 days and that the expense incurred for the preliminary work amounts to $246.96.

The work to be done comprises the following: 1,142 linear feet 15-inch pipe sewer, 1,609 linear feet 12-inch pipe sewer, 21 manholes, 2 basin manholes, 7 inlets.

The cost of the improvement is now estimated to be $16,300.

The urgency of this improvement was established at the time when the preliminary authorization was given and it is recommended that the construction work be now authorized. Respectfully, NELSON P. LEWIS, Chief Engineer..

The following was offered:

A copy of a resolution of the Local Board of the Jamaica District, duly adopted by said Board on the 21st day of December, 1916, and approved by the President of the Borough of Queens on the 27th day of December, 1916, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

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

"For the construction of a sewer and appurtenances in Van Wyck Avenue, from Silkworth Avenue to Jamaica Avenue; Jamaica Avenue, from Van Wyck Avenue to Ellsworth Avenue; Metropolitan Avenue, from Van Wyck Avenue to Troy Avenue, Fourth Ward."

—and thereupon, on the 2d day of February, 1917, resolution having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Queens to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Queens had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Queens, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $16,300, and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $204,650, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

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

COMMUNICATIONS, PETITIONS, ETC.

From Citizens and Public Bodies.

Public Service Commission for the First District; Department of Water Supply, Gas and Electricity—Transfer of Funds in Connection with Remedying Condition of Water Main Along the Jerome Avenue Elevated Line, Section No. 1, Route No. 16, Seventh Avenue-Lexington Avenue Rapid Transit Railroad (Cal. No. 94).

The Secretary presented a communication dated November 21, 1917, from the Public Service Commission for the First District, requesting, in view of the urgency of the work, that the Board take action upon the requisition of the Commission, dated July 5, 1917, for the transfer to the Department of Water Supply, Gas and Electricity of the sum of $15,000 from the Rapid Transit Fund to provide for correcting a dangerous condition existing on Jerome avenue and Burnside avenue, The Bronx, in relation to a 36-inch water main.

(On September 6, 1917 (Cal. No. 4), the Comptroller reported to the Board recommending that the request of the Public Service Commission be denied and that the matter be referred to the Department of Water Supply, Gas and Electricity for such solution as may seem proper and desirable. In accordance with such recommendation the Board referred the matter to the Department of Water Supply, Gas and Electricity for investigation and report.)

The matter was laid over one week (December 7, 1917), and referred to the Commissioner of Water Supply, Gas and Electricity for report meanwhile.

From City, Borough and County Officials.

Board of Estimate and Apportionment—Exemption of Rapid Transit Bonds for Construction of Rapid Transit Railroads Under Contracts Nos. 1 and 2 (Cal. No. 95).

(On October 5, 1917 (Cal. No. 34), the Corporation Counsel was requested to prepare and submit to Board petition required by chapter 276 of the Laws of 1910 for an additional exclusion of indebtedness incurred by City in the construction of the above contracts.)

The Secretary presented the following communication and two petitions from the Corporation Counsel:

November 26, 1917.

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

Sirs—Herewith I transmit two petitions entitled, respectively, "In the Matter of the Appplication of The City of New York, pursuant to the provisions of chapter 276 of the Laws of 1910, for a subsequent determination of the amount of indebtedness incurred by said City prior to the first day of January, 1910, for the Manhattan and The Bronx Rapid Transit Railroad, which may be excluded in ascertaining the power of said City to become otherwise indebted, pursuant to the provisions of section ten or article eight of the Constitution," and "In the Matter of the Application of The City of New York, pursuant to the provisions of chapter 276 of the Laws of 1910, for a subsequent determination of the amount of indebtedness incurred by said City prior to the first day of January, 1910, for the Brooklyn-Manhattan Rapid Transit Railroad, which may be excluded in ascertaining the power of said City to become otherwise indebted, pursuant to the provisions of section ten of article eight of the Constitution."

These petitions were prepared pursuant to a resolution of your Board adopted on the 5th day of October, 1917, directing the Corporation Counsel to prepare and submit to Your Board petitions to the Appellate Division of the Supreme Court in the First Judicial Department for a subsequent determination of the amount of debt incurred for the Manhattan and The Bronx Rapid Transit Railroad and the Brooklyn-Manhattan Rapid Tranist Railroad, respectively, which may be excluded in ascertaining the power of the City to become otherwise indebted pursuant to the provisions of section 10 of article 8 of the Constitution.

I also transmit herewith proposed resolutions for adoption by your Board.

Respectfully yours, LAMAR HARDY, Corporation Counsel.

SUPREME COURT, APPELLATE DIVISION—FIRST JUDICIAL DEPARTMENT.

In the Matter of the Application of The City of New York, pursuant to the provisions of Chapter 276 of the Laws of 1910, for a subsequent determination of the amount of indebtedness incurred by said City prior to the first day of January, 1910, for the Manhattan and the Bronx Rapid Transit Railroad, which may be excluded in ascertaining the power of said City to become otherwise indebted, pursuant to the provisions of section ten of article eight of the Constitution.

The Petition and Application of The City of New York, acting by its Board of Estimate and Apportionment, respectfully shows to the Court upon information and belief:

First. Pursuant to the provisions of section ten of article eight of the Constitution, as amended, which went into effect on the first day of January, 1910, and which, among other things, provided that any indebtedness incurred by The City of New York for any rapid transit or dock investment prior to the said first day of January, 1910, may be excluded proportionately to the extent to which the current net revenue received by such city therefrom shall meet the interest and the amortization installments thereof, and that the legislature should prescribe the method by which and the terms and conditions under which the amount of any debt to be so excluded should be determined, and that the legislature might in its discretion, confer appropriate jurisdiction upon the Appellate Division of the Supreme Court in the First Judicial Department, for the purpose of determining the amount of any debt to be so excluded, the legislature passed an act, being chapter 276 of the Laws of 1910, which was duly signed by the Governor and went into effect on the 11th day of May, 1910.

By said act, which prescribed the method by which and the terms and conditions under which the amount of any debt to be so excluded should be determined, The City of New York, acting by the Board of Estimate and Apportionment of said City, was authorized to present to the Appellate Division of the Supreme Court in the First Judicial Department, a verified petition setting forth the facts and praying for a determination of the amount of any debt incurred by The City of New York for rapid transit or dock investment prior to the first day of January, 1910, which might be excluded in ascertaining the powers of said City to become otherwise indebted under the provisions of said section ten of article eight of the Constitution and conferred jurisdiction upon said Appellate Division to make such determination.

Second. Pursuant to the said constitutional provision and statute hereinbefore recited, the Board of Estimate and Apportionment of the petitioner, by a resolution duly adopted on the 12th day of June, 1914, required the Comptroller of the petitioner to prepare and submit to said Board a statement showing in detail indebtedness incurred and the bonds issued therefor by the petitioner for the construction of the Manhattan-Bronx Division of the Rapid Transit Railroad, with the dates of maturity of such indebtedness, the terms of any and all agreements and contracts made by or in behalf of the petitioner with respect to such investment, the gross revenue received therefrom, the interest paid and to be paid by the petitioner on said indebtedness, the annual installments necessary for the amortization thereof, and the current net revenue derived from said investment, and pursuant to such resolution the said Comptroller did prepare and submit to said Board such statement, and thereupon the said Board of Estimate and Apportionment did, by resolution adopted on the 5th day of October, 1917, direct that application be made to this Court for a determination of the amount of indebtedness incurred by said City for the Manhattan and The Bronx Rapid Transit Railroad, which may be excluded in ascertaining the power of the petitioner to become otherwise indebted under the provisions of said section ten of article eight of the Constitution of the State of New York.

Third. The material facts relative to the construction of the said Manhattan and The Bronx Rapid Transit Railroad are as follows: Pursuant to a contract made and entered into under date of February 21, 1900, between the petitioner, acting by the Board of Rapid Transit Railroad Commissioners for The City of New York, and John B. McDonald and various supplemental, amendatory and modifying contracts, a rapid transit railroad was constructed by and at the expense of the petitioner which was and is known as the Manhattan and The Bronx Rapid Transit Railroad.

Fourth. Thereafter said railroad was constructed and was and has continued to be and is now being operated by the Interborough Rapid Transit Company, to which was assigned, with the consent of the Board of Rapid Transit Commissioners for The City of New York, so much of said contracts as provided for the maintenance and operation of said rapid transit railroad including the equipment thereof and the right or obligation to maintain and operate the said road or roads in said contract described and all rights with respect to such maintenance or operation, or included in the leasing provisions of such contracts.

Fifth. The following is a statement showing all of the corporate stock of The City of New York issued for the said rapid transit railway, the rate of interest thereon, the year of issue and the year of maturity thereof:

	Maturity Year.	Interest Rate.	Par Value.
Corporate stock sold in year 1901	1948	3½	$4,000,000 00
Corporate stock sold in year 1900	1949	3½	1,000,000 00
Corporate stock sold in year 1901	1949	3½	3,000,000 00
Corporate stock sold in year 1901	1950	3½	2,500,000 00
Corporate stock sold in year 1901	1950	3	1,500,000 00
Corporate stock sold in year 1902	1951	3½	8,500,000 00
Corporate stock sold in year 1902	1952	3½	4,000,000 00
Corporate stock sold in year 1903	1952	3½	6,000,000 00
Corporate stock sold in year 1903	1952	3¼	1,165,000 00
Corporate stock sold in year 1903	1953	3½	2,000,000 00
Corporate stock sold in year 1904	1953	3½	2,700,000 00
Corporate stock sold in year 1904	1954	3½	5,885,000 00
Corporate stock sold in year 1905	1954	3½	2,300,000 00
Corporate stock sold in year 1907	1957	4	768,500 00
Corporate stock sold in year 1907	1957	4½	494,000 00
Corporate stock sold in year 1908	1957	4½	184,397 20
Corporate stock sold in year 1908	1957	4	204,825 18
Corporate stock sold in year 1908	1958	4	46,000 00
Corporate stock sold in year 1909	1958	4	151,000 00
Corporate stock sold in year 1909	1959	4	53,500 00
Corporate stock sold in year 1909	1959	4	171,592 65
Corporate stock sold in year 1910	1959	4	83,500 00
Corporate stock sold in year 1910	1930–1960	4¼	1,173,000 00
Corporate stock sold in year 1911	1960	4¼	666,000 00
Corporate stock sold in year 1912	1962	4¼	222,109 33
Corporate stock sold in year 1913	1953	4	13,000 00
Corporate stock sold in year 1914	1964	4¼	28,454 90
Corporate stock sold in year 1914	1963	4	1,500 00
Corporate stock sold in year 1915	1965	4½	4,300 00
Corporate stock sold in year 1916	1966	4¼	17,500 00
Corporate stock sold in year 1917	1967	4½	43,500 00
Corporate stock sold in year 1917	1967	4	13,000 00
Total Bonds issued for Contract No. 1			$48,889,679 26

Sixth. The balance of outstanding liabilities on account of contracts for construction work, together with other commitments, as at August 31, 1917, aggregates, with the liabilities for lands acquired for the purposes of this contract as more particularly stated hereunder. $2,589,450 58

Contract Liabilities.

Contract Nos. 2124 and 6212; February 21, 1900: Unexpended balance of the original estimated construction cost of $55,000,000	$576,425 25
Contract No. 25096; April 21, 1909—Modification of original Contract Nos. 2124 and 6212. Balance of estimated cost of installing additional elevators at 181st Street and St. Nicholas Avenue	21,542 00
	$597,967 25

Commitments Based on Authorizations.

For Additional Emergency Exits on the Manhattan-Bronx Division of the Rapid Transit Railroad, estimated at	$150,000 00
Adjustments of controversy over extra work and omissions based upon a series of conferences held at Saratoga Springs, N. Y., under agreement dated December 12, 1917, modifying original contract of February 21, 1900, which conferences were participated in by counsel and engineers of the Public Service Commission; counsel to and engineers of the contractor and construction company; Public Service Commissioner Eustis and an Assistant Corporation Counsel representing the Corporation Counsel of the City of New York, whereby certain claims of the contractor, based on the original contract of February 21, 1900, for construction of the subway at an estimated cost of $55,000,000 and other claims, were adjusted by a net allowance to the contractor of..	$1,684,109.33

The amount of award resulting from said Saratoga Conference to be paid to the contractor upon said adjustment

"* * * is to be expended for rapid transit purposes with the approval of the Public Service Commission, and the total amount is to be capitalized as against the contractor, and the contractor is to pay to the City thereon during the litetime of the lease (under Contract No. 1) the stipulated percentages shown (for interest and sinking fund purposes) by way of additional rental."

Seventh. Land Liability—The land liability still outstanding and unpaid, which lands were acquired for use in connection with the Manhattan-Bronx division of the Rapid Transit Railroad, is as follows:

Fort George Proceeding (in which title vested in the City on October 23, 1907, with interest thereon to August 31, 1917	$31,626 67
Westchester Avenue, from Third Avenue to Southern Boulevard (in which title vested in the City May 29, 1906), with interest thereon to August 31, 1917	125,747 33
	$157,374 00

Eighth. The Total indebtedness of the City arising from and under the contract of February 21, 1900, for the construction of the Manhattan-Bronx division of the rapid transit railroad, based upon the foregoing, including the amount committeed under the Saratoga award and the amounts authorized for additional emergency exits, together with the land liabilities as indicated in the foregoing, and which comprehend all known liabilities, aggregate, as may be noted..... $2,589,450 58

Ninth. There have been, as shown in the foregoing table..... $48,889,679.26 *of rapid transit bonds issued by The City of New York,* the proceeds of which have been applied to meet the City's obligations and to liquidate indebtedness incurred in the construction of the Manhattan-Bronx division of the Rapid Transit Railroad *under the provisions and requirements of Contract No.* 1, by and between The City of New York and John B. McDonald, *dated February* 21, 1900, subsequently assigned under date of July 10, 1902, to Interborough Rapid Transit Company, and *the modifications thereof.*

Up to December 31, 1909, *there was*..... $46,623,815 03 *of bonds issued* by The City of New York, the proceeds of which were applied to the construction of the Manhattan-Bronx Division of the Rapid Transit Railroad *under the requirements of said Contract No.* 1, *dated February* 21, 1900.

Tenth. *From January* 1, 1910, *up to and including August* 31, 1917, *the City issued the additional sum of*..... $2,265,864 23 *of corporate stock,* the proceeds of which were applied to the construction of the *Manhattan-Bronx Division of the Rapid Transit Railroad under the Contract dated February* 21, 1900, and the modifications thereof.

These two amounts, viz	$46,623,815 03
and	2,265,864 23
representing the bonds which were issued prior to January 1, 1910, and the bonds which have been issued subsequent thereto, make the *grand aggregate of*	$48,889,679 26

issued by the City, the proceeds of which have been *applied to carry out the City's obligations and to liquidate indebtedness incurred under the terms and requirements of the rapid transit contract, dated February* 21, 1900, *and modifications thereof.*

Eleventh. The said contract of February 21, 1900, requires the lessee, the Interborough Rapid Transit Company, as assignee, to pay to the City as rental for the railroad—

"(1) An annual sum equal to the annual interest payable by the City upon all bonds which shall be issued by it in order to provide means for Construction. The amount of such interest shall be ascertained as of the time when the Railroad shall be declared by the Board to be ready for operation; *but it shall be increased from time to time by the amount* of the annual interest payable by the City *for all bonds which, after the date when the Railroad shall be so declared to be ready for operation, shall be issued in order to provide means for Construction.* The amount or amounts payable under this subdivision shall not be subject to decrease by reason of the refunding by the City at lower rates of interest of any of the bonds issued as aforesaid. Bonds issued in order to provide means for Construction *shall be deemed to include bonds issued to pay interest on Bonds* theretofore issued pursuant to this Contract under the provisions of section 34 of the Rapid Transit Act, *but shall not be deemed to include bonds issued to pay for rights,* terms, *easements,* privileges or property other than lands acquired in fee.

"(2) A further annual sum which shall be equal to one per centum upon the whole amount of the said bonds (with the exceptions above mentioned). * * *

"The Rental shall begin as to each Section with the date of the declaration of the Board that such Section is ready for operation and shall be payable at the end of each quarter on the first days of January, April, July and October."

Under the terms of said Contract No. 1, *relating to rental, the City is receiving from the lessee annual sinking fund payments on*..... $46,631,066 09
and annual interest on..... $46,685,207 93

The City is carrying and providing in its annual tax budget for interest and sinking fund installments on all of the bonds which have been issued to provide the costs of rights-of-way and easements under the rapid transit Contract, dated February 21, 1900. *The amount* which up to August 31, 1917, has been *applied by the City* from the *proceeds* of said rapid transit bonds *to meet the cost of easements has aggregated* $2,290,004 61
of which $2,204,471 33
was from the par value of the bonds sold therefor and $85,533.28 from premiums received thereon.

Twelfth. As stated hereinbefore, the City has issued a grand aggregate of $48,889,679 26
of rapid transit bonds, the proceeds of which, including the premiums thereon, have been applied to meet the obligations of and the indebtedness incurred by the City under the provisions and requirements of the rapid transit Contract, dated February 21, 1900. Of this amount the lessee is paying annual interest on..... $46,685,207 93
and amortization installments on a sum total of bonds aggregating $46,631,066.09.

The balance of the par value of the bonds, viz..... $2,204,471.33
has been applied by the City towards meeting the *cost of easements* and rights-of-way necessary to be acquired to carry out the City's obligations under the Contract dated February 21, 1900, and the annual interest and amortization installments on this amount is provided for in the City's annual tax budgets.

Thirteenth. The first application which was made to this Court for a determination of the amount of indebtedness incurred by the City for the Manhattan-Bronx Railroad which might be excluded in ascertaining the power of the City to become otherwise indebted, was made under date of June 17, 1910, and the Court under a decision dated July 5, 1910, determined that $43,868,325.18 were then self-sustaining and should be so exempted.

Fourteenth. The City of New York has now a total investment of $50,870,934.36 in the rapid transit railroad constructed by it under the terms and provisions of the contract entered into on February 21, 1900, by and between the City and John B. McDonald. Of this investment $48,889,679.26 was obtained, as previously indicated herein, from the par value of the rapid transit bonds sold from time to time to provide funds to meet the recurring outlays and obligations of said contract and $1,981,255 was derived from the premiums received by the City from the sale of said bonds and applied to the construction of said railroad and the acquirement of easements, rights of way, etc., in connection therewith.

Fifteenth. In the application of June 17, 1910, to this Court the annual amortization installments required to redeem, at their respective dates of maturity, separate issues of rapid transit bonds aggregating a sum total of $43,868,325.18, were stated in varying sums which set forth an annual amortization installment of $465,500.69.

Sixteenth. The principle under which these amortization installments were computed resulted in an overstatement of the aggregate annual amount so required, of $61,822.91. In other words, an analysis of these annual amortization installments and a consequent revision thereof, shows that the total annual sum required to amortize and provide for redemption, at maturity..... $43,868,325.18
of bonds exempted by the Appellate Division is..... 403,677.78

Seventeenth. The principle under which may be ascertained the porportion of the amortization installments of and interest on rapid transit indebtedness incurred under Contract No. 1 which the current net revenue received by the City from such investment is sufficient to meet, comprehends:

(a) The annual amount required to amortize a bond during the years which such bond has to run up to its date of maturity; such annual installment to be invested at not less than a stated rate of interest.

(b) The annual interest on such indebtedness.

The offset or credit to the foregoing is represented by—

(c) The total annual amount received by the City from the lessee of the Rapid Transit Railroad to be applied towards the amortization and ultimate redemption of the bonds.

(d) The annual interest received by the City from the lessee to be applied by the City towards paying the interest on rapid transit bonds issued under the requirements of Contract No. 1

Eighteenth. In accordance with the foregoing principles, tables have been prepared:

(a) Computing the annual amortization requirements on each bond issued by the City of New York from the date of issue to date of maturity, the proceeds of which bonds have been applied to carry out the obligations of the City and liquidate indebtedness incurred by it under rapid transit Contract No. 1, dated February 21, 1900. The interest on such amortization installments has been compounded annually at 3% per annum.

(b) Showing the actual interest on such bonds at the different rates of interest which such bonds carry, viz., 3, 3½, 4, 4¼ and 4½% per annum.

These tables also set forth the offsets to the foregoing, consisting of—

(c) The annual amount received by the City from the lessee, to be applied as amortization installments towards the ultimate redemption of the bonds.

(d) The annual interest paid by the lessee to the City on rapid transit bonds issued under Contract No. 1.

The payments (c and d) *by the lessee constitute the current net revenue received by the City from its investments under Contract No.* 1 of February 21, 1900, for the construction of the Manhattan-Bronx Rapid Transit Railroad.

Table of Bonds Issued; Year of Issue and of Maturity; Rates and Amount of Annual Interest, and Amount of Annual Amortization Installments Thereon.

Year of Issue.	Year of Maturity.	Rate of Interest.	Amount of Bonds Issued.	Annual Interest Requirements.	Annual Amortization Installment.
1901	1948	3½	e$4,000,000 00	$140,000 00	$39,842 04
1900	1949	3½	e1,000,000 00	35,000 00	9,213 14
1901	1949	3½	e3,000,000 00	105,000 00	28,733 31
1901	1950	3½	e2,500,000 00	87,500 00	23,052 85
1901	1950	3	e1,500,000 00	45,000 00	13,819 71
1902	1951	3½	e8,500,000 00	297,500 00	78,511 69
1902	1952	3½	e4,000,000 00	140,000 00	35,462 00
1903	1952	3½	e6,000,000 00	210,000 00	55,278 84
1903	1952	3¼	e1,165,000 00	37,862 50	10,733 31
1903	1953	3½	e2,000,000 00	70,000 00	17,731 00
1904	1953	3½	e2,700,000 00	94,500 00	24,875 48
1904	1954	3½	e5,885,000 00	205,975 00	52,173 47
1905	1954	3½	*2,300,000 00	*80,500 00	*21,177 08
1907	1957	4	e768,500 00	30,740 00	6,813 13
1907	1957	4½	e494,000 00	22,230 00	4,379 55
1908	1957	4	e204,825 18	8,193 01	1,887 08
1908	1957	4½	e151,000 00	6,795 00	1,391 19
1908	1957	4½	33,397 20	1,502 87	307 69
1908	1958	4	46,000 00	1,840 00	407 81
1909	1958	4	151,000 00	6,040 00	1,391 18
1909	1959	4	53,500 00	2,140 00	474 30
1909	1959	4	171,592 65	6,863 70	1,521 26
1910	1959	4	83,500 00	3,340 00	769 30
1910	1960	4¼	1,173,000 00	49,852 50	10,399 23
1911	1960	4¼	666,000 00	28,305 00	6,135 95
1912	1962	4¼	222,109 33	9,439 64	1,969 11
1913	1953	4	13,000 00	520 00	172 40
1914	1964	4¼	28,454 90	1,209 33	252 27
1914	1963	4	1,500 00	60 00	13 82
1915	1965	4½	4,300 00	193 50	38 12
1916	1966	4¼	17,500 00	743 75	155 15
1917	1967	4½	43,500 00	1,957 50	385 65
1917	1967	4	13,000 00	520 00	115 25
Total Bonds issued for Contract No. 1, with annual interest and amortization installments thereon			$48,889,679 26	$1,731,323 30	$449,363 36
Less Bonds not to be exempted, the proceeds thereof having been applied for easements			*2,300,000 00	*80,500 00	*21,177 08
Total amount of Bonds subject to exemption, upon which the City is receiving annual interest and one per cent. of principal for Sinking Fund			$46,589,679 26	$1,650,823 30	$428,186 28
Total annual interest and amortization requirements on Bonds heretofore exempted and on the additional Bonds for which the City hereby petitions exemption					$2,079,009 58

Nineteenth. The foregoing table shows that the annual interest paid and to be paid by The City of New York and the annual installments necessary for the amortization of the $46,589,679.26 of rapid transit bonds issued by it for the construction of the Manhattan-Bronx Rapid Transit Railroad, amounts to $2,079,009.58, apportioned as follows:

Interest	$1,650,823 30	
Amortization installments	428,186 28	
		$2,079,009 58

e—The Bonds thus indicated (*e*) aggregating $43,868,325.18 were exempted by Appellate Division of Supreme Court, July 5, 1910.

The City received from the lessee for *sinking fund* purposes for the year ended October 1, 1916, under Contract No. 1, the sum of..... 466,310 66
representing one per cent. on $46,631,066.09; and the City also received with said payment the additional sum of $2,544.83, representing one-eighth of one per cent. of the par value of Rapid Transit Bonds issued by the City under Contract No. 1 since January 1, 1910, in accordance with certain requirements affecting said Contract as modified by Article LVIII of Contract No. 3, by and between the City of New York and Interborough Rapid Transit Company, dated March, 1913.

The City also received from the lessee for *interest* on the rapid transit bonds issued under Contract No. 1, for the year ended June 30, 1917, a sum total of..... 1,651,281 72
a little over *one-fourth of which interest*, or $412,992.31, was paid by the lessee for the *quarterly period ended June 30, 1917, making the current net revenue* which The City of New York is receiving from Interborough Rapid Transit Company, as lessee, under the terms of Contract No. 1..... 2,117,592 38

which is $38,582.80 *in excess of the annual requirements needed to amortize and to pay annual interest on* $46,589,679.26. With the one-eighth of one per cent. paid on the par value of the bonds issued since January 1, 1910, *there is* $41,127.63 *annually received by the City in excess of the amount required to amortize and to pay interest* on the said sum total of $46,589,679.26 of bonds issued by the City and representing investments by it under said Contract No. 1, dated February 21, 1900, in the construction of the Manhattan-Bronx Rapid Transit Railroad.

Twentieth. The latest maturity date of rapid transit bonds heretofore issued by the City to carry out its obligations and liquidate its indebtedness under the requirements of Contract No. 1, is July 1, 1967. Tables upon which the annual amortization installments have been prepared (upon which) to indicate the amounts which will be required to redeem all of said rapid transit bonds, and counter tables which show the amounts to be received by the City from the lessee under the sinking fund clause of the contract indicate that there will be a cash surplus in the sinking funds, December, 1965, of at least $8,291,260.59, and all of the $46,589,679.26 of rapid transit bonds issued under Contract No. 1, with the exception of $74,000, will have matured and have been redeemed.

This computation is predicated upon the amount of annual installments which have been received by the City from the lessee from the fiscal year ended October 31 1905, and the continuing amounts to be received by the City from the lessee as annual installments, the latter being based upon the annual amounts now being paid by the lessee.

The investment of these annual payments into the sinking fund is computed on an annual basis of 3 per cent, that is to say, on an annual turnover. Interest on sinking fund holdings is received and compounded semi-annually, while this calculation is made on an annual 3 per cent basis, that is, the compounding of interest annually, instead of semi-annually, and is therefore on a most conservative basis.

The result obtained by such computation is summarized as follows:

Payments received and to be received by the City of New York from the lessee for sinking fund purposes, up to and including the payments to be made for the year ending October 31, 1965.....	$28,380,361 72	
Total of accruals on foregoing amount of installments compounded *annually* at 3 per cent per annum.....	26,500,578 13	
Total amount which will have been received by the sinking funds to provide for the redemption of $46,589,679.26 of rapid transit bonds under Contract No. 1.		$54,880,939 85
Total amount of bonds exempted July 5, 1910.....	43,868,325 18	
Additional exemption hereby applied for.....	2,721,354 08	
		46,589,679 26
Total Cash Surplus in sinking funds December, 1965, at least.....		$8,291,260 59

Twenty-first. In accordance with the provisions of Contract No. 1, as modified by Article XLIX, Section 1 (a) of Contract No. 3, by and between the City of New York and Interborough Rapid Transit Company, dated March 19, 1913, for additional rapid transit railroads, the lessee shall continue to pay to the City during the full term of the lease, which will not expire earlier than December 31, 1965, the rentals, consisting of annual interest on the bonds, payable quarterly, and sinking fund installments *irrespective of the amortization or the refunding of any bonds issued by the City to provide means for the construction of the Rapid Transit Railroad operated under Contract No.* 1.

In accordance with this requirement of the lease, the City will receive from the lessee, after each bond successively matures, the amount of the annual interest theretofore paid by the lessee on such bond or bonds and an annual sum of at least $469,464.56, representing the corresponding annual amounts theretofore paid for sinking fund purposes, which (dependent upon the actual date of termination of the lease at December 31, 1967), will increase the sinking fund surpluses as of December, 1965, by the accretions of interest thereon to 1967 in a sum approximating..$1,454,710.66 thus indicating a total cash surplus to the City's sinking funds from the amounts paid in by the Lessee as rentals for and as equivalent to sinking fund installments, of at least $9,745,971.00 a sum which, it will be noted, is far more than sufficient to also provide for the redemption of $2,300,000.00 of bonds issued by the City to provide the costs of easements under Contract No. 1, *which the City does not ask shall be exempted.*

Twenty-second. The moneys which the lessee will be required to pay to the City until the end of the lease, representing the full amount of interest on all bonds issued for the construction of the rapid transit railroad under Contract No. 1, after such bonds mature and have been redeemed, beginning with the first bonds to be redeemed in 1948, will aggregate, to December, 1965, a sum total of $21,166,022, all of which will be clear gain and surplus to the City, together with the $8,291,260.59 of sinking fund surplus referred to in preceding page.

Twenty-third. The Interborough Rapid Transit Company as assignee of John B. McDonald and lessee of the subway or rapid transit railroad, has always promptly paid the quarterly and annual rentals required to be paid to the City in accordance with the terms and provisions of Contract No. 1. These payments have aggregated the following stated amounts and covering the fiscal years enumerated:

Statement of Amounts Paid to the City of New York by the Interborough Rapid Transit Company, as Interest Rental, Under the Terms of Contract No. 1, for the Period Beginning October 27, 1904, to June 30, 1917.

For fiscal year ended Sept. 30, 1905.....		$1,107,578 70
For fiscal year ended Sept. 30, 1906.....		1,416,346 58
For fiscal year ended Sept. 30, 1907.....		1,482,452 87
For fiscal year ended Sept. 30, 1908.....		1,504,334 27
For fiscal year ended Sept. 30, 1909.....		1,552,418 63
For fiscal year ended Sept. 30, 1910.....		1,568,963 86
For fiscal year ended Sept. 30, 1911.....		1,618,017 33
For fiscal year ended Sept. 30, 1912.....		1,641,134 64
For fiscal year ended Sept. 30, 1913.....		1,647,544 37
For fiscal year ended Sept. 30, 1914.....		1,649,821 01
For fiscal year ended Sept. 30, 1915.....		1,650,244 67
For quarterly period Oct. 1, 1915-Dec. 31, 1915.....	$412,539 17	
For quarterly period Jan. 1, 1916-Mar. 31, 1916.....	412,566 01	
For quarterly period Apr. 1, 1916-June 30, 1916.....	412,705 06	
		1,237,810 24
For quarterly period July 1, 1916-Sept. 30, 1916.....	$412,721 04	
For quarterly period Oct. 1, 1916-Dec. 31, 1916.....	412,725 21	
For quarterly period Jan. 1, 1917-Mar. 31, 1917.....	412,843 16	
For quarterly period Apr. 1, 1917-June 30, 1917.....	412,992 31	
		1,651,281 72
Total to and including the quarterly term ended June 30, 1917		$19,727,948 89

Statement of Rentals Paid by Interborough Rapid Transit Company to the City of New York for Sinking Fund and Amortization of Rapid Transit Bonds for Period Beginning October 27, 1904, to October 31, 1916.

For fiscal year ended:	
October 31, 1905	$384,576 79
October 31, 1906	425,799 78
October 31, 1907	426,439 30
October 31, 1908	441,112 55
October 31, 1909	443,937 55
October 31, 1910	452,284 04
October 31, 1911	462,816 00
October 31, 1912	465,381 48
October 31, 1913	467,592 83
October 31, 1914	468,597 55
October 31, 1915	468,658 67
October 31, 1916	468,855 49
Total payments to Sinking Fund.....	$5,376,052 03

Twenty-fourth By a resolution adopted by the Board of Estimate and Apportionment on the day of , 1917, the said Board duly approved this petition and directed that a copy thereof be spread upon its minutes and that the same be verified in behalf of this Board acting for The City of New York, by the Mayor, the Comptroller and the President of the Board of Aldermen.

Wherefore your petitioner prays that this Court will, pursuant to said Chapter 276 of the Laws of 1910, designate six daily newspapers of general circulation published in the City of New York, at least one of which is published in the Borough of Brooklyn, in said City, in which notice of this application shall be given as prescribed by said act and fix the date when the application of your petitioner shall be heard and that this Court shall make a new and subsequent determination of the amount of debt incurred by The City of New York for the Manhattan and The Bronx Rapid Transit Railroad which may be excluded in ascertaining the power of The City of New York to become otherwlise indebted under the provisions of section ten of article eight of the Constitution of the State of New York and for such other and further relief as may be just.

Dated, New York, , 1917.

THE CITY OF NEW YORK, by the Board of Estimate and Apportionment of The City of New York; ....., Mayor; ....., Comptroller; ....., President of the Board of Aldermen.

LAMAR HARDY, Corporation Counsel, Office & Post Office Address, Municipal Building, Borough of Manhattan, New York City.

State of New York, County of New York, City of New York, ss.:

John Purroy Mitchel, William A. Prendergast and Frank L. Dowling, being severally duly sworn, depose and say, that John Purroy Mitchel is Mayor of The City of New York; that William A. Prendergast is Comptroller of The City of New York, and that Frank L. Dowling is President of the Board of Aldermen of The City of New York; and as such are members of the Board of Estimate and Apportionment of the petitioner.

That by resolution adopted by said Board on the day of , 1917, deponents were authorized and directed by said Board to subscribe and verify the foregoing petition in behalf of said Board, acting for the petitioner herein.

That they have read and know the contents of the foregoing petition, and that the same is true to their own knowledge, except as to the matters therein stated to be alleged upon information and belief, and as to those matters they believe it to be true.

The reason this verification is made by deponents, and not by the petitioner, is that the petitioner is a domestic municipal corporation, of which deponents are officers. The source of deponents' information and the grounds of their belief as to the matters not therein stated upon their knowledge, are the statement submitted by the Comptroller of said Board in this petition mentioned, information obtained from the books and records of the Department of Finance and of other departments of the petitioner, and statements made to them by certain officers and agents of the petitioner.

Severally sworn to before me this day of , 1917.

SUPREME COURT, APPELLATE DIVISION, FIRST JUDICIAL DEPARTMENT.

In the Matter of the Application of The City of New York, pursuant to the provisions of chapter 276 of the Laws of 1910, for a subsequent determination of the amount of indebtedness incurred by said City prior to the first day of January, 1910, for the Brooklyn-Manhattan Rapid Transit Railroad, which may be excluded in ascertaining the power of said City to become otherwise indebted, pursuant to the provisions of section ten of article eight of the Constitution.

The Petition and Application of The City of New York, acting by its Board of Estimate and Apportionment, respectfully shows to the Court upon information and belief:

First. Pursuant to the provisions of section ten of article eight of the Constitution, as amended, which went into effect on the first day of January, 1910, and which, among other things, provided that any indebtedness incurred by The City of New York for any rapid transit or dock investment prior to the said first day of January, 1910, may be excluded proportionately to the extent to which the current net revenue received by such city therefrom shall meet the interest and the amortization instalments thereof, and that the legislature should prescribe the method by which and the terms and conditions under which the amount of any debt to be so excluded should be determined, and that the legislature might, in its discretion, confer appropriate jurisdiction upon the Appellate Division of the Supreme Court in the First Judicial Department, for the purpose of determining the amount of any debt to be so excluded, the legislature passed an act, being chapter 276 of the Laws of 1910, which was duly signed by the Governor and went into effect on the 11th day of May, 1910.

By said act, which prescribed the method by which and the terms and conditions under which the amount of any debt to be so excluded should be determined, The City of New York, acting by the Board of Estimate and Apportionment of said City, was authorized to present to the Appellate Division of the Supreme Court in the First Judcidal Department, a verified petition setting forth the facts and praying for a determination of the amount of any debt incurred by The City of New York for rapid transit or dock investment prior to the first day of January, 1910, which might be excluded in ascertaining the power of said City to become otherwise indebted under the provisions of said section ten of article eight of the Constitution and conferred jursdiction upon said Appellate Division to make such determinaton.

Second. Pursuant to the said constitutional provision and statute hereinbefore recited, the Board of Estimate and Apportionment of the petitioner, by a resolution duly adopted on the 12th day of June, 1914, required the Comptroller of the petitioner to prepare and submit to said Board a statement showing in detail indebtedness incurred and the bonds issued therefor by the petitioner for the construction of the Brooklyn-Manhattan Rapid Transit Railroad, with the dates of maturity of such indebtedness, the terms of any and all agreements and contracts made by or in behalf of the petitioner with respect to such investment, the gross revenue received therefrom, the interest paid and to be paid by the petitioner on said indebtedness, the annual instalments necessary for the amortization thereof, and the current net revenue derived from said investment, and pursuant to such resolution the said Comptroller did prepare and submit to said Board such statement, and thereupon, the said Board of Estimate and Apportionment did, by resolution adopted on the 5th day of October, 1917, direct that application be made to this Court for a determination of the amount of indebtedness incurred by said City for the Brooklyn-Manhattan Rapid Transit Railroad, which may be excluded in ascertaining the power of the petitioner to become otherwise indebted under the provisions of said section ten of article eight of the Constitution of the State of New York.

Third. The material facts relative to the construction of the said Brooklyn-Manhattan Rapid Transit Railroad are as follows: Pursuant to a contract made and entered into under date of July 21, 1902, between the petitioner, acting by the Board of Rapid Transit Railroad Commissioners for The City of New York, and Rapid Transit Subway Construction Company, and various supplemental, amendatory and modifying contracts, a rapid transit railroad was constructed by and at the expense of the petitioner which was and is known as the Brooklyn-Manhattan Rapid Transit Railroad.

Fourth. Thereafter said railroad was constructed and was and has continued to be and is now being operated by the Interborough Rapid Transit Company, to which was assigned so much of the said contracts as provided for the maintenance

and operation of said rapid transit railroad including the equipment thereof and the right or obligation to maintain and operate the said road or roads in said contract described and all rights with respect to such maintenance or operation, or included in the leasing provisions of such contracts.

Fifth. The following is a statement showing all of the corporate stock of The City of New York issued for the Brooklyn-Manhattan division of the rapid transit railway; the rate of interest thereon; the year of issue and the year of maturity thereof:

	Maturity Year.	Interest Rate.	Par Value.
Corporate stock sold in year 1906	1936	4	$500,000 00
Corporate stock sold in year 1903	1952	3¼	1,000 00
Corporate stock sold in year 1904	1953	3½	300,000 00
Corporate stock sold in year 1904	1954	3½	1,065,000 00
Corporate stock sold in year 1905	1954	3½	200,000 00
Corporate stock sold in year 1906	1955	3½	250,000 00
Corporate stock sold in year 1907	1956	4	36,000 00
Corporate stock sold in year 1907	1957	4	313,500 00
Corporate stock sold in year 1907	1957	4½	650,000 00
Corporate stock sold in year 1908	1957	4½	200,000 00
Corporate stock sold in year 1908	1958	4	32,500 00
Corporate stock sold in year 1909	1958	4	54,500 00
Corporate stock sold in year 1909	1959	4	11,900 00
Corporate stock sold in year 1909	1959	4	12,000 00
Corporate stock sold in year 1910	1960	4¼	320,000 00
Corporate stock sold in year 1911	1960	4	1,000 00
Corporate stock sold in year 1911	1960	4¼	138,000 00
Corporate stock sold in year 1912	1962	4¼	10,000 00
Corporate stock sold in year 1912	1962	4¼	658,645 60
Corporate stock sold in year 1914	1964	4¼	241,000 00
Corporate stock sold in year 1915	1965	4½	397,000 14
Corporate stock sold in year 1916	1966	4¼	11,000 00
Total Bonds issued for Contract No. 2			$5,403,045 74

Sixth. *There have been* $5,403,045 74
of rapid transit bonds issued by The City of New York, the proceeds of which have been applied to meet the City's obligations and to liquidate indebtedness incurred in the construction of the Brooklyn-Manhattan division of the Rapid Transit Railroad *under the provisions and requirements of Contract No. 2,* by and between The City of New York and Rapid Transit Subway Construction Company, *dated July* 21, 1902, subsequently assigned, under date of August 10, 1905, to Interborough Rapid Transit Company, and *the modifications thereof.*

Up to December 31, 1909, *there was* $3,626,400 00
of bonds issued by The City of New York, the proceeds of which were applied to the construction of the Brooklyn-Manhattan Division of the Rapid Transit Railroad *under the requirements of said Contract No. 2, dated July* 21, 1902.

From January 1, 1910, *up to and including August* 31, 1917, *the City issued the additional sum of* $1,776,645 74
of corporate stock, the proceeds of which were applied to the construction of the *Brooklyn-Manhattan Division of the Rapid Transit Railroad under the Contract dated July* 21, 1902, and the modifications thereof.

These two amounts, viz $3,626,400 00
and 1,776,645 74

representing the bonds which were issued prior to January 1, 1910, and the bonds which have been issued subsequent thereto, make the *grand aggregate* of $5,403,045 74
issued by the City, the proceeds of which have been *applied to carry out the City's obligations and to liquidate indebtedness incurred under the terms and requirements of the rapid transit contract dated July* 21, 1902, *and the modifications thereof.*

Seventh. The said contract of July 21, 1902, by and between The City of New York and John B. McDonald, requires the lessee, the Interborough Rapid Transit Company, as assignee, to pay to the City as rental for the railroad—

"(1) An annual sum equal to the annual interest payable by the City upon all bonds which shall be issued by it in order to provide means for Construction. The amount of such interest shall be ascertained as of the time when the Railroad shall be declared by the Board to be ready for operation, or, if the Board shall so direct, the time when passenger traffic on the Railroad shall begin; *but it shall be increased from time to time by the amount* of the annual interest payable by the City *for all bonds which, after the date when the Railroad shall be so declared to be ready for operation,* or when such traffic shall so begin, *shall be issued in order to provide means for Construction.* The amount or amounts payable under this subdivision shall not be subject to decrease by reason of the refunding by the City at lower rates of interest of any of the bonds issued as aforesaid. Bonds issued in order to provide means for Construction *shall be deemed to include bonds issued to pay interest on bonds* theretofore issued pursuant to this Contract under the provisions of section 34 of the Rapid Transit Act, for all lands acquired in fee, *but not bonds issued to pay for other rights,* terms, *casements* or privileges.

"(2) A further annual sum which shall be equal to one per centum upon the whole amount of the said bonds (with the exceptions above mentioned) * * *

"(3) A further annual sum, which shall be equal to the amount of the annual interest payable by the City upon bonds issued to provide means to pay for rights of way acquired on, under, through or over lands not belonging to the City.

"The Rental shall begin on the date of the declaration of the Board that the Railroad is ready for operation, or, if the Board shall so direct, the date when passenger traffic on the Railroad shall begin, and shall be payable at the end of each quarter on the first days of January, April, July and October."

Eighth. Under the terms of said Contract No. 2, *relating to rental, the City is receiving from the lessee annual sinking fund payments on* $4,424,045 60
and annual interest on $5,403,045 74
The City is carrying and providing in its annual tax budget for sinking fund installments on all of the bonds which have been issued to provide the costs of rights-of-way and easements under the rapid transit Contract dated July 21, 1902. *The amount* which up to August 31, 1917, has been *applied by the City* from the *proceeds* of said rapid transit bonds *to meet the cost of casements has aggregated* $989,947 32
of which $979,000 14
was from the par value of the bonds sold therefor and $10,947.18 from premiums received thereon.

As already stated hereinbefore, the City has issued a grand aggregate of $5,403,045 74
of rapid transit bonds, the proceeds of which, including the premiums thereon, have been applied to meet the obligations of and the indebtedness incurred by the City under the provisions and requirements of the rapid transit Contract dated July 21, 1902. Of this amount, the lessee is paying annual interest on 5,403,045 74
and amortization installments on a sum total of bonds aggregating 4,424,045 60

The balance of the proceeds of the bonds, viz $979,000 14
has been applied by the City towards meeting the *cost of casements* and rights-of-way necessary to be acquired to carry out the City's obligations under the Contract dated July 21, 1902, and the annual amortization installments on this amount is provided for in the City's annual tax budgets.

The first application which was made to this Court for a determination of the amount of indebtedness incurred by the City for the Brooklyn-Manhattan Railroad which might be excluded in ascertaining the power of the City to become otherwise indebted, was made under date of March 10, 1911, and this Court by an order dated April 20, 1911, determined that $3,614,400 were then self-sustaining and should be so exempted.

Ninth. The City of New York has now a total investment of $5,454,108.46 in the rapid transit railroad constructed by it under the terms and provisions of the contract entered into on July 21, 1902, by and between the City and Rapid Transit Subway Construction Company, which contract was subsequently assigned to Interborough Rapid Transit Company, under date of August 10, 1905. Of this investment $5,403,045.74 was obtained, as previously indicated herein, from the par value of the rapid transit bonds sold from time to time to provide funds to meet the recurring outlays and obligations of said contract and $51,062.72 was derived from the premiums received by the City from the sale of said bonds and applied to the construction of said railroad and the acquirement of easements, rights of way, etc., in connection therewith.

Tenth. In the application of March 10, 1911, to this Court the annual amortization installments required to redeem, at their respective dates of maturity, separate issues of rapid transit bonds aggregating a sum total of $3,614,400 were stated in varying sums which set forth an annual amortization installment of $39,550.59.

The principle under which these amortization installments were computed resulted in an overstatement of the aggregate annual amount so required of $1,068.16. In other words, an anasylis of these annual amortization installments and a consequent revision thereof shows that the total annual sum required to amortize and provide for redemption, at maturity $3,614,400 00
of bonds exempted by the Appellate Division is $38,482 43

Eleventh. The principle under which may be ascertained the proportion of the amortization installments of and interest on rapid transit indebtedness incurred under Contract No. 2 which the current net revenue received by the City from such investment is sufficient to meet, comprehends

(a) The annual amount required to amortize a bond during the years which such bond has to run up to its date of maturity; such annual installment to be invested at not less than a stated rate of interest.

(b) The annual interest on such indebtedness.

The offset or credit to the foregoing is represented by—

(c) The total annual amount received by the City from the lessee of the Rapid Transit Railroad to be applied towards the amortization and ultimate redemption of the bonds.

(d) The annual interest received by the City from the lessee to be applied by the City towards paying the interest on rapid transit bonds issued under the requirements of Contract No. 2.

Twelfth. In accordance with the foregoing principles, tables have been prepared:

(a) Computing the annual amortization requirements on each bond issued by the City of New York from the date of issue to date of maturity, the proceeds of which bonds have been applied to carry out the obligations of the City and liquidate indebtedness incurred by it under rapid transit Contract No. 2, dated July 21, 1902. The interest on such amortization installments has been compounded annually at 3% per annum.

(b) Showing the actual interest on such bonds at the different rates of interest which such bonds carry, viz., 3, 3½, 4, 4¼ and 4½% per annum.

These tables also set forth the offsets to the foregoing, consisting of—

(c) The annual amount received by the City from the lessee, to be applied as amortization installments towards the ultimate redemption of the bonds.

(d) The annual interest paid by the lessee to the City on rapid transit bonds issued under Contract No. 2.

The payments (c and d) *by the lessee constitute the current net revenue received by the City from its investments under Contract No.* 2 of July 21, 1902, for the construction of the Brooklyn-Manhattan Rapid Transit Railroad.

Table of Bonds Issued; Years of Issue and of Maturity; Rates and Amount of Annual Interest, and Amount of Annual Amortization Installments Thereon.

Date of Issue.	Date of Maturity.	Rate of Interest.	Amount of Bonds Issued.	Annual Interest Requirements.	Annual Amortization Installment.
		Per Cent.			
1906	1936	4	e$500,000 00	$20,000 00	$10,509 63
1903	1952	3¼	e1,000 00	32 50	9 21
1904	1953	3½	e300,000 00	10,500 00	2,763 94
1904	1954	3½	e1,065,000 00	37,275 00	9,441 76
1905	1954	3½	e200,000 00	7,000 00	1,842 63
1906	1955	3½	e250,000 00	8,750 00	2,303 29
1907	1956	4	e36,000 00	1,440 00	331 67
1907	1957	4	e313,500 00	12,540 00	2,779 34
1907	1957	4½	e650,000 00	29,250 00	5,762 58
1908	1957	4½	e200,000 00	9,000 00	1,842 63
1908	1958	4	e32,500 00	1,300 00	288 13
1909	1958	4	e54,500 00	2,180 00	502 12
1909	1959	4	e11,900 00	476 00	105 50
1909	1959	4	12,000 00	480 00	106 39
1910	1960	4¼	*320,000 00	13,600 00	2,836 96
1911	1960	4	1,000 00	40 00	9 21
1911	1960	4¼	138,000 00	5,865 00	1,271 41
1912	1962	4¼	*10,000 00	425 00	88 65
1912	1962	4¼	658,645 60	27,992 44	5,839 23
1914	1964	4¼	*241,000 00	10,242 50	2,136 59
1915	1965	4½	*397,000 14	17,865 01	3,519 60
1916	1966	4¼	*11,000 00	467 50	97 52
Total Bonds issued for Contract No. 2, with annual interest and amortization installments thereon			$5,403,045 74	$216,720 95	$54,387 99
Less Bonds, not to be Exempted, the proceeds thereof having been applied for Easements			*979,000 14	*42,600 01	*8,679 32
Total amount of Bonds subject to Exemption, upon which City is receiving Annual Interest and one per cent. of principal for Sinking Fund			$4,424,045 60	$174,120 94	$45,708 67
Total Annual Interest and Amortization Requirements on bonds heretofore Exempted and on the additional Bonds for which the City hereby petitions Exemption					$219,829 61

e—The Bonds thus indicated (*e*), aggregating $3,614,400, were Exempted by Appellate Division of Supreme Court, April 5, 1911, resettled April 20, 1911.

The foregoing table shows that the annual interest paid and to be paid by The City of New York and the annual installments necessary for the amortization of the $4,424,045.60 of rapid transit bonds issued by it for the construction of the Brooklyn-Manhattan Rapid Transit Railroad, amounts to $219,829.61, apportioned as follows:

Interest	$174,120 94
Amortization installments	45,708 67
	$219,829 61

The City received from the lessee for *sinking fund* purposes for the year ended October 31, 1916, under Contract No. 2, the sum of $45,308 86
The City also received from the lessee for *interest* on the rapid transit bonds issued under Contract No. 2, for the year ended June 30, 1917.. 216,690 96
Approximately *one-fourth of which,* or $54,180.24, was paid by the lessee for the *quarterly period ended* June 30, 1917, *making the current net revenue* which The City of New York is receiving from Interborough Rapid Transit Company, as lessee, under the terms of Contract No. 2 $261,999 82
which is $42,170.21 *in excess of the annual requirements needed to amortize and pay annual interest on* $4,424,045.60.

The latest maturity date of rapid transit bonds issued by the City to carry out its obligations and liquidate its indebtedness under the requirements of Contract No. 2 is March 1, 1966. The tables upon which the annual amortization installments have been prepared (upon which) to indicate the amounts which will be required to redeem all of said rapid transit bonds are predicated upon the amount of annual installments which have been received by the City from the lessee from the fiscal year ended October 31, 1916, and the continuing amounts to be received by the City from the

lessee as annual installments, the latter being based upon the annual amounts now being paid by the lessee.

The investment of these annual payments into the sinking fund is computed on an annual basis of 3 per cent., that is to say, on an annual turnover. Interest on sinking fund holdings is received and compounded semi-annually, while this calculation is made on an annual 3 per cent. basis, that is, the compounding of interest annually, instead of semi-annually, and is therefore on a most conservative basis.

In accordance with the provisions of Contract No. 2, as modified by article XLIX, section 1 (a), of Contract No. 3, by and between The City of New York and Interborough Rapid Transit Company, dated March 19, 1913, for the construction of additional rapid transit railroads, the lessee shall continue to pay to the City during the full term of the lease, which will not expire earlier than December 31, 1965, the rentals, consisting of annual interest on the bonds, payable quarterly, and amortization installments *irrespective of the amortization of the refunding of any bonds issued by the City to provide means for the construction of the Rapid Transit Railroad.*

The clear gain and surplus which the City will realize to December, 1965, from rentals payable by lessee, equivalent to interest on bonds which will have been previously redeemed, will aggregate $1,923,343, together with $198,388 additional surplus from the rentals payable by lessees as the equivalent of annual sinking fund installments on bonds which will have matured and have been redeemed.

Statement of Sinking Fund Rentals Paid to City by Interborough Rapid Transit Company Under Contract No. 2.

For fiscal year ended—	
July 31, 1906	$5,255 29
October 31, 1907	7,160 85
October 31, 1908	34,804 86
October 31, 1909	35,644 40
October 31, 1910	37,595 65
October 31, 1911	39,117 32
October 31, 1912	42,317 16
October 31, 1913	44,959 90
October 31, 1914	44,703 15
October 31, 1915	45,213 22
October 31, 1916	45,308 86
Total payments to Sinking Fund	$382,080 66

Statement of Amount Paid to the City of New York by the Interborough Rapid Transit Company, as Interest Rental, Under the Terms of Contract No. 2, for the Period January 16, 1905, to June 30, 1917.

For fiscal year ended Sept. 30, 1906 (covering the period from Jan. 16, 1905, to Sept. 30, 1906)		$23,719 87
For fiscal year ended Sept. 30, 1907		18,976 09
For fiscal year ended Sept. 30, 1908		76,419 59
For fiscal year ended Sept. 30, 1909		138,402 52
For fiscal year ended Sept. 30, 1910		141,929 07
For fiscal year ended Sept. 30, 1911		152,887 38
For fiscal year ended Sept. 30, 1912		166,468 51
For fiscal year ended Sept. 30, 1913		188,441 99
For fiscal year ended Sept. 30, 1914		198,906 31
For fiscal year ended Sept. 30, 1915		207,539 36
For quarterly period Oct. 1, 1915-Dec. 31, 1915	$54,063 36	
For quarterly period Jan. 1, 1916-March 31, 1916	54,075 97	
For quarterly period April 1, 1916-June 30, 1916	54,170 45	
		162,309 78
For quarterly period July 1, 1916-Sept. 30, 1916	$54,150 24	
For quarterly period Oct. 1, 1916-Dec. 31, 1916	54,180 24	
For quarterly period Jan. 1, 1917-March 31, 1917	54,165 24	
For quarterly period April 1, 1917-June 30, 1917	54,195 24	
		216,690 96
Total to and including the quarterly term ended June 30, 1917		$1,692,691 43

The balance of outstanding liabilities on account of contracts for construction work as at August 31, 1917, together with the liabilities for lands acquired for the purposes of this contract aggregates $1,262,583.14, as more particularly stated hereunder:

Contract Liabilities.

Contract 6431—July 21, 1902; Balance of the original contract price of $2,000,000	$191,470 33
Contract 6431—Modification of June 9, 1905; Balance of the additional estimated cost of $1,620,000 under the modification as stated	333,062 81
	$524,533 14

Land Liability.

The land liability still outstanding and unpaid, which lands were acquired for use in connection with the Brooklyn-Manhattan division of the Rapid Transit Railroad, is as follows:	
Joralemon and Fulton Streets and Flatbush Avenue (in which title vested in the City on June 3, 1903), with interest thereon to August 31, 1917	738,050 00
Thus making a total known indebtedness of	$1,262,583 14

Thirteenth. By a resolution adopted by the Board of Estimate and Apportionment on the day of , 1917, the said Board duly approved this petition and directed that a copy thereof be spread upon its minutes and that the same be verified in behalf of this Board acting for The City of New York, by the Mayor, the Comptroller and the President of the Board of Aldermen.

Wherefore, your petitioner prays that this Court will, pursuant to said chapter 276 of the Laws of 1910, designate six daily newspapers of general circulation published in the City of New York, at least one of which is published in the Borough of Brooklyn, in said City, in which notice of this application shall be given as prescribed by said act and fix the date when the application of your petitioner shall be heard and that this Court shall make a new and subsequent determination of the amount of debt incurred by The City of New York for the Brooklyn-Manhattan Rapid Transit Railroad which may be excluded in ascertaining the power of The City of New York to become otherwise indebted under the provisions of section ten of article eight of the Constitution of the State of New York and for such other and further relief as may be just.

Dated, New York, , 1917.

THE CITY OF NEW YORK, by the Board of Estimate and Apportionment of The City of New York; ....., Mayor;....., Comptroller; ....., President of the Board of Aldermen.

LAMAR HARDY, Corporation Counsel, Office and Post Office Address, Municipal Building, Borough of Manhattan, New York City.

State of New York, County of New York, City of New York, ss.:

John Purroy Mitchel, William A. Prendergast and Frank L Dowling, being severally duly sworn, depose and say, that John Purroy Mitchel is Mayor of The City of New York; that William A. Prendergast is Comptroller of The City of New York, and that Frank L. Dowling is President of the Board of Aldermen of The City of New York; and as such are members of the Board of Estimate and Apportionment of the petitioner.

That by resolution adopted by said Board on the day of , 1917, deponents were authorized and directed by said Board to subscribe and verify the foregoing petition in behalf of said Board, acting for the petitioner herein.

That they have read and know the contents of the foregoing petition, and that the same is true of their own knowledge, except as to the matters therein stated to be alleged upon information and belief, and as to those matters they believe it to be true.

The reason this verification is made by deponents, and not by the petitioner, is that the petitioner is a domestic municipal corporation, of which deponents are officers. The source of deponents' information and the grounds of their beilef as to the matters not therein stated upon their knowledge, are the statement submitted by the Comptroller of said Board in this petition mentioned, information obtained from the books and records of the Department of Finance and of other departments of the petitioner, and statements made to them by certain officers and agents of the petitioner.

Severally sworn to before me this day of , 1917.

The following was offered:

Whereas, Pursuant to a resolution adopted by this board on the 5th day of October, 1917, the Corporation Counsel has prepared and submitted to this board a petition to the Appellate Division of the Supreme Court in the First Judicial Department for a subsequent determination of the amount of debt incurred for the Manhattan and The Bronx Rapid Transit Railroad, which may be excluded in ascertaining the power of the City to become otherwise indebted pursuant to the provisions of section 10 of article 8 of the Constitution.

Resolved, That this board approves the petition prepared and submitted by the Corporation Counsel and adopts the allegations made therein as its finding in the premises and directs that a copy thereof be spread upon the minutes; and be it further

Resolved, That the Corporation Counsel prepare such other papers and take such further steps as may be necessary to have such application made and held at the earliest possible day; and be it further

Resolved, That the Mayor, the Comptroller and the President of the Board of Aldermen be and they hereby are authorized and directed to verify said petition in behalf of this board, acting for the City of New York.

Which was adopted by the following vote:

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

—

The following was offered:

Whereas, Pursuant to a resolution adopted by this board on the 5th day of October, 1917, the Corporation Counsel has prepared and submitted to this board a petition to the Appellate Division of the Supreme Court in the First Judicial Department for a subsequent determination of the amount of debt incurred for the Brooklyn-Manhattan Rapid Transit Railroad, which may be excluded in ascertaining the power of the City to become otherwise indebted pursuant to the provisions of section 10 of article 8 of the Constitution.

Resolved, That this board approves the petition prepared and submitted by the Corporation Counsel and adopts the allegations made therein as its finding in the premises and directs that a copy thereof be spread upon the minutes; and be it further

Resolved, That the Corporation Counsel prepare such other papers and take such further steps as may be necessary to have such application made and held at the earliest possible day; and be it further

Resolved, That the Mayor, the Comptroller and the President of the Board of Aldermen be and they hereby are authorized and directed to verify said petition in behalf of this board, acting for the City of New York.

Which was adopted by the following vote:

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

Department of Parks, Boroughs of Manhattan and Richmond—Establishment of Special Account for Sale of Waste Paper (Cal. No. 96).

(On July 19, 1917 (Cal. No. 167), the request in this matter was referred to the Comptroller.)

The Secretary presented a communication, dated November 22, 1917, from the Commissioner of Parks, Boroughs of Manhattan and Richmond, withdrawing request, dated July 10, 1917, for the establishment of a special account so that moneys obtained from the sale of waste paper might be used to pay the expenses incidental to the centralization and baling of same.

The Secretary was directed to notify Comptroller and return request to the Department of Parks, Boroughs of Manhattan and Richmond.

FIXING DATES FOR FUTURE HEARINGS.

On Changes in the City Map.

Borough of Manhattan.

East 63d Street, from Park Avenue to Lexington Avenue, Borough of Manhattan —Changing Grade (Cal. No. 97).

The Secretary presented a communication, dated November 23, 1916, from the President, Borough of Manhattan, transmitting map showing the proposed change; and the following report of the Chief Engineer:

Report No. 17221. November 20, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the President of the Borough of Manhattan, bearing date of November 23rd, 1916, presenting for consideration a map showing a change proposed in the grade of East 63rd Street, between Park Avenue and Lexington Avenue.

As heretofore improved, there is a drainage pocket in this block located at a point distant about 50 feet east of Park Avenue, in which last described section the existing grade is irregular and ranges up to a rate of about 7 per cent. Through the remaining length of the street the grade is flat, ranging up to a maximum of about 1 per cent. Under the readjustment now proposed the drainage pocket will be given a position distant about 85 feet east of Park Avenue, in which section the elevation is to be raised a maximum of about one foot, with the result of providing a grade at the rate of about 2.5 per cent.; through the remaining length of the street the changes proposed are insignificant. From the information at hand it would appear that the modifications could be carried out without damage to existing buildings. It is understood that the replacement of the flagging in the section adjoining Park Avenue will be arranged for when the street is repaved.

The map appears to be a proper one and its approval is recommended.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grades of East 63rd Street, from Park Avenue to Lexington Avenue, in the Borough of Manhattan, which proposed change is more particularly shown upon a map or plan bearing the signature of the Secretary of the Board of Estimate and Apportionment and dated October 31, 1916.

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 Friday, December 21, 1917, 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 21st day of December, 1917.

Which was adopted by the following vote:

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

Borough of Brooklyn.

Lafayette Avenue, Between Flatbush Avenue and Fulton Street, Borough of Brooklyn—Changing Lines (Cal. No. 98).

The Secretary presented a communication, dated November 22, 1917, from the Commissioner of Public Works, Borough of Brooklyn, transmitting map showing the proposed change; and the following report of the Chief Engineer:

Report No. 17238. November 26th, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—At the meeting of the Board of Estimate and Apportionment held on

October 19th, 1917, a hearing was given concerning a proposed change in the lines of Lafayette Avenue between Ashland Place and St. Felix Street in the Borough of Brooklyn, under which provision was to be made for laying out a court yard on the southerly side of the street. At this time an opinion was presented from the Corporation Counsel advising that before the proceedings heretofore authorized for acquiring title to Lafayette Avenue between Flatbush Avenue and Fulton Street could be carried out to a width of 90 feet, it would be necessary to adopt a map providing for changing the lines of the street in such a way as to exclude from them the court yards laid out under an act of the Legislature of 1852. To permit of doing this the map then under consideration was withdrawn by the Borough President.

Under date of November 22nd, 1917, the Commissioner of Public Works has forwarded a new plan showing a change in the lines of Lafayette Avenue between Flatbush Avenue and Fulton Street based on giving the street a width of 90 feet, excepting in the block between Ashland Place and St. Felix Street, where a court yard having a depth ranging from 1.5 feet to 7.2 feet is to be laid out on the southerly side to avoid damage to the Brooklyn Academy of Music, the court yard spaces through the remaining length of the street being discontinued. The plan is designed to clear the way for advancing the opening proceeding and for carrying out the intent of the plan considered by the Board at its meeting of October 19th.

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

The following resolution was offered:

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 the courtyard on the southerly side of Lafayette Avenue between Ashland Place and St. Felix Street, and by fixing the lines of Lafayette Avenue between Flatbush Avenue and Fulton Street in such a way as to include within them the remaining courtyard spaces heretofore laid out, Borough of Brooklyn, City of New York, which proposed change is more particularly shown upon a map bearing the signature of the Secretary of the Board of Estimate and Apportionment, and dated November 19, 1917.

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 21st day of December, 1917, 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 21st day of December, 1917.

Which was adopted by the following vote:

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

Borough of The Bronx.

Worthen Street, from Garrison Avenue to Barry Street, Borough of The Bronx—Changing Lines and Grades (Cal. No. 99).

The Secretary presented a communication, dated May 24, 1917, from the Commissioner of Public Works, Borough of The Bronx, transmitting map showing the proposed change; and the following report of the Chief Engineer:

Report No. 17232. November 24, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Commissioner of Public Works, Borough of The Bronx, bearing date of May 24, 1917, presenting for consideration a map showing a change proposed in the lines and grades of Worthen Street, between Garrison Avenue and Barry Street.

Under this change it is proposed to give Worthen Street where it meets Barry Street from the west a position about 16. feet north of that heretofore fixed in order that its northerly line may be made to coincide with that of former 144th Street which, in the opinion of the Corporation Counsel, has been dedicated to public use. This change will provide street frontage for adjoining property on the northerly side, which has been partially improved with reference to the lines now planned. I am informally advised that the old street had a width of 50 feet, the widening of which to 60 feet or a width identical with that shown upon the plan to be superseded is proposed.

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

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the lines and grades of Worthen Street between Garrison Avenue and Barry Street, in the Borough of The Bronx, which proposed change is more particularly shown upon a map or plan bearing the signature of the Secretary of the Board of Estimate and Apportionment, and dated March 22, 1917.

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 Friday, December 21, 1917, 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 21st day of December, 1917.

Which was adopted by the following vote:

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

Borough of Queens.

Street System Within Territory Bounded by Proctor Street, Tremont (LaForge) Street, Juniper Valley (Juniper Swamp) Road, Nagy Street, Marion Avenue, Ward Street, Eliot Avenue, Law Street, Caldwell (Johnson) Avenue, Eliot Avenue, Woodhaven Avenue (Trotting Course Lane), Juniper Valley Road, Weisse Avenue (Dry Harbor Road) and Steuben Street, Borough of Queens—Changing Lines and Grades (Cal. No. 100).

The Secretary presented a communication, dated April 23, 1917, from the Secretary to the President of the Borough of Queens, transmitting map showing the proposed change; and the following report of the Chief Engineer:

Report No. 17225. November 22, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Secretary to the President of the Borough of Queens, bearing date of April 23, 1917, presenting for approval a map showing a proposed change in the street system within the territory bounded by Proctor Street, Tremont (LaForge) Street, Juniper Valley (Juniper Swamp) Road, Nagy Street, Marion Avenue, Ward Street, Eliot Avenue, Law Street, Caldwell (Johnson) Avenue, Eliot Avenue, Woodhaven Avenue (Trotting Course Lane), Juniper Valley Road, Weisse Avenue (Dry Harbor Road) and Steuben Street.

As originally mapped, a rectangular street system was proposed for practically the entire area bounded by Juniper Avenue, Grand Street, Main Line Division of the Long Island Railroad, Woodhaven Avenue and Metropolitan Avenue, no regard having been paid to existing streets which had been made to serve as the basis for property submission and on which a large number of buildings depended for frontage. The impracticability of carrying out this plan was established last year and steps have since been taken to make the amendments required in recognition of existing conditions throughout the territory, except in the section affected by the map now presented, the approval of which, it is understood, will complete the modifications needed in order to make the street plan a practicable one.

The changes now contemplated are based upon giving old Juniper Valley Road, Dry Harbor Road and Johnson Avenue a definite position upon the City Map, provision being made in each case for widening the highways as now in use to 60 feet, as well as for similarly mapping a few old streets of lesser length and importance. The territory is practically undeveloped, except in the immediate vicinity of Metropolitan Avenue, where provision is also made for modifying the lines of Ankener Street (Furman Avenue) and of Pullis Street (Pullis Avenue) in such a way as to more closely harmonize with improvements which have here been made. The mapping of the old streets, as now proposed, has necessitated radical changes in the treatment originally contemplated for the southerly and northeasterly portion of the territory.

Provision is made for a large number of grade changes which are designed either to harmonize as closely as practicable with the elevation to which streets are in use or with the topography in the unimproved sections. The changes proposed have in a large measure been anticipated in the plans already adopted for the adjoining sections to the north and west.

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

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

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 street system heretofore laid out within the territory bounded by Proctor Street, Tremont (La Forge) Street, Juniper Valley (Juniper Swamp) Road, Nagy Street, Marion Avenue, Ward Street, Eliot Avenue, Law Street, Caldwell (Johnson) Avenue, Corinth Street (Corinth Avenue), Phelps Avenue, Gwydir Street, Eliot Avenue, Woodhaven Avenue (Trotting Course Lane), Alderton Street, Jupiter Avenue, Woodhaven Avenue (Trotting Course Lane), Carlton Street, Marion Avenue, Woodhaven Avenue (Trotting Course Lane), Everton Street, Modjeska Street, Woodhaven Avenue (Trotting Course Lane), Juniper Valley Road, Weisse Avenue (Dry Harbor Road) and Steuben Street, Borough of Queens, which proposed change is more particularly shown upon a map or plan bearing the signature of the President of the Borough, and dated March 15, 1917.

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 Friday, December 21, 1917, 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 21st day of December, 1917.

Which was adopted by the following vote:

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

Final Map of Section No. 136, Borough of Queens—Establishing Lines and Grades (Cal. No. 101).

The Secretary presented a communication, dated August 29, 1917, from the Secretary to the President, Borough of Queens, transmitting for approval Final Map of Section No. 136; and the following report of the Chief Engineer:

Report No. 17234. November 24, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Secretary to the President of the Borough of Queens, bearing date of August 29th, 1917, requesting approval of the Final Map of Section No. 136.

This plan relates to the territory bounded approximately by Glassboro avenue (Maple Terrace), Sutphin Boulevard (Sutphin Road—Rockaway Turnpike), 109th avenue (Lambertville avenue—Pacific street), 155th street (Phraner avenue—Elder avenue), 108th avenue (Cumberland street), 160th street (Newark street—Washington street), 107th avenue (Atlantic street—Mandsley street), New York Boulevard (avenue), 108th avenue (Cumberland street), 164th place (Belleville street, Brooklyn avenue), Brinkerhoff avenue (State street), 168th street (Sweet street), Sayres avenue (Bergenfields street—Baisley street), Merrick Road, 114th avenue (Ulster avenue), 166th street (Cedarville avenue—Burr avenue), 115th avenue (Undercliff avenue—Fischer street), New York Boulevard (avenue), 116th avenue (Jacobs avenue—Water street—Warburton avenue), 155th street (Phraner avenue—Elder avenue), 115th Drive (Vaughan avenue), Sutphin Boulevard (Sutphin Road—Rockaway Turnpike), 114th (Ulster) avenue, 147th street and Liverpool (Wyckoff) street, comprising an area of about 367 acres, located in the Jamaica section of the Borough.

A proposed street system for this territory was shown upon a tentative plan approved by the Board on January 11, 1912, since which time the lines and grades have been definitely fixed for Sutphin Boulevard, 115th street (Phraner avenue), New York avenue, and 109th avenue (Lambertville avenue—Pacific street) through their entire length; and for that portion of Union Hall street north of Brinkerhoff avenue, for 114th (Ulster) avenue east of Sutphin Road, for 167th street (Smith street—Woodland avenue) north of 114th (Ulster) avenue, and for 157th street (Freehold street—Norris avenue) south of 114th (Ulster) avenue. Final maps have also been adopted for the adjoining sections to the northwest and southwest.

It is now proposed to make a slight change in the lines of New York Boulevard in the section south of Sayres avenue (Oak street), which it is understood is designed for the purpose of adjusting them to the lines of the street as now in use, and to make a large number of grade changes, aside from which the previous final plans are ratified.

A comparison of the treatment proposed for the remaining territory with that indicated on the tentative plan shows that it is proposed to increase the width of Union Hall street in the block south of Brinkerhoff avenue from 50 to 60 feet, to conform with the widening already fixed for the adjoining section to the north; to increase the width of 158th street between Brinkerhoff avenue (State street) and 116th avenue (Water street) from 50 to 60 feet and to decrease the width of this street in this section to the north where it adjoins the railroad right-of-way from 40 feet to 38 feet; to increase the width of 159th street from 50 feet to 60 feet through that portion of its length south of 111th avenue (Remsen street); to increase the width of a few short streets from 50 feet to 60 feet where such widening is found practicable; to extend recognition to a number of streets which are now in use but which cannot with advantage be permanently incorporated in the street plan, the closing of which would seem impracticable at this time; to lay out a street system across an unsubdivided area which it was originally proposed to include within the limits of the Baisleys Pond Park, the abandonment of which for park use seems to have been determined upon; and to lay out a public park to include the portion of the block bounded by 169th street (French avenue), Sayres avenue (Baisley street), the boundary of the map, and a proposed new street distant about 240 feet south of Sayres avenue, this necessitating the discontinuance of a portion of what was originally proposed as Whitworth avenue.

The changes proposed in the grades of streets which have been heretofore finally or tentatively mapped are generally of a minor character, and information is submitted to indicate that they are designed to conform more closely with existing conditions than did the grades to be superseded, and that in each case the elevations now planned will provide an adequate cover over the sewers when built.

The portion of the proposed park located on the northerly side of 169th street and included within the limits of this section comprises an area of about 1.32 acres, of which .71 acre is now owned by the city, having been originally acquired for water supply purposes. I am advised that jurisdiction over the city-owned property in this park has already been transferred to the Commissioner of Parks.

The territory is traversed by the Old Southern Division of the Long Island Railroad, the elevation of which is contemplated under the plan to the end of avoiding grade crossings. Pending the establishment of necessity for the opening up of new crossings or for the separation of grades at crossings now existing, the railroad area is excluded from the plan.

Nearly all of the streets shown on this map are in use at the present time, but in a large number of instances a widening is contemplated in order to comply with the Board rules.

The more important arterial streets having an easterly and westerly direction are given widths ranging from 70 to 80 feet, while those having a northerly and southerly direction are generally 60 feet wide, exceptions to the latter treatment having been

made in the case of Sutphin Boulevard, which is to be 75 feet wide, and of New York Boulevard, which is to have a width of 70 feet, which width is also proposed for that portion of 167th street north of 114th (Ulster) avenue. For a number of very short streets and for some streets which will have a considerable length a width of 50 feet is proposed, the treatment for the latter having in most instances already been made the subject of favorable action by the Board for continuing portions of their length.

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

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

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 establishing the lines and grades for the street system within the territory bounded approximately by Glassboro Avenue (Maple Terrace), Sutphin Boulevard (Sutphin Road-Rockaway Turnpike), 109th Avenue (Lambertville Avenue-Pacific Street), 155th Street (Phraner Avenue-Elder Avenue), 108th Avenue (Cumberland Street), 160th Street (Newark Street-Washington Street), 107th Avenue (Atlantic Street-Mandsley Street), New York Boulevard (Avenue), 108th Avenue (Cumberland Street), 164th Place (Belleville Street-Brooklyn Avenue), Brinkerhoff Avenue (State Street), 168th Street (Sweet Street), Sayres Avenue (Bergenfields Street-Baisley Street), Merrick Road, 114th (Ulster) Avenue, 166th Street (Cedarville Avenue-Burr Avenue), 115th Avenue (Undercliff Avenue-Fischer Street), New York Boulevard (Avenue), 116th Avenue (Jacobs Avenue-Water Street-Warburton Avenue), 155th Street (Phraner Avenue-Elder Avenue), 115th Drive (Vaughan Avenue), Sutphin Boulevard (Sutphin Road-Rockaway Turnpike), 114th (Ulster) Avenue, 147th Street and Liverpool (Wyckoff) Street, designated as Section No. 136 of the Final Maps of the Borough of Queens, which proposed change is more particularly shown upon a map or plan bearing the signature of the President of the Borough and dated July 26, 1917.

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 Friday, December 21, 1917, 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 21st day of December, 1917.

Which was adopted by the following vote:

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

Borough of Richmond.

Bush Avenue, from Richmond Terrace to the Staten Island Rapid Transit Railway, Borough of Richmond—Establishing Lines and Grades (Cal. No. 102).

The Secretary presented a communication, dated September 25, 1914, from the Acting President of the Borough of Richmond, transmitting for approval map showing proposed change; and the following report of the Chief Engineer:

Report No. 17235. November 24, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Acting President of the Borough of Richmond, bearing date of September 25, 1914, presenting for adoption a map showing the lines and grades proposed for Bush Avenue between Richmond Terrace and the Staten Island Rapid Transit Railway.

Bush Avenue with a length of two blocks, extending from Richmond Terrace to Roselle Street, and a width of 108 feet, was shown upon a tentative plan for the Mariners Harbor section of the Borough which was approved by the Board on December 15, 1910. Since this date the dedication of a roadway on the easterly side of the street between Sylvan Place and a point about 350 feet southerly therefrom, and on the westerly side through the entire length of the street between Richmond Terrace and the Staten Island Rapid Transit Railway, has been recognized by the Board through the authorization of sewer improvements, in connection with which attention has been called to the fact that an area approximately centrally located within the lines originally shown is in private ownership and is occupied by spur tracks leading from the Staten Island Rapid Transit Railway to an industrial plant on the northerly side of Richmond Terrace.

The plan now submitted differs from the tentative plan by extending the street southwardly about 120 feet to the railroad right-of-way, by decreasing its width in the block between Sylvan Place and Richmond Terrace to 58 feet, and by laying out a centrally located mall with a width of 28 feet to include the area occupied by the spur tracks between the railroad right-of-way and Sylvan Place. Between Sylvan Place and Richmond Terrace it is proposed to give the roadway a width of 30 feet, this adjoining a sidewalk width of 10 feet on the westerly side and of 18 feet on the easterly side, a portion of the latter space including the land in use for a siding.

While no provision is made in the plan for extending the street across the railroad right-of-way, the lines proposed for the mall are such as to prevent the creation of a cul-de-sac, thereby removing what would otherwise constitute a serious defect in the plan.

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

I would also recommend the adoption of a resolution making provision for fixing the roadway and sidewalk width of Bush Avenue between Richmond Terrace and the Staten Island Rapid Transit Railway, and for a centrally located mall as shown upon this map. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

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 establishing the lines and grades of Bush Avenue, between the Staten Island Rapid Transit Railway and Richmond Terrace, Borough of Richmond, which proposed change is more particularly shown upon a map or plan bearing the signature of the Secretary of the Board of Estimate and Apportionment and dated September 24, 1914.

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 Friday, December 21, 1917, 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 21st day of December, 1917.

Which was adopted by the following vote:

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

On Areas of Assessment for Benefit in Condemnation Proceedings.

Borough of Brooklyn.

Liberty Avenue, from Jerome Avenue (Broadway) to the Borough Line, Together with Drew Avenue, from Liberty Avenue to Jerome Avenue, Borough of Brooklyn—Acquiring Title (Cal. No. 103).

The Secretary presented a resolution adopted September 12, 1917, by the Local Board of the New Lots District, Borough of Brooklyn, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 17240. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the New Lots District, Borough of Brooklyn, adopted on September 12, 1917, initiating proceedings for acquiring title to Liberty Avenue from Broadway (Jerome Avenue) to the line between the Boroughs of Brooklyn and Queens, together with Drew Avenue from Liberty Avenue to Broadway, where these streets have not heretofore been legally opened.

This resolution affects about one-half of a short block of Liberty Avenue and a small triangular gore along the line of Drew Avenue between Liberty Avenue and Jerome Avenue with a frontage available for development on the easterly side only.

Liberty Avenue within the limits of the Borough of Brooklyn was originally laid out and acquired at a width of 60 feet, so that the inclusion of the street on the Final Map of the Borough of Queens at an 80-foot width and its subsequent improvement within the limits of the latter Borough along such lines has resulted in an abrupt offset of 20 feet on the northerly side at the Borough Line. To overcome this objectionable condition a uniform width of 80 feet was provided for in the section east of Jerome Avenue under a map adopted by the Board on November 31, 1916. This map also embodied provision for carrying Drew Avenue across the junction of Jerome Avenue and Liberty Avenue in continuous alignment.

The opening proceeding has for its object the acquisition of the land needed for the widening of Liberty Avenue as now laid out, but evidently to enable the City to remove any question that might be brought up as to the City's title to the remaining area within the street lines the Local Board has made its resolution sufficiently broad to include any additional parcels. A Local Board resolution providing for regulating and grading the street within the limits of the Borough of Brooklyn is now before the Board awaiting consideration. This improvement is deemed to be of an urgent nature, and in a recent communication the Commissioner of Public Works has requested that the opening proceeding be immediately instituted in order that the way may be cleared for its construction.

Drew Avenue is not in use, but an ungraded roadway with a strip of old granite block pavement along the center falls within the limits of Liberty Avenue. On the surface of the latter street is an unused double track trolley railroad and the street also comprises a portion of the route of the extension of the Brooklyn Rapid Transit System recently completed. The abutting property is entirely unimproved.

I would recommend the adoption of a resolution for acquiring title to Liberty Avenue from Jerome Avenue (Broadway) to the Borough Line, together with Drew Avenue from Liberty Avenue to Jerome Avenue; that title to the land be acquired in fee; that all of the cost and expense of the proceeding be assessed against the property benefited; and that a district of assessment be laid out to include the area for which a technical description is herewith presented. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

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 real property is required for the opening and extending of Liberty Avenue, from Jerome Avenue (Broadway) to the Borough Line, together with Drew Avenue, from Liberty Avenue to Jerome 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 real property required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceedings.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 973 of the Greater New York Charter, as amended, hereby gives notice that the proposed area of assessment for benefit in these proceedings is as follows:

Bounded on the north by a line midway between Jerome Avenue and Magenta Street as these streets are laid out between Forbell Avenue and Drew Avenue, and by the prolongations of the said line; on the east by the line between the Borough of Brooklyn and the Borough of Queens; on the south by a line midway between Liberty Avenue and Glenmore Avenue; and on the west by a line midway between Forbell Avenue and Elderts Lane as these streets are laid out south of Liberty Avenue, and by the prolongation of the said line.

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 Friday, December 21, 1917, at 10.30 o'clock 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, exclusive of Sundays and legal holidays, prior to Friday, December 21, 1917.

Which was adopted by the following vote:

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

Avenue D, from East 40th Street to Vienna Avenue, Subject to Easements of the Manhattan Beach Division of the Long Island Railroad, Together with Foster Avenue, from Ralph Avenue to the Centre Line of East 92d Street, and from the Centre Line of East 94th Street to the Westerly Line of East 108th Street, Excluding the Right-of-Way of the Canarsie Division of the New York Consolidated Railroad, by Eliminating Certain Sections of Each Street, Borough of Brooklyn—Amending Proceeding for Acquiring Title (Cal. No. 104).

The Secretary presented the following report of the Chief Engineer:

Report No. 17241. November 26, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—At the meeting of the Board of Estimate and Apportionment held on April 13, 1917, three petitions from interested property owners requesting the amendment of the proceeding for acquiring title to Avenue D, in the Borough of Brooklyn, by excluding provision for the section of the street extending from East 56th Street to Remson Avenue, for discontinuing the street between these limits and for laying out an extension of Ditmas Avenue from Ralph Avenue to the intersection of East 56th Street and Avenue D, was referred to the President of the Borough and the Chief Engineer of the Board. Informal discussion with the Borough President led to the adoption on November 9, 1917, of a map under which, in accordance with the wishes of the property owners, radical modifications were made in the street plan originally laid out in the vicinity of the Long Island Railroad in this locality, and consideration of the map changes described in these petitions is therefore no longer necessary.

A proceeding for acquiring title to Avenue D from East 40th Street to Vienna Avenue, subject to the easements of the Manhattan Beach Division of the Long Island Railroad, together with Foster Avenue from Ralph Avenue to the center line of East 92nd Street, and from the center line of East 94th Street to the westerly line of East 108th Street, excluding the right-of-way of the Canarsie Division of the New York Consolidated Railroad, was instituted under the provisions of a resolution adopted by the Board of Estimate and Apportionment on July 11, 1912. In order to conform with the requirements of the new Street Opening Law the proceeding was reinstituted on June 30, 1916, and the Commissioners of Estimate and Assessment filed their oaths on July 19, 1917. When the proposed map change was brought up for consideration, and in order that no unnecessary expense might be incurred, the Corporation Counsel was requested to refrain from taking testimony concerning any of the damage parcels comprising the bed of Foster Avenue between Ralph Avenue and Remsen Avenue, and of Avenue D between East 57th Street and Remsen Avenue.

The adoption of the map eliminating certain sections of Avenue D and of Foster Avenue to which reference has been made, and the payment by the interested property owners of $1,076.25 as representing the proportional share of the expense heretofore incurred in the opening proceeding that is chargeable to the sections of the street it is desired to eliminate, makes it possible to now grant the request of the petitioners in so far as the amendment of the opening proceeding is concerned. The Long Island Railroad crossed Avenue D at its intersection with Ralph Avenue as originally laid out, and, irrespective of the fact that a bridge had already been here erected, provision was made for subjecting the City's fee to the Railroad Company's easements. Inasmuch as the crossing no longer exists on the map, such restriction can now be omitted.

I would recommend that after a new public hearing has been given concerning a district of assessment modified as required by the changed conditions, the opening

proceeding be amended in such a way as to relate to Avenue D from East 40th Street to Ditmas Avenue and from Remsen Avenue to Vienna Avenue as this street is now laid out, together with Foster Avenue from Remsen Avenue to the center line of East 92nd Street and from the center line of East 94th Street to East 108th Street, excluding the right-of-way of the Canarsic Division of the New York Consolidated Railroad, and that a re-determination be made as to the apportionment of the expense by placing $1,076.25 against the City at large, being the amount heretofore paid by the property owners as chargeable to the portion of the street proposed to be eliminated.

I would also recommend that the Corporation Counsel be then requested to apply to the Supreme Court to have a corresponding modification made in the jurisdiction of the Commissioners of Estimate and Assessment.

A technical description of the modified district of assessment is herewith presented. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The Board of Estimate and Apportionment, by resolution adopted on June 30, 1916, authorized a proceeding to acquire title to Avenue D from East 40th Street to Vienna Avenue, subject to the easements of the Manhattan Beach Division of the Long Island Railroad, together with Foster Avenue from Ralph Avenue to the center line of East 92nd Street and from the center line of East 94th Street to the westerly line of East 108th Street, excluding the right-of-way of the Canarsie Division of the New York Consolidated Railroad, in which it was determined that the entire cost and expense of the proceeding be borne by the property deemed to be benefited; and

Whereas, The Board of Estimate and Apportionment proposes to discontinue the proceeding as to the part of Avenue D between Ditmas Avenue and Remsen Avenue and of Foster Avenue between Ralph Avenue and Remsen Avenue;

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of the Greater New York Charter, as amended, hereby gives notice that the following is a proposed modified district of assessment for benefit in the proceeding as proposed to be amended:

1. Bounded on the north by a line midway between Clarendon Road and Avenue D, on the east by the easterly line of East 57th Street and by the prolongation of the said line, on the south by a line midway between Avenue D and Foster Avenue and by the prolongation of the said line, and on the west by the westerly line of East 40th Street.

2. Beginning at a point on the southwesterly line of Remsen Avenue where it is intersected by the prolongation of a line midway between Ditmas Avenue and Avenue D, and running thence northeastwardly along the said line midway between Ditmas Avenue and Avenue D to the intersection with a line midway between Remsen Avenue and East 91st Street; thence southeastwardly along the said line midway between Remsen Avenue and East 91st Street to the intersection with the southeasterly right-of-way line of the Manhattan Beach Division of the Long Island Railroad; thence northeastwardly along the said right-of-way line to the intersection with a line midway between East 91st Street and East 92nd Street; thence northwestwardly along the said line midway between East 91st Street and East 92nd Street to the intersection with a line midway between Ditmas Avenue and Avenue D; thence northeastwardly along the said line midway between Ditmas Avenue and Avenue D to the intersection with a line midway between East 92nd Street and East 93rd Street; thence southeastwardly along the said line midway between East 92nd Street and East 93rd Street to the intersection with the southeasterly right-of-way line of the Manhattan Beach Division of the Long Island Railroad; thence northeastwardly along the said right-of-way line to the intersection with a line midway between East 93rd Street and East 94th Street; thence northwestwardly along the said line midway between East 93rd Street and East 94th Street to the intersection with a line midway between Ditmas Avenue and Avenue D; thence northeastwardly along the said line midway between Ditmas Avenue and Avenue D to the intersection with a line midway between East 94th Street and East 95th Street; thence southeastwardly along the said line midway between East 94th Street and East 95th Street to the intersection with the southeasterly right-of-way line of the Manhattan Beach Division of the Long Island Railroad; thence northeastwardly along the said right-of-way line to the intersection with a line distant 100 feet westerly from and parallel with the westerly line of Rockaway Avenue, the said distance being measured at right angles to Rockaway Avenue; thence northwardly along the said line parallel with Rockaway Avenue to the intersection with a line midway between Ditmas Avenue and Avenue D as these streets are laid out between East 98th Street and Rockaway Avenue; thence northeastwardly along the said line midway between Ditmas Avenue and Avenue D and along the prolongation of the said line to the intersection with a line distant 100 feet easterly from and parallel with the easterly line of Rockaway Avenue, the said distance being measured at right angles to Rockaway Avenue; thence southwardly along the said line parallel with Rockaway Avenue to the intersection with the southeasterly right-of-way line of the Manhattan Beach Division of the Long Island Railroad; thence northeastwardly along the said right-of-way line to the intersection with the prolongation of a line midway between Hegeman Avenue and Vienna Avenue as these streets are laid out between Van Sinderen Avenue and Snediker Avenue; thence eastwardly along the said line midway between Hegeman Avenue and Vienna Avenue and along the prolongation of the said line to the intersection with a line midway between Snediker Avenue and Hinsdale Street; thence southwardly along the said line midway between Snediker Avenue and Hinsdale Street and along the prolongation of the said line to the intersection with a line distant 270 feet northeastwardly from and parallel with the southwesterly line of East 108th Street, the said distance being measured at right angles to East 108th Street; thence southeastwardly along the said line parallel with East 108th Street to the intersection with the prolongation of a line midway between Foster Avenue and Farragut Road as these streets are laid out between East 106th Street and East 107th Street; thence southwestwardly along the said line midway between Foster Avenue and Farragut Road and along the prolongation of the said line to the intersection with the southwesterly line of Remsen Avenue; thence northwestwardly along the southwesterly line of Remsen Avenue to the point or place of beginning.

Resolved, That this Board consider the proposed modified district of assessment at a meeting of the Board to be held in the City of New York, Borough of Manhattan, in the City Hall, at 10:30 o'clock A. M., and that at the same time and place a public hearing thereon will then and there be had; and

Whereas, The Board, by resolution adopted on June 30, 1916, determined that the entire cost and expense of the proceeding be borne by the property deemed to be benefited;

Resolved, That this Board, pursuant to the provisions of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to reconsider its resolution adopted on June 30, 1916, whereby it determined that the entire cost and expense of the proceeding to acquire title to Avenue D from East 40th Street to Vienna Avenue, subject to the easements of the Manhattan Beach Division of the Long Island Railroad, together with Foster Avenue from Ralph Avenue to the center line of East 92nd Street and from the center line of East 94th Street to the westerly line of East 108th Street, excluding the right-of-way of the Canarsie Division of the New York Consolidated Railroad, be borne and paid by the property deemed to be benefited and proposes to make a new determination concerning the distribution of the cost and expense of the proceeding so as to provide that the sum of $1,076.25, being the cost and expense chargeable to the portion of the streets proposed to be eliminated from the proceeding, be borne and paid by the City of New York and that the remainder of the entire cost and expense of the proceeding be borne and paid by the property within the proposed area of assessment for benefit as hereinbefore described, the proceeding as proposed to be amended relating to Avenue D from East 40th Street to Ditmas Avenue and from Remsen Avenue to Vienna Avenue, together with Foster Avenue from Remsen Avenue to the center line of East 92nd Street and from the center line of East 94th Street to the westerly line of East 108th Street, excluding the right-of-way of the Canarsie Division of the New York Consolidated Railroad;

Resolved, That this Board consider the proposed determination at the meeting of the Board to be held in the City Hall, Borough of Manhattan, City of New York, on Friday, December 21, 1917, at 10.30 o'clock A. M., and 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 in the corporation newspapers for ten days, exclusive of Sundays and legal holidays, prior to December 21, 1917.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, The Bronx, Queens and Richmond—14.

Negative—The President of the Borough of Brooklyn—2.

Borough of Queens.

Murray Street, from Northern Boulevard (Broadway) to 34th Avenue (Alice Street), and Murray Lane, from Murray Steet to 33d (Mitchell) Avenue, Borough of Queens—Acquiring Title (Cal. No. 105).

The Secretary presented a resolution adopted April 24, 1917, by the Local Board of the Jamaica District, Borough of Queens, initiating proceedings for this improvement; and the following report of the Chief Engineer:

Report No. 17233. November 24, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Jamaica District, Borough of Queens, adopted on April 24, 1914, initiating proceedings for acquiring title to the following streets: Murray Street, from Broadway (Northern Boulevard to Murray Lane; Murray Lane, from Murray Street to a property line about 100 feet north of Alice Street (34th Avenue).

This resolution affects two blocks, or about 800 feet, of Murray Street, and two blocks, or about 500 feet, of Murray Lane. Murray Street has been laid out upon the City Map to have a width of 70 feet and Murray Lane a width of 50 feet, but through the greater portion of the distance affected the streets merge and a varying street width therefore results. Each of the streets is in use for a portion of its mapped width, but the abutting property is entirely unimproved. On May 15, 1913, a hearing was given concerning a proposed proceeding for acquiring title to these streets between limits including the sections now under consideration, as well as an adjoining portion of Aspinwall Street, but at the request of the Borough President the matter was referred back without approval. The Board records do not show the reason for this action, but it was probably due to the fact that the City was able to establish title to those areas not now provided for without the intervention of a formal opening proceeding.

In a communication bearing date of June 7, 1917, the Borough President advises that Murray Street is the only thoroughfare in the immediate vicinity connecting Whitestone with Flushing, and consequently is called upon to serve a large volume of both vehicular and pedestrian traffic. The Borough President states it to be his judgment that sidewalks are needed to insure the safety of foot passengers, and information is presented to show that their construction has been made the subject of a petition which cannot be advanced until title to all of the land within the street lines has been established to be in the City. It is accordingly requested that the opening proceeding be instituted without further delay.

It would seem that the Borough President's request might properly be granted, but, in my judgment, certain slight amplifications should be made in the scope of the proceeding as proposed by the Local Board. In the case of Murray Lane it would clearly be advisable to include all of the northerly block instead of terminating the proceeding near the intersection with Alice Street; and in the case of Murray Street by terminating the proceeding at a more definite line than the intersection with Murray Lane, which description is rendered ambiguous because of the very flat angle along which the streets merge. The additional area which would be provided for under such a proceeding is probably fully dedicated, and its inclusion should not materially increase the cost.

I would recommend the adoption of a resolution for acquiring title to Murray Street from Northern Boulevard (Broadway) to 34th Avenue (Alice Street), and to Murray Lane from Murray Street to 33rd (Mitchell) Avenue, with the understanding that the two streets will be combined into a single opening proceeding.

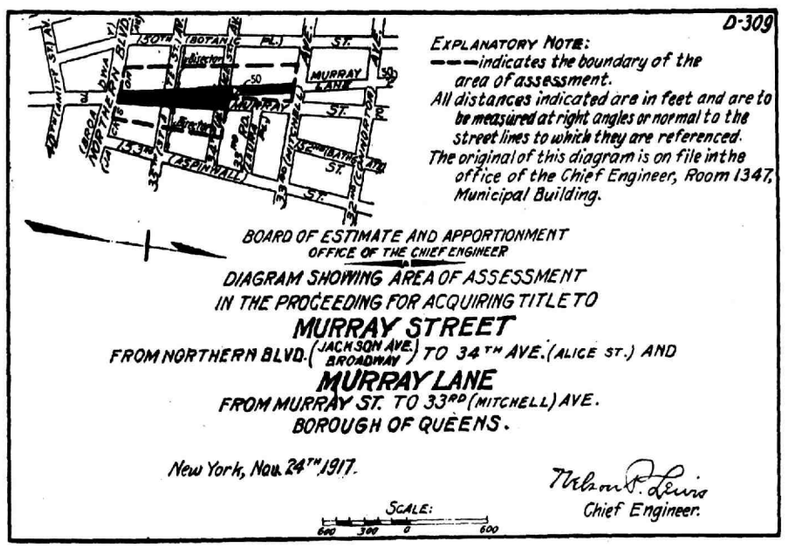
I would also recommend that title to the land be acquired in fee; that all of the cost and expense of the proceeding be assessed against the property benefited; and that a district of assessment be laid out to include the area shown on the accompanying diagram. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following was offered:

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 real property required for the opening and extending of Murray Street, from Northern Boulevard (Broadway) to 34th Avenue (Alice Street); and to Murray Lane, from Murray Street to 33d (Mitchell) Avenue, in the Borough of Queens, City of New York; and

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

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of sections 973 of the Greater New York Charter, as amended, hereby gives notice that the proposed area of assessment for benefit in these proceedings is as shown on the following diagram:



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 Friday, December 21, 1917, at 10.30 o'clock 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, exclusive of Sundays and legal holidays, prior to Friday, December 21, 1917.

Which was adopted by the following vote:

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

MATTERS LAID OVER FROM PREVIOUS MEETINGS.

2d Avenue, Westerly Side, from 24th to 25th Street, and 25th Street, Southerly Side, 119 Feet West of 2d Avenue, Borough of Manhattan—Amendment of Building Zone Resolution (Cal. No. 106).

The Secretary presented a report of the Committee on the City Plan recommending denial of the petition of Robert P. Green, requesting an amendment to Use District Map Section No. 8 so as to change from a business district to an unrestricted district the property at 242-246 East 25th street, Borough of Manhattan.

(On August 22, 1917 (Cal. No. 30), the above petition was referred to the Committee on the City Plan.)

(On November 23, 1917 (Cal. No. 3), the matter was laid over until this meeting.) The matter was laid over one week (December 7, 1917.)

Department of Plant and Structures—Appropriation for Increase in Per Diem Rate for Bridge Mechanics, Housesmiths or Bridgemen and Riveters, and Modification of Schedule (Cal. No. 107).

(On November 23, 1917 (Cal. No. 6), the matter was laid over until this meeting, under Rule 19.)

The Secretary presented a communication dated November 9, 1917, from the Commissioner of Plant and Structures, requesting an issue of $1,760.40 corporate stock for the purpose of paying Bridge Mechanics, Housesmiths or Bridgemen and Riveters the increased rate of $5.80 per diem from July 1, 1917, and modification of schedule involved; and the following report of the Committee on Corporate Stock Budget recommending approval thereof:

November 19, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 9, 1917, the Commissioner of Plant and Structures requested corporate stock in the sum of one thousand, seven hundred and sixty dollars and forty cents ($1,760.40) and modification of Code No. 2758-C for 1917. The Bureau of Personal Service reports thereon as follows:

"Purpose—(1) The corporate stock is to provide for an increase in rate from $5.50 to $5.80 per day for Bridge Mechanics, and the modification is to provide for the inclusion of the rate of $5.80 per day within the schedule line.

"Reason—(1) On September 21, 1917, the Board of Estimate and Apportionment requested the heads of City Departments in which Bridge Mechanics, Housesmiths or Bridgemen and Riveters are employed to provide for the compensation of such workmen, beginning July 1, 1917, at the rate of $5.80 per day, and on the same date requested the Board of Aldermen to establish, pursuant to section 56 of the Greater New York Charter, this rate for such employees in all City departments. On October 9, 1917, the Board of Aldermen, in accordance with the request of the Board of Estimate and Apportionment and pursuant to the provisions of section 56 of the Greater New York Charter, established the grade of position of Bridge Mechanic, Housesmith and Bridgeman and Riveter at $5.80 per day in all City Departments.

"Finding—(1) In the schedule of employees provided for wrapping the cables of the Williamsburg Bridge, the allowance for Bridge Mechanic, Housesmiths or Bridgemen and Riveters at $5.50 per day, is 4,068 days, and for repavement of the Brooklyn Bridge, 1,800 days. To provide for these employees at the new rate of $5.80 per day, additional allowances of 30 cents per day, or $1,220.40 and $540, respectively, will be necessary within Code No. 2258-C schedules supporting the following authorizations are set up: Safety Guides, Williamsburg Bridge, Repaving; Queensboro Bridge, Manhattan Bridge, Manhattan Terminal. To provide for the Bridge Mechanics, Housesmiths or Bridgemen and Riveters employed on these jobs at the new rate of $5.80 per day will not require authorizations of any additional funds as a rearrangement of the schedule lines may be provided for within the funds already authorized."

Recommendation—In view of the above report, we recommend the adoption of the attached resolutions authorizing an additional $1,780.40 and modification of the Code as requested. Respectfully,

WILLIAM A. PRENDERGAST, Comptroller; FRANK L. DOWLING, President, Board of Aldermen; DOUGLAS MATHEWSON, President, Borough of The Bronx; LEWIS H. POUNDS, President, Borough of Brooklyn, Corporate Stock Budget Committee.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 169 of the Greater New York Charter, hereby appropriates the sum of one thousand, two hundred and twenty dollars and forty cents ($1,220.40) in addition to funds heretofore authorized for the wrapping of cables on Williamsburg Bridge with new covers, under the jurisdiction of the Department of Plant and Structures, and the Comptroller be and is hereby authorized to issue, pursuant to section 169 of the Greater New York Charter, serial bonds of The City of New York in the amount of three hundred and five dollars and ten cents ($305.10), being one-quarter of such total authorization, and that the remaining three-quarters thereof, viz., nine hundred and fifteen dollars and thirty cents ($915.30), shall be included in annual tax levies, in the manner provided by section 189 of the Greater New York Charter; provided, however, that no encumbrance or expenditure by contract shall be made against the proceeds of corporate stock herein authorized, nor shall bids upon such contract be advertised for, until after approval by the Board of Estimate and Apportionment of the plans, specifications, estimates of cost and forms of such contract, which shall be submitted to the said Board by the Commissioner of Plant and Structures, nor shall any architect, engineer, expert or departmental employee be engaged or employed as a charge against said proceeds except after approval by said Board of such employment, and of the fee or wage to be paid by preliminary and final contract voucher or budget schedule which are to be similarly submitted unless in the case of departmental employees such employment is in accordance with schedules approved by said Board.

Which was adopted by the following vote:

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

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The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 169 of the Greater New York Charter, hereby appropriates the sum of five hundred and forty ($540) dollars, in addition to funds heretofore authorized for repavement of Brooklyn Bridge and for any necessary reconstruction of roadway in connection therewith, under the jurisdiction of the Department of Plant and Structures, and the Comptroller be and is hereby authorized to issue, pursuant to section 169 of the Greater New York Charter, serial bonds of The City of New York in the amount of one hundred and thirty-five ($135) dollars, being one-quarter of the total authorization, and the remaining three-quarters thereof, viz., four hundred and five ($405) dollars, shall be included in annual tax levies, in the manner provided by section 189 of the Greater New York Charter; provided, however, that no encumbrance or expenditure by contract shall be made against the proceeds of corporate stock herein authorized, nor shall bids upon such contract be advertised for until after approval by the Board of Estimate and Apportionment of the plans, specifications, estimates of cost and forms of such contract, which shall be submitted to said Board by the Commissioner of Plant and Structures, nor shall any architect, engineer, expert or departmental employee be engaged or employed as a charge against such proceeds except after approval by said Board of such employment and of the fee or wage to be paid by preliminary and final contract voucher or budget schedule, which are to be similarly submitted, unless in the case of departmental employees, such employment is in accordance with schedules approved by said Board.

Which was adopted by the following vote:

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

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The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Plant and Structures, for the year 1917, to be effective as of July 1, 1917, as follows:

Wages, Temporary Employees, Construction.

2758C	Corporate Stock Force—	
	Inspector of Masonry, at $5 per day (400 days)	$2,000 00
	Safety Guides, Williamsburg Bridge—	
	Bridge Mechanic, Housesmith or Bridgeman and Riveter, at $5.30 per day (509 3-8 days)	2,699 68
	Bridge Mechanic, Housesmith or Bridgeman and Riveter, at $5.50 per day (556 3-4 days)	3,062 13
	Bridge Mechanic, Housesmith or Bridgeman and Riveter, at $5.80 per day (10 2-3 days)	61 87
	Watchman, at $2.50 per day (364 days)	910 00
	Laborer, at $2.50 per day (182 days)	455 00
	Wrapping Cable, Williamsburg Bridge—	
	Bridge Mechanic, Housesmith or Bridgeman and Riveter, at $5.30 per day (1,632 days)	8,649 60
	Bridge Mechanic, Housesmith or Bridgeman and Riveter, at $5.80 per day (4,068 days)	23,594 40
	Painter, at $4 per day (745 days)	2,980 00
	Painter, at $5 per day (600 days)	3,000 00
	Carpenter, at $5 per day (220 days)	1,100 00
	Laborer, at $2.50 per day (600 days)	1,500 00
	Watchman, at $2.50 per day (950 days)	2,375 00
	Repaving Queensboro Bridge—	
	Bridge Mechanic, Housesmith or Bridgeman and Riveter, at $5.30 per day (2,000 days)	10,600 00
	Bridge Mechanic, Housesmith or Bridgeman and Riveter, at $5.50 per day (265 days)	1,457 50
	Bridge Mechanic, Housesmith or Bridgeman and Riveter, at $5.80 per day (335 days)	1,943 00
	Painter, at $5 per day (48 days)	240 00
	Carpenter, at $5 per day (900 days)	4,500 00
	Paver, at $5 per day (1,040 days)	5,200 00
	Rammer, at $4 per day (190 days)	760 00
	Mason (Bricklayer), at $6 per day (40 days)	240 00
	Laborer, at $2.50 per day (3,463 4-5 days)	8,659 50
	Repaving, Brooklyn Bridge—	
	Bridge Mechanic, Housesmith or Bridgeman and Riveter, at $5.80 per day (1,800 days)	10,440 00
	Carpenter, at $5 per day (1,000 days)	5,000 00
	Paver, at $5 per day (240 days)	1,200 00
	Painter, at $5 per day (200 days)	1,000 00
	Laborer, at $2.50 per day (1,560 days)	3,900 00
	Manhattan Bridge, Manhattan Terminal—	
	Masons, Graders, etc., at Bayard Street, Canal Street; Bridge Mechanic, Housesmith or Bridgeman and Riveter, at $5.50 per day (181 1-2 days)	998 25
	Bridge Mechanic, Housesmith or Bridgeman and Riveter, at $5.80 per day (18 1-2 days)	107 30
	Williamsburg Bridge, Repaving Approaches—	
	Paver, at $5 per day (336 days)	1,680 00
	Rammer, at $4 per day (112 days)	448 00
	Laborer, at $2.50 per day (1,000 days)	2,500 00
	Schedule Total	$113,255 68
	Corporate Stock Allowance	$113,255 68

Which was adopted by the following vote:

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

Fund for Salary and Wage Accruals; President, Borough of Manhattan—Transfer of Appropriation and Modification of Schedule (Cal. No. 108).

(On November 23, 1917 (Cal. No. 9), the report of the Committee on Salaries and Grades relative to issue of special revenue bonds in this matter was laid over until this meeting, under Rule 19.)

The Secretary presented a resolution adopted November 13, 1917, by the Board of Aldermen, requesting issue of $6,000 special revenue bonds to provide for the employment of Laborers at $3 per day for cleaning sewer basins under the jurisdiction of the President, Borough of Manhattan; and the following report of the Deputy and Acting Comptroller relative thereto:

November 26, 1917.

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

Gentlemen—On November 13, 1917, the Board of Aldermen requested that the Board of Estimate and Apportionment authorize the Comptroller to issue special revenue bonds to the amount of $6,000 to provide for 2,000 Laborer days at $3 a day, for the retention of the force engaged on cleaning sewer basins in the Borough of Manhattan.

It is stated by the President of that Borough that the flushing of streets by the Department of Street Cleaning has greatly increased the amount of material it is necessary to remove from the sewer basins, the quantity removed in the first nine months of 1917 being 22,450 cubic yards as compared with 17,700 cubic yards removed during the corresponding period in 1916.

Inasmuch, however, as the amount of the special revenue bond authorizations under subdivision 8, section 188 of the Charter now outstanding greatly exceeds the difference between the aggregate of the bonds already issued and the $2,000,000 permitted to be issued under the section mentioned, it is recommended that the $6,000 requested be provided for by a transfer out of the City Salary and Wage Accrual Fund. A resolution to this end is therefore submitted herewith; also one to modify the wage schedules. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to section 237 of the Greater New York Charter, hereby approves the transfer of funds within the appropriations for 1917, as follows:

FROM

MISCELLANEOUS.

3039	City Fund for Salary and Wage Accruals from Schedule-Supported Appropriations to be Expended as Provided in the Budget Resolutions Herewith	$6,000 00

TO

PRESIDENT, BOROUGH OF MANHATTAN.

Care of Sewers.

379	Cleaning and Repairing	$6,000 00

Which was adopted by the following vote:

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

—

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the office of the President of the Borough of Manhattan for the year 1917, as follows:

Wages Temporary Employees, Care of Sewers.

379	Cleaning and Repairing—	
	Foreman at $5 per day, 302 days	$1,510 00
	Foreman at $4 per day, 300 days	1,200 00
	Foreman at $3.50 per day, 698 days	2,443 00
	Assistant Foreman at $3.50 per day, 330 days	1,155 00
	Assistant Foreman at $3 per day, 850 days	2,550 00
	Assistant Foreman at $2.50 per day, 339 days	847 50
	Laborer or Sewer Cleaner at $3 per day, 15,103 days	45,309 00
	Laborer or Sewer Cleaner at $2.50 per day, 20,660 days	51,650 00
	Dock Carpenter at $4.50 per day, 288 days	1,296 00
	Dock Carpenter at $4 per day, 1,146 days	4,584 00
	Mason (Sewer Repairs) at $5 per day, 205 days	1,025 00
	Schedule Total	$113,569 50

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen

and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

Fund for Salary and Wage Accruals; Board of Trustees, Bellevue and Allied Hospitals—Transfer of Appropriation (Cal. No. 109).

(On November 23, 1917 (Cal. No. 15), the matter was laid over until this meeting.)

The Secretary presented a communication, dated November 9, 1917, from the Board of Trustees, Bellevue and Allied Hospitals, requesting a transfer from Fund for Salary and Wage Accruals for 1917; and the following report of the Committee on Salaries and Grades recommending approval thereof:

November 21, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 13 the Department of Bellevue and Allied Hospitals requested the transfer of funds from Code 3039, City Fund for Salary and Wage Accruals to the Salaries Temporary schedules of that department, as follows:

2032	Bellevue Hospital	$5,500 00
2033	Gouverneur Hospital	1,800 00
2034	Harlem Hospital	2,600 00
2035	Fordham Hospital	3,100 00
2036	Neponsit Beach Hospital	400 00
	Total	$13,400 00

The Bureau of Personal Service reports thereon as follows:

"Purpose—To provide the necessary funds for the payment of the salaries of those employees classed as temporary, for the balance of the year, the present funds being insufficient for that purpose in the amounts stated above.

"Reason—In the preparation of the Budget for 1917 anticipated accruals to the amount of approximately $16,000 were deducted from these appropriations. This deduction was based upon the belief that the department would be able to keep its staff of regular employees up to approximately the full quota allowed in the schedule. This it has not been possible to do, and the temporary schedules have been almost exhausted in consequence, while the resultant accruals in the regular schedules, amounting to approximately $20,000 up to October 31, have been transferred to the general accrual fund in accordance with the Budget rules. The employees in the temporary schedules are required for the ordinary daily routine work of the hospitals. It would not be possible to do without their services without seriously affecting the activities of the hospitals.

"Result of Investigation—The request is reasonable and proper."

Recommendation—In view of the foregoing, the Committee recommends the approval of the request by the adoption of the attached resolution, which requires unanimous consent. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, and in accordance with the terms and conditions of resolution second (f) of the 1917 Budget, hereby approves transfer of funds for 1917, as follows:

FROM

MISCELLANEOUS.

3039	City Fund for Salary and Wage Accruals from Schedule-supported appropriations to be expended as provided in the Budget resolutions herewith	$13,400 00

TO

BELLEVUE AND ALLIED HOSPITALS.

Salaries Temporary Employees.

2032	Bellevue Hospital	$5,500 00
2033	Gouverneur Hospital	1,800 00
2034	Harlem Hospital	2,600 00
2035	Fordham Hospital	3,100 00
2036	Neponsit Beach Hospital	400 00
		$13,400 00

Which was adopted by the following vote:

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

Department of Docks and Ferries—Retirement of Justin McNamara, Ship Caulker (Cal. No. 110).

(On August 22, 1917 (Cal. No. 48), a communication from the Acting Commissioner of Docks, requesting the retirement of the above employee, was referred to the Committee on Salaries and Grades.)

(On November 16, 1917 (Cal. No. 27), and November 23, 1917 (Cal. No. 87), the matter was laid over; on the latter date until this meeting.)

The Secretary presented a communication, dated July 31, 1917, from the Acting Commissioner of Docks, requesting the retirement of Justin McNamara, Ship Caulker; and the following report of the Committee on Salaries and Grades recommending approval thereof:

October 24, 1917.

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

Gentlemen—At a meeting of your Board held August 22, 1917, there was submitted a communication from Mr. Richard C. Harrison, Acting Commissioner of Docks, dated July 31, 1917, recommending the retirement of Justin McNamara, a Ship Caulker in the Department of Docks and Ferries.

The Commissioner's communication was as follows:

"Pier A, North River, July 31, 1917.

"*Hon.* JOHN PURROY MITCHEL, *Mayor, and Chairman of the Board of Estimate and Apportionment:*

"Dear Sir—Justin McNamara, a Ship Caulker in this department, residing at 142 Taylor Street, Brooklyn, has made application for retirement.

"Mr. McNamara is a veteran of the Civil War. He entered the service of the Department of Docks and Ferries on July 13, 1897, as a Ship Caulker and has been continuously upon our rolls as such since that date.

"I recommend the retirement of Mr. McNamara from the service of the City if he be found eligible therefor. Respectfully yours,

RICHARD C. HARRISON, Acting Commissioner of Docks.

On September 11, 1917, Mr. McNamara was examined by the Board of Medical Examiners. The report of the said board is attached hereto and states in conclusion:

"In our opinion applicant is permanently unfit for the duties of his position and we therefore suggest his retirement."

Mr. McNamara is a veteran of the Civil War. His certificate of discharge states that he was enrolled September 23, 1864, to serve one year and was discharged on June 24, 1865, by reason of muster out of company while holding the grade of private in Company I, Fifth Regiment of New York Heavy Artillery. A copy of said certificate is attached hereto.

Mr. McNamara's original appointment and subsequent changes in title and rate of compensation were as follows:

July 13, 1897, appointed Ship Caulker, Department of Docks and Ferries, at 39 cents an hour.

May 20, 1899, Compensation changed to 43 cents an hour.

August 18, 1900, compensation changed to 44 cents an hour.

April 22, 1905, compensation changed to $4 a day.

An examination of the payrolls and time sheets has been made sufficient to establish over twenty years of service, as follows:

	Years.	Months.	Days.
July 13 to December 31, 1897	..	5	10⅛
January 1, 1898, to December 31, 1916	19	..	..
January 1 to September 6, 1917	..	8	5
	19	13	15⅛

—aggregating a total service of 20 years, 1 month, 15⅛ days.

In an affidavit dated August 31, 1917, submitted herewith, Mr. McNamara stated that he had never filed a claim nor brought suit against The City of New York for the payment of salary or wages or for any other claim except that some years ago he brought a suit against The City of New York, through Messrs. Hunt & Ingle, attorneys, for overtime as a Ship Caulker in the Department of Docks and Ferries; that he never received any money in settlement of said claim, and waived any right he might have thereunder.

A search of the records in the Law Department discloses that Justin McNamara brought an action against the City on November 6, 1899, to recover $256.50 for prevailing rate of wages as a Caulker in the Department of Docks and Ferries; and that Hunt & Ingle, Esqs., were the attorneys for the plaintiff.

On October 5, 1917, Messrs. Hunt & Ingle, attorneys for Mr. McNamara in the above action, signed a consent to discontinue the same.

An examination of the Register of Claims in the Division of Law and Adjustment of the Department of Finance shows that he filed claim No. 33890 for the sum of $256.50, being the difference in salary received by him and the amount alleged to be due him under the prevailing rate of wages law.

For the period from September 1, 1914, to August 31, 1917, Mr. McNamara's compensation as provided for in the Budget was at the rate of $4 a day, payable from a fund for temporary employees, the budget line for which did not indicate the number of days each individual was expected to work during the year. In a communication dated September 29, 1917, Mr. Francis J. Ryan, Acting Secretary of the Department of Docks and Ferries, stated that the average number of days provided for Ship Caulkers was 300 days for 1914, 200½ days for 1915; 200 2-7 days for 1916, and 259 days for 1917, making the average for those years 240 days. On this basis Mr. McNamara's compensation would be at the rate of $960 per annum.

Attention, however, is called to the fact that for the twenty years of his service he has average approximately 290 days work annually, and for the past three years he has averaged 300 days.

His actual compensation during the same period was:

September 1 to December 31, 1914, 100 days, at $4 a day	$400 00
January 1 to December 31, 1915, 303 days at $4 a day	1,212 00
January 1 to December 31, 1916, 297 days at $4 a day	1,188 00
January 1 to August 31, 1917, 201 days at $4 a day	804 00
	$3,604 00

—an average annual amount of $1,201.33.

We recommend the adoption of the accompanying resolution retiring Justin McNamara from active service and awarding and granting him an annuity of $480, being equal to fifty per centum of his annual rate of compensation for the past three years. Respectfully submitted,

ALBERT E. HADLOCK, Deputy and Acting Comptroller; JOHN PURROY MITCHEL, Mayor; LEWIS H. POUNDS, President, Borough of Brooklyn; Committee on Salaries and Grades.

The following was offered:

Whereas, Justin McNamara, employed as a Ship Caulker in the Department of Docks and Ferries, is an honorably discharged soldier who served as such in the Union Army during the War of the Rebellion, has been in the employ of The City of New York or of one of the municipalities, counties or parts thereof which have been incorporated into The City of New York, for a period of twenty years and upward, and is physically incapacitated for the further performance of the duties of his position, therefore be it

Resolved, That the interest of the public service requires his retirement, and that the Board of Estimate and Apportionment, pursuant to the provisions of sections 165, 166 and 167 of the Greater New York Charter, as amended by chapter 669 of the Laws of 1911 and chapter 479 of the Laws of 1912, hereby does retire from active service Justin McNamara, employed as a Ship Caulker in the Department of Docks and Ferries, and hereby awards and grants to said Justin McNamara an annual sum or annuity of four hundred and eighty dollars ($480), being fifty per centum of his average annual rate of compensation for the three years immediately preceding the taking effect of this resolution; this resolution to take effect upon the first day of the month following its adoption, subject to the execution by the annuitant of a general release; and be it further

Resolved, That the Comptroller of The City of New York be and he is hereby directed to pay said annuity to said Justin McNamara during his lifetime in equal monthly installments out of the receipts of excise moneys or liquor taxes belonging to The City of New York.

Which was adopted by the following vote:

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

Department of Public Charities—Modification of Schedule and Establishment of Grades of Positions (Cal. No. 111).

(On November 16, 1917 (Cal. No. 39), the matter was laid over until November 23, 1917. On November 23, 1917 (Cal. No. 89), the resolution to carry the recommendation of the Committee on Salaries and Grades into effect failed of adoption through lack of affirmative votes and the matter was laid over until this meeting. The report of the Committee on Salaries and Grades is printed in the minutes of the meeting of November 23, 1917.)

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the schedule, as revised, for the Department of Public Charities for the year 1917, subject to the establishment of the positions under section 56 of the Greater New York Charter, as follows:

Salaries, Temporary Employees.

1908	Departmental Administration, Central Office, General Supervision, Occupational Work—	
	Head Teacher, at $2,400, 6 months	$1,200 00
	Teacher, 5 at $1,200, 6 months	3,000 00
	Teacher, 1 at $900, 6 months	450 00
		$4,650 00
	Balance Unassigned	125 00
		$4,775 00
	Lectures	1,640 00
	Honorariums	600 00
	Schedule Total	$7,015 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—15.

Negative—The President of the Borough of The Bronx—1.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment of the following grades of positions in the Department of Public Charities, for occupational work among the inmates of certain hospitals and homes for the aged in that department, in addition to those already established:

Head Teacher, at $2,400 per annum, one incumbent.

Teacher, at $1,200 per annum, five incumbents.

Teacher, at $900 per annum, with maintenance, one incumbent.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—15.

Negative—The President of the Borough of The Bronx—1.

Interest on Revenue Bonds and Revenue Bills; President, Borough of Manhattan—Transfer of Appropriation (Cal. No. 112).

(On November 23, 1917 (Cal. No. 22), the matter was laid over until this meeting.)

The Secretary presented a communication dated October 23, 1917, from the President, Borough of Manhattan, requesting issue of $7,000 corporate stock for the installation of a new high pressure steam main in the Hall of Records Building; and the following report of the Deputy and Acting Comptroller recommending approval thereof by transfer from interest on revenue bonds.

November 20, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On October 23, 1917, the President of the Borough of Manhattan requested $7,000 in corporate stock for the installation of a new high pressure steam main in the Hall of Records Building.

The Bureau of Contract Supervision, to which the request was referred, reports thereon as follows:

"The power plant in this building supplies heat, light and power for the Hall of Records and City Court Buildings, the City Hall and the County Court House.

"The present steam main, which is one of the vital parts of the plant, is so badly corroded as to make it inadvisable to expend money in attempting to repair it, inasmuch as these repairs would be expensive and only in the nature of a temporary expedient, as the piping would eventually have to be entirely renewed.

"In its present condition, there is danger of its failure, which would cause the plant to shut down for an indefinite period during the making of repairs, thereby depriving these buildings of heat, light and power.

"It is proposed to replace the present main with a new one, using as many of the present valves and fittings as are in good and serviceable condition. The amount requested is reasonable.

"This work being more in the nature of repairs, rather than new work, it is not considered properly chargeable to the proceeds of corporate stock, but should be provided from budget funds."

I recommend the adoption of the attached resolution, transferring $7,000 from 1917 budget funds in Code 3017, Interest on Revenue Bonds and Revenue Bills, to the fund entitled "Contract or Open Order Service, 424TS, General Repairs," within appropriations to the President, Borough of Manhattan, for the purpose of the request. Respectfully,

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

Reginald P. Bolton appeared in opposition.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated for the year 1917, as follows:

FROM

DEBT SERVICE.

Fixed Charges and Contributions, Interest on City's Bonded Debt.

3017 Interest on Revenue Bonds and Revenue Bills Outstanding September 30, 1916, and on Bonds to Be Issued $7,000 00

TO

PRESIDENT, BOROUGH OF MANHATTAN.

Contract or Open Order Service.

424TS General Repairs $7,000 00

Which was adopted by the following vote:

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

Public Service Commission for the First District—Consent to Supplemental Schedule for Extra Work on Contract with Thomas J. Buckley Construction Company for Construction of 180th Street Yard of the White Plains Road Rapid Transit Railroad (Cal. No. 113).

(On November 23, 1917 (Cal. No. 34), the matter was laid over until this meeting.)

The Secretary presented the following communication, resolution and agreement of the Public Service Commission for the First District and report of the Deputy and Acting Comptroller relative thereto:

State of New York, Public Service Commission for the First District, 120 Broadway, New York, November 14, 1917.

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

Pursuant to the direction contained in such resolution, I transmit herewith a certified copy of the resolution adopted by the Commission on November 14, 1917, requesting your Honorable Board to consent to proposed supplemental schedule item providing for extra work on account of the construction of the wall required in connection with the changes in plans shown on drawings Nos. 2 and 12, File 2801-Y at the south end of the 180th Street yard, Route No. 18.

Inasmuch as the contractor could not be required to perform the above work under the unit prices of its original contract, and as it was not feasible to separate the additional work from that which the contractor might be required to do in this connection under the item of the contract, the Commission deemed it advisable to request the contractor to submit a lump sum price for all the work preparatory to building the wall necessitated by the change in the plan. The contractor submitted the lump sum price of $6,500, which the Commission considers a reasonable one.

It is not anticipated that the work in question here will require any additional appropriation.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT, JAMES B. WALKER, Secretary.

(Seal)

Whereas, The Chief Engineer of this Commission in pursuance of Article XII of the contract dated August 9, 1916, between The City of New York, acting by this Commission, and Thomas J. Buckley Construction Company, for the construction of 180th Street Yard, of the White Plains Rapid Transit Railroad (Route No. 18), has, subject to the approval of this Commission, agreed with said contractor upon the following supplemental Schedule Item:

Item No. 142. For all work preparatory to the construction of the wall required in connection with the changes in plan shown on Drawings Nos. 2 and 12, File 2801-Y; such work consisting principally of taking down a derrick already erected in a position to perform the work as originally planned and re-erecting same in a position required by the change in plan; moving derrick stone which has been distributed at the location of wall as originally designed and placing same in position for use in erecting the wall in its new position; all excavation required and all incidental work, the lump sum of six thousand five hundred dollars ($6,500).

Resolved, That such action on the part of the Chief Engineer be and hereby is approved, subject to the approval of the Board of Estimate and Apportionment as hereinafter provided; further

Resolved, That the Secretary of this Commission be and hereby is directed to transmit to the Board of Estimate and Apportionment for the approval of said Board, a certified copy of this resolution as required by the provisions of Article XII of said Contract.

State of New York, County of New York, ss.:

I, James B. Walker, Secretary of the Public Service Commission for the First District, Do Hereby Certify, that I have compared the above with the original adopted by said Commission on November 14, 1917, and that it is a correct transcript therefrom and of the whole of the original.

In Testimony Whereof, I have hereunto subscribed my hand and affixed the seal of the Commission, this 14th day of November, 1917.

(Seal) JAMES B. WALKER, Secretary.

November 21, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On July 27, 1916, the Board of Estimate and Apportionment, pursuant to a requisition of the Public Service Commission, approved of and consented to a proposed contract between the City of New York and Thomas J. Buckley Construction Company for the construction of the 180th Street yard of the White Plains Road Rapid Transit Railroad at an estimated cost of $269,222.50. In accordance with a request and statement of the Chief Accountant, Department of Finance, the funds ($269,222.50) required to meet the obligations under the proposed contract were deposited with the City by the Interborough Rapid Transit Company as a part of the company's contribution towards the cost of construction, as provided by Article IX of Rapid Transit Contract No. 3.

On November 14, 1917, the Public Service Commission transmitted to the Board of Estimate and Apportionment a communication requesting the approval of the Board to a proposed supplemental schedule item providing for extra work under the contract with Thomas J. Buckley Construction Company.

The Director of the Bureau of Contract Supervision in his report to me anent the proposed supplemental item says, in part, as follows:

"The Commission proposes to modify the contract made August 9, 1916, between The City of New York, acting by the Commission, and Thomas J. Buckley Construction Company by adding thereto Item No. 142, as follows:

"'Item No. 142. For all work preparatory to the construction of the wall required in connection with the changes in plan shown on Drawings Nos. 2 and 12, File 2801-Y; such work consisting principally of taking down a derrick already erected in a position to perform the work as originally planned and re-erecting same in a position required by the change in plan; moving derrick stone which has been distributed at the location of wall as originally designed and placing same in position for use in erecting the wall in its new position; all excavation required and all incidental work, the lump sum of six thousand five hundred dollars ($6,500).'

"The change in plan contemplates stopping the retaining wall some 150 feet north of East 180th street, building a return wall at that point parallel to 180th Street, and leaving between the wall and the street a building lot about 80 by 90 feet which may later be released for sale or lease by the City as an income-producing property.

"It is estimated that the omission of the wall and a considerable yardage of embankment will offset the additional cost due to the change.

"The items listed in substantiation of the $6,500 which has been fixed as the total amount under Item No. 142 are as follows:

Removing a derrick	$150 00
Removing 850 yards of stone which had been dumped and piled for use in that portion of the wall which had been omitted.....	1,100 00
Removing by two handlings with derrick 350 cubic yards of stone....	700 00
Excavating 4,000 cubic yards of wall and fill.....	4,400 00

"The price for removing the derrick seems reasonable.

"The 850 cubic yards of rock has been removed and the cost, $1,100, was checked by Public Service Commission engineers, who kept a force account of the work.

"The removal of 350 yards at an estimated cost of $2 per yard is based upon the cost of removing the 1,100 yards, and seems justified inasmuch as the 350 yards must be handled twice.

"The estimate of $1.10 per cubic yard for excavation is not high in view of the extraordinary labor situation. The total of these figures amounts to $6,350, but as the excavation may vary to some extent, the total allowance for the item is requested at $6,500.

"Inasmuch as a portion of this work has already been done and the prices for each item seem justifiable and reasonable, I think the Board may properly consent to the proposed modification."

It is not anticipated that the work in question will require any additional appropriation, but that it shall be charged against and paid out of the moneys obtained by the Finance Department from the Interborough Rapid Transit Company for the purposes of the contract with Thomas J. Buckley Construction Company. I therefore submit and recommend the adoption of the following resolution, approving the supplemental schedule item for extra work, as requested by the Public Service Commission.

Respectfully, ALBERT E. HADLOCK, Deputy and Acting Comptroller.

The following was offered:

Whereas, On July 27, 1916, the Board of Estimate and Apportionment, pursuant to a requisition of the Public Service Commission for the First District, approved of and consented to a proposed contract to be entered into between the City of New York, acting by the said Commission, and Thomas J. Buckley Construction Company for the construction of the 180th Street yard, Route No. 18, a part of the White Plains Road Rapid Transit Railroad, at an estimated cost of two hundred and sixty-nine thousand two hundred and twenty-two dollars and 50 cents ($269,222.50), and said sum of two hundred and sixty-nine thousand two hundred and twenty-two dollars and 50 cents ($269,222.50) was deposited with the City of New York, on request of the Department by Finance, by the Interborough Rapid Transit Company for the purposes of the contract with Thomas J. Buckley Construction Company as a part of the Interborough Company's contribution towards the cost of construction under Article IX of the contract known as Contract No. 3, approved by the Board of Estimate and Apportionment on March 18, 1913; and

Whereas, Under date of November 14, 1917, the Public Service Commission requested the Board of Estimate and Apportionment to consent to a proposed supplemental schedule item providing for certain extra work under the said contract with Thomas J. Buckley Construction Company; and

Whereas, The Public Service Commission, in the communication to this Board under date of November 14, 1917, states that

"The contractor could not be required to perform the above work under the unit prices of its original contract, and as it was not feasible to separate the additional work from that which the contractor might be required to do in this connection under the item of the contract, the Commission deemed it advisable to request the contractor to submit a lump sum price for all the work preparatory to building the wall necessitated by the change in the plan. The contractor submitted the lump sum price of $6,500, which the Commission considers a reasonable one";

—and further that

"It is not anticipated that the work in question here will require any additional appropriation";

—therefore, be it

Resolved, That the Board of Estimate and Apportionment hereby approve of and consent to the following supplemental schedule item for extra work:

Item No. 142. For all work preparatory to the construction of the wall required in connection with the changes in plan shown on Drawings Nos. 2 and 12, File 2801-Y; such work consisting principally of taking down a derrick already erected in a position to perform the work as originally planned and re-erecting same in a position required by the change in plan; moving derrick stone which has been distributed at the location of wall as originally designed and placing same in position for use in erecting the wall in its new position; all excavation required and all incidental work, the lump sum of six thousand five hundred dollars ($6,500).

—and be it further

Resolved, That the payment for such extra work as provided for in the supplemental schedule item, as hereinabove stated, shall be made out of the amount of two hundred and sixty-nine thousand two hundred and twenty-two dollars and 50 cents ($269,222.50), heretofore deposited with the City of New York by the Interborough Rapid Transit Company for the purposes of the contract with Thomas J. Buckley Construction Company, approved by this Board on July 27, 1916, as a part of the contribution of said Interborough Rapid Transit Company towards the cost of construction under Article IX of rapid transit contract No. 3.

Which was adopted by the following vote:

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

Fund for Salary and Wage Accruals; Commissioner of Accounts—Transfer of Appropriation (Cal. No. 114).

(On November 16, 1917 (Cal. No. 47), the resolution to make this transfer effective was lost, not receiving unanimous vote; and the report of the Comptroller is printed in the minutes of said meeting. On November 23, 1917 (Cal. No. 79), the request of the Commissioner of Accounts for reconsideration of the matter was presented and laid over until this meeting.)

The Secretary presented the following:

City of New York, Office of the Commissioner of Accounts, Municipal Building, November 21, 1917.

Mr. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment,* Municipal Building, New York:

Dear Sir—By Direction of Commissioner Wallstein, request is herewith made to

have Item No. 47, appearing upon the calendar of the Board of Estimate Friday, November 16, 1917, restored to the calendar for its meeting Friday, November 23, 1917. Very truly yours, JAMES McGINLEY, Chief of Staff.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter hereby approves the transfer of funds for the year 1917, as follows:

FROM
MISCELLANEOUS.

3039	City Fund for Salary and wage accruals from schedule-supported appropriations to be expended as provided in the budget resolutions herewith	$1,713 09

TO
COMMISSIONER OF ACCOUNTS.
Personal Service.

212	Fees and Commissions	$1,499 99
221	Contingencies	213 10
		$1,713 09

Which was adopted by the following vote:

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

Anna R. Kane—Claim of (Cal. No. 115).

The Secretary presented a report of the Deputy and Acting Comptroller certifying for payment, pursuant to section 246 of the Charter, claim of Anna R. Kane for $175 for services as Typewriting Copyist in the Department of Public Charities for the period from January 1 to April 16, 1917; and a communication dated November 29, 1917, from Anna R. Kane requesting favorable action thereon.

(On November 16, 1917 (Cal. No. 59), and November 23, 1917 (Cal No. 91), the matter was laid over; on the latter date until this meeting.)

The matter was laid over two weeks (December 14, 1917).

Bellevue and Allied Hospitals—Remission of Penalty for Overtime Charges Against Contract of Daniel J. Ryan for Erection and Completion of New Roof Wards, Etc., on Pavilions A and B of New Bellevue Hospital (Cal. No. 116).

The Secretary presented a report of the Deputy and Acting Comptroller recommending that this Board recommend to the Board of Aldermen, pursuant to section 418 of the Charter, the remission of the penalty for overtime charges against contract of Daniel J. Ryan and surety, the National Surety Company, for the erection and completion of new roof wards and other work in connection therewith, on pavilions A and B of new Bellevue Hospital.

(On November 16, 1917 (Cal. No. 62), and November 23, 1917 (Cal. No. 92), the matter was laid over; on the latter date until this meeting.)

The matter was laid over one week (December 7, 1917).

Public Service Commission for the First District—Approval of Proposed Contract with the Interborough Rapid Transit Company and the New York, Westchester and Boston Railway Company for Construction and Maintenance of a Fence on the Dividing Line of the Properties of The City of New York and of the New York, Westchester and Boston Railway Company at 180th Street and Unionport Road, and Issue of Corporate Stock Therefor (Cal. No. 117).

The Secretary presented a report of the Comptroller, predicated upon a requisition of the Public Service Commission for the First District, recommending—(1) approval of a proposed agreement to be entered into between the City of New York, the Interborough Rapid Transit Company, and the New York, Westchester and Boston Railway Company, for the construction and maintenance of a fence on the dividing line of the properties of the City of New York and of the New York, Westchester and Boston Railway Company at 180th street and Unionport road; and (2) the authorization of corporate stock in the sum of $1,125 to meet the City's obligation under this proposed agreement.

(On November 16, 1917 (Cal. No. 65), the matter was laid over until November 23, 1917, under Rule 19. On November 23, 1917 (Cal. No. 93), the matter was laid over until this meeting.)

The matter was referred back to the Comptroller for further consideration.

President, Borough of Manhattan—Approval of Contract, Plans, Specifications, Etc. (Cal. No. 118).

(On November 23, 1917 (Cal. No. 39), the resolution to carry the recommendation of the Bureau of Contract Supervision into effect failed of adoption through lack of affirmative votes, and the matter was then laid over until this meeting. The report of the Bureau of Contract Supervision is printed in the minutes of November 23, 1917.)

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, hereby approves the form of contract, plans, specifications and estimates of cost for the erection of a building for a Magistrate's Court at Second Avenue and Second Street, Borough of Manhattan, under the jurisdiction of the President of the Borough of Manhattan, as follows:

1. General construction, including electrical work, at an estimate of cost in the sum of one hundred and fifteen thousand dollars ($115,000).
2. Plumbing work, at an estimate of cost in the sum of ten thousand five hundred dollars ($10,500).
3. Heating work, at an estimate of cost in the sum of five thousand five hundred dollars ($5,500).

—the cost to be charged to the corporate stock fund entitled "C. P. M. 3, Construction of a New Court House and Prison, for Third District Magistrate's Court, on Site on Second Avenue and Second Street, Borough of Manhattan"; provided, that in the event that the aggregate sum of the lowest bids received for the three items of work (General Construction, Plumbing and Heating Work) is equal to or less than the aggregate sum of the three items herein approved (although the amount of the lowest bid for one or more items may exceed the amount approved for said item or items), then the awards for the three items, provided all three are awarded, may be made without further approval by the Board of Estimate and Apportionment, and be it further provided that in the event that the aggregate sum of the lowest bids received for the three items exceeds the aggregate sum of the three items herein approved no award for any item shall be made, and the amount of such estimated cost upon the bids so received may be reconsidered, in its discretion, by the Board of Estimate and Apportionment or by any official designated by the Board, provided that any of the bids is within the amount authorized and available for said work.

Which was adopted by the following vote:

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

Department of Public Charities—Approval of Contract, Plans, Specifications, Etc. (Cal. No. 119).

(On November 23, 1917 (Cal. No. 45), the Board approved the form of contract, specifications and plans and estimate of cost, $67,250, for the kitchen building, and laid over until this meeting, consideration of the contract, plans and specifications and estimate of cost, $39,300, for the reception building and the waiting room and office building. The report of the Bureau of Contract Supervision is printed in the minutes of November 23, 1917.)

The following resolution was offered:

Resolved That the Board of Estimate and Apportionment, pursuant to its resolution adopted on July 11, 1912, hereby approves the form of contract, specifications, plans and aggregate estimate of cost, thirty-nine thousand three hundred dollars ($39,300), for the erection of new buildings in connection with the construction of Children's Hospital and schools under the jurisdiction of the Department of Public Charities as follows:

		Estimated Cost.
Reception Building—		
	General construction	$20,500 00
	Plumbing and drainage	1,750 00
	Heating and ventilating	900 00
		$23,150 00
Waiting Room and Office Building—		
	General construction	$13,000 00
	Plumbing and drainage	1,500 00
	Heating and ventilating	1,650 00
		$16,150 00

—the cost to be charged to the corporate stock fund entitled "C. C. H. 57E, Department of Public Charities, Construction, Alteration and Equipment of Buildings on Randall's Island," provided that if no bids are received for said work within the estimated cost the amount of such estimated cost upon the bids so received may be reconsidered, in its discretion, by the Board of Estimate and Apportionment or by any official designated by the Board, provided any of the bids is within the amount authorized and available for said work.

Which was adopted by the following vote:

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

Department of Public Charities—Approval of Contract, Plans, Specifications, Etc. (Cal. No. 120).

The Secretary presented a report of the Bureau of Contract Supervision, recommending that the request for approval of form of contract, specifications, blueprints and estimate of cost, $64,500, for the construction of a dormitory for female help, Kings County Hospital, Borough of Brooklyn, under the jurisdiction of the Commissioner of Public Charities, be returned to the department without approval and with instructions that the plans be modified by increasing the dimensions of the rooms so that at least the smallest size bed can be placed in the room conveniently; also that approval of the Art Commission be obtained before they are submitted for further approval.

(On November 23, 1917 (Cal. No. 47), the matter was laid over until this meeting.)

The matter was laid over one week (December 7, 1917).

Department of Water Supply, Gas and Electricity—Expenditure of Corporate Stock Funds (Cal. No. 121).

(On November 23, 1917 (Cal. No. 48), the matter was laid over until this meeting.)

The Secretary presented a communication dated November 9, 1917, from the Commissioner of Water Supply, Gas and Electricity, requesting permission to expend $835.76 for laying a new 12-inch water pipe and appurtenances at Riverside Drive, from 139th Street to 142d Street, Manhattan; and the following report of the Bureau of Contract Supervision recommending denial thereof:

November 17, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 12, 1917, you referred to the Bureau of Contract Supervision a communication from the Commissioner of Water Supply, Gas and Electricity, dated November 9, 1917, requesting permission to make an expenditure of $835.76 for laying a new 12 inch water pipe and appurtenances in the service street at Riverside Drive, from 139th street to 142nd street, Borough of Manhattan, the cost to be charged against the corporate stock fund "C.D.W. 13F," in which there is sufficient balance.

There is a twelve-inch main in service at this place, but most of it is under the retaining wall where it would be almost impossible to make repairs. The project is presented at this time because the street is to be paved as soon as possible. This street will not be paved until the spring of 1918, and owing to the scarcity of pipe and its high cost, it would seem advisable to postpone the work until the spring.

Moreover, inasmuch as there is a main of adequate size in service and the proposed work is to replace the main which should have been removed when the retaining wall was built, the work does not seem to be a proper corporate stock charge.

I recommend the adoption of the attached resolution denying the request.

Respectfully, TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, hereby *denies* the request of the Commissioner of Water Supply, Gas and Electricity, for permission to make an expenditure of eight hundred and thirty-five dollars and seventy-six cents ($835.76), for laying a 12-inch water pipe and appurtenances in the service street at Riverside Drive, from 139th to 142nd street, Manhattan, the cost to be charged against the corporate stock fund "C. D. W. 13F," for the reason that the work should be postponed until the paving contract is approved, and that the cost of the work is not a proper corporate stock charge.

Which was adopted by the following vote:

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

Department of Correction—Approval of Contract, Plans, Specifications, Etc. (Cal. No. 122).

(On November 23, 1917 (Cal. No. 53), the matter was laid over until this meeting.)

The Secretary presented a communication, dated November 9, 1917, from the Commissioner of Correction, transmitting contract, plans, specifications and estimate of cost ($355,130) for furnishing all labor and materials necessary for the construction of buildings at the New York City Reformatory at New Hampton, New York; and the following report of the Bureau of Contract Supervision recommending approval thereof:

November 19, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 10, 1917, you referred to the Bureau of Contract Supervision a communication from the Commissioner of Correction dated November 9, 1917, requesting the approval of the form of contract, plans, specifications and estimates of cost for furnishing all labor and materials necessary for the construction of the laundry building, storage building, two dormitories and industrial buildings of the New York City Reformatory, at New Hampton, New York.

The Classification, Receiving and Administration Building and Power House, comprising a portion of this institution, are now under construction. The buildings for which the final plans are now presented for your approval are required to complete the group which is considered most necessary for the operation of the institution. The specified buildings are enumerated in the resolutions under which the funds for construction were authorized.

Laundry Building.

This building will be one story and a basement, approximately 80 feet in length, 60 feet in width, and 24 feet in height. The walls up to the first floor level will be 6 feet and 6 inches above grade and constructed of concrete. The wall above the first floor will be of selected common brick with cast stone trimmings.

The first floor construction will be of reinforced concrete supported on concrete piers and with a cement finish. The roof will be slag or gravel on wood boards supported by wood beams and steel columns and girders. The partitions will be of terra cotta. The finished walls and partitions will be of cement plaster and the ceiling of the first floor will be of ordinary plaster on metal lath. The windows will have steel sash and the doors will be of wood in steel frames.

The basement will be used as an institutional bathroom, barber shop and for storage purposes. The first floor will be used as a laundry for the entire institution.

Storage Building.

This building will be one story and basement. It will be 80 feet 6 inches in length, 59 feet 6 inches in width and 22 feet in height, from the finished grade to the coping. The height of the first floor above grade will be 4 feet 6 inches. The construction will be the same as for the Laundry Building, except that exterior doors will be of hollow metal. The building will be located to the west of the Power House, now under construction, and in a position similar to that of the Laundry Building, located to the east of the Power House. The basement will be extended out on the north side under a concrete platform on to which supplies will be delivered from a railroad spur which will adjoin the platform. The basement will be used for general storage. A hand power lift will be provided to the first floor. The first floor will contain a

butcher shop, office, refrigerators for meat, fish, vegetables, milk, butter and eggs and storage rooms for drygoods and groceries.

Infirmary Dormitory.

This building will be three stories and basement, 214 feet in length, 32 feet in width and 45 feet 6 inches in height from the finished grade to the coping. The first floor will be 3 feet above the grade. The walls will be of concrete up to the first floor and above that of selected common brick with cast stone trimmings. The floors and roof will be of reinforced concrete construction. The floor finish will be of cement and the roof of slag or gravel. The partitions will be of terra cotta. The finished walls and partitions will be of cement plastered and the ceilings of the first, second and third floors with ordinary plaster. The windows will have steel sash. The stairways will be of steel. Emergency outside steel stairways will be placed at each end of the building. The doors will be of wood with steel frames except that steel doors will be used for the emergency stairs and for basement and steel gates will be provided at the entrance to the dormitories from the corridors. The main stairway will be in the center of the building and the center section will be used for toilet accommodations and attendants' rooms on each floor. There will be a dormitory 87 feet 6 inches in length, and 30 feet in width on each side of the central portion on each floor above the basement. The building will be located to the east of the north and south axis on which the Receiving, Classification and Administration Building and the Power House now under construction are situated and facing this axis midway between the two buildings mentioned.

Cubicle Dormitory.

The Cubicle Dormitory will be three stories and basement 214 feet and 6 inches in length, 32 feet in width and 42 feet in height from the finished grade to the coping. The construction will be the same as the Infirmary Dormitory except that in the dormitories cubicles for the accommodation of 156 inmates will be provided. The cubicles will be in two rows with a central corridor between the rows and a corridor at the back of each row in the space between the cubicle and the exterior walls of the building. The backs of the cubicles and a space from the ceiling to a plane 6 feet 6 inches above the floor will be constructed of number nine (9) gauge steel mesh. Below the mesh, except at the back, the construction will either be sheet steel or cement mortar on heavy metal lath. The doors will be hollow metal. The building will be located to the northeast of the Laundry Building and will face the northwest.

Industrial Building.

This building will be one story without basement with a saw tooth roof of steel trusses, wood beams, wood sheathing and asbestos felt covering. It will be located to the northeast of the Power House and will be 106 feet 6 inches in length and 61 feet in width with a clear height of 10 feet 4 inches to the bottom of the trusses and 19 feet to the peak of the roof. The walls will be of terra cotta block panels with cement stucco set between brick piers. The trusses where not wall bearing will be supported by cast iron columns. The interior partitions will be of terra cotta block. The partitions and walls will be cement plastered.

Each building described above will be heated by steam from the power house, which will be brought to the buildings through tunnels to be built by inmate labor. The system will be up-feed, gravity return, one pipe except coils, and radiators and coils in the Industrial Building, which will be two-pipe. Hot water will be obtained from storage tanks located in each building and supplied with steam from the power house. The plumbing and drainage systems will be separate and will be connected to the general plumbing and drainage system installed for the entire group by inmate labor. The piping, except that under ground, will be wrought iron. The fixtures will be plain but substantial and suitable for institutional use.

The water supply will be from the power house, through the tunnels to be built by inmate labor. The buildings will be wired for electric light. A fire alarm system, operated from the power house, is to be installed The wiring, bells and boxes in each building are to be furnished and installed in connection with the construction of the buildings.

The estimated costs of the buildings, which aggregate $355,490, are as follows:

Plumbing, Drainage and Water Supply.

	General Construction.	Plumbing.	Heating.
Laundry Building	$31,510 00	$2,610 00	$6,000 00
Storage Building	36,250 00	1,400 00	2,200 00
Cubicle Dormitory	116,970 00	9,900 00	10,850 00
Infirmary Dormitory	92,000 00	10,560 00	11,300 00
Industrial Building	18,000 00	1,440 00	4,500 00
	$294,730 00	$25,910 00	$34,850 00

The cost of the work is to be paid from the fund of $825,000, entitled "C. D. C. 12A, New York City Reformatory for Male Misdemeanants, Construction," of which $425,000 was authorized on July 9, 1914, and $400,000 on December 29, 1916. On November 17, 1917, an unencumbered balance of $428,964.04 remained in the fund.

The form of contract is standard. The form of bid, which was prepared after consultation with a representative of the Corporation Counsel, provides for the submission of bids upon separate contracts for "General Construction," "Plumbing," "Drainage" and "Water Supply," and "Heating," as follows:

Bid A—The Laundry Building, Storage Building, Cubicle Dormitory, Infirmary Dormitory and Industrial Building.

Bid B—The Laundry Building, Storage Building, Cubicle Dormitory and Infirmary Dormitory.

Bid C—The Laundry Building, Storage Building, Cubicle Dormitory and Industrial Building.

Bid D—The Laundry Building, Storage Building, Infirmary Dormitory and Industrial Building.

The purpose of this method of bidding is to permit the City, in the event that Bid A, which covers all of the buildings to be constructed, exceeds the estimated cost, to proceed with the award and construction, without readvertising of any one of the other groups, embraced within bids B, C and D, provided the price bid falls within the total approved estimate of cost.

The forms of contract, plans and specifications are satisfactory and the estimates of cost are reasonable.

I recommend the adoption of the attached resolution granting the request.

Respectfully, TILDEN ADAMSON, Director.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, hereby approves of the form of contract, plans and specifications for furnishing all labor and materials necessary for the construction of the laundry, storage and industrial buildings and for the infirmary and cubicle dormitories of the New York City Reformatory for Male Misdemeanants at New Hampton, New York, under the jurisdiction of the Commissioner of Correction, at estimates of cost as follows:

(1) General Construction	$294,730 00
(2) Plumbing, Drainage and Water Supply	25,910 00
(3) Heating	34,490 00

—the cost to be charged to the fund entitled "C. D. C. 12A, New York City Reformatory for Male Misdemeanants, Construction," provided that, in the event that the aggregate sum of the lowest bids received for all three items upon the five buildings, or upon four of the buildings, excluding in each case either the industrial building, the infirmary dormitory or the cubicle dormitory, as provided under the bids A, B, C and D, to be submitted, is equal to or less than the aggregate sum approved for all three items, then the awards may be made without further approval by the Board of Estimate and Apportionment, and provided that, in the event that such aggregate sum of the lowest bids received for all three items for either of the groups to be bid for exceeds the aggregate sum herein approved for all three items, no awards shall be made and the amount of such estimated cost upon the bids so received may be reconsidered, in its discretion, by the Board of Estimate and Apportionment, or by any official designated by the Board, provided that the aggregate of such bids is within the amount authorized and available for such work.

Which was adopted by the following vote:

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

Board of Inebriety—Approval of Contract, Plans, Specifications, Etc. (Cal. No. 123).

The Secretary presented a report of the Bureau of Contract Supervision recommending approval of the form of contract, plans, specifications and estimate of cost, $133,000, for the Receiving, Administration and Dormitory Building at Warwick, N. Y., under the jurisdiction of the Board of Inebriety; and a communication, dated November 24, 1917, from the President of the Board of Inebriety requesting favorable action in view of the impossibility of the Board to properly exercise the functions for which it was established without this building and for which funds are available.

(On November 23, 1917 (Cal. No. 54), the resolution to carry the recommendation of the Bureau of Contract Supervision into effect failed of adoption through lack of affirmative votes, and the matter was then laid over until this meeting. Report printed in Minutes of November 23, 1917.)

Hon. Burdette G. Lewis, Commissioner of Correction, and Bailey B. Burritt, President, Board of Inebriety, appeared in favor.

The President of the Board of Aldermen moved that the matter be laid over indefinitely.

Which motion failed of adoption, receiving the following vote:

Affirmative—The President of the Board of Aldermen and the Presidents of the Boroughs of The Bronx, Queens and Richmond—6.

Negative—The Mayor, the Comptroller and the Presidents of the Boroughs of Manhattan and Brooklyn—10.

—

The President of the Borough of The Bronx moved that the condition imposed by the resolution adopted by the Board on January 14, 1916 (Cal. No. 102), authorizing an appropriation for this improvement, "that no expenditure be made against the fund until after a general comprehensive scheme and plan of development of the plant has been approved by the Board," be rescinded.

Which motion failed of adoption, receiving the following vote:

Affirmative—The Mayor, the Comptroller and the Presidents of the Boroughs of Manhattan and Brooklyn—10.

Negative—The President of the Board of Aldermen and the Presidents of the Boroughs of The Bronx, Queens and Richmond—6.

—

The motion (first presentation) not receiving the required number of votes was laid over one week (December 7, 1917).

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The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, hereby approves the amended plans, specifications and estimates of cost for the construction of the Receiving, Administration and Dormitory Building near Warwick, Orange County, New York, under the jurisdiction of the Board of Inebriety, as follows:

(1) General Construction, including electrical work	$110,000 00
(2) Plumbing and Water Supply Systems	11,000 00
(3) Heating Equipment	12,000 00
Total without Architect's Fees	$133,000 00

—the cost to be paid from the fund entitled "C. C. M. 15C, Erection and Equipment of Buildings at Warwick, New York," provided that, in the event that the aggregate sum of the lowest bids received for the three items is equal to or less than the aggregate sum of the three items herein approved (although the amount of the lowest bid for one or more items may exceed the amount approved for said item or items), then the awards for the three items, provided all are awarded, may be made without further approval by the Board of Estimate and Apportionment, and further provided that, in the event that the aggregate sum of the lowest bids received for the three items exceeds the aggregate sum of the three items herein approved, no award for either item shall be made and the amount of such estimated cost upon the bids so received may be reconsidered, in its discretion, by the Board of Estimate and Apportionment, or by any official designated by the Board, provided that the aggregate of the bids is within the amount authorized and available for such work; provided that this approval shall not be effective until after compliance with or the rescindment of the provision in one of the resolutions authorizing the appropriation, that a general comprehensive plan of the entire plant be approved by the Board of Estimate and Apportionment before the approval of any contracts for the work.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller and the Presidents of the Boroughs of Manhattan and Brooklyn—10.

Negative—The President of the Board of Aldermen and the Presidents of the Boroughs of The Bronx, Queens and Richmond—6.

12th Avenue, Between West 42d Street and West 51st Street, Borough of Manhattan—Acquiring Title (Cal. No. 124).

The Secretary presented a communication, dated November 20, 1917, from the Corporation Counsel referring to the resolution adopted by the Board on July 28, 1916 (Cal. No. 1), authorizing the acquisition of title in fee to new 12th avenue, between the north line of West 42d street and the south line of West 51st street, Borough of Manhattan, and stating that upon the presentation of the application to the Supreme Court for on order granting the right to condemn the property required, and authority to assess the cost on the property affected, the 42d Street and Grand Street Ferry Railroad Company, owner of all the property in the block between 42d and 43d streets, filed an answer objecting to the condemnation of its property on the ground that same was held and used for a public purpose; that such objection is valid. Further stating negotiations have been had with the Railroad Company by the Comptroller with a view to arriving at the basis for an agreement for the withdrawal of its answer, and any agreement to be made will have to be made by the Board.

In view of the above, the Corporation Counsel requests to be advised as to what further action the Board desires him to take in the premises.

(On November 23, 1917 (Cal. No. 77), the matter was laid over until this meeting.)

Frank Joyce appeared in opposition.

The matter was laid over one week (December 7, 1917).

New York Central Railroad Company—Alteration and Improvement of Tracks and Structures on West Side of the City (Cal. No. 125).

(On June 8, 1917 (Cal. No. 166), the Public Service Commission for the First District notified the Board of the appointment of Commissioners Hodge and Hervey as members of the Joint Conference Committee, pursuant to chapter 719, Laws of 1917.)

(On June 15, 1917 (Cal. No. 6), the Mayor designated the Presidents of the Boroughs of Queens, Manhattan and Richmond as members of the Joint Conference Committee to represent the Board of Estimate.)

(On June 29, 1917 (Cal. No. 274), the Board adopted a resolution placing at the disposal of the Joint Conference Committee all papers and information relative to this matter.)

(On August 22, 1917 (Cal. No. 62), the Public Service Commission for the First District notified the Board of the resignation of Commissioner Hodge and of the appointment of Commissioner Whitney in his place on the Committee.)

(On November 23, 1917 (Cal. No. 78), the report of the Joint Conference Committee was presented and the matter was laid over until this meeting and referred to the Corporation Counsel for an opinion as to the power of the Board to adopt the course suggested in the communication addressed to the Board by the Joint Conference Committee.)

The Secretary presented the following:

November 20, 1917.

To the Board of Estimate and Apportionment of The City of New York and the Public Service Commission for the First District of the State of New York:

Gentlemen—The Joint Conference Committee, created pursuant to chapter 719 of the Laws of 1917, makes report to you as follows:

The Public Service Commission on the 6th day of June, 1917, designated Hon. Henry W. Hodge and Hon. Charles S. Hervey as members of a Joint Conference Committee, created pursuant to chapter 719 of the Laws of 1917, with respect to the West Side Improvement and any proposed agreement with the New York Central Railroad Company.

The Board of Estimate and Apportionment on the 15th day of June, 1917, designated the Hon. Marcus M. Marks, President of the Borough of Manhattan; Hon. Maurice E. Connolly, President of the Borough of Queens, and Hon. Calvin D. Van Name, President of the Borough of Richmond, as its representatives on such Joint Conference Committee.

The Joint Conforence Committee organized on the 18th day of June, 1917, by choosing Commissioner Hodge as Chairman, William L. Ransom as Counsel, and J. W. Adams as Secretary. Commissioner Hodge subsequently resigning from the Committee to go abroad as a Major in the United States Army, Commissioner Hervey was selected as Chairman, and Hon. Travis H. Whitney was designated by the Committee to act in Commissioner Hodge's place on the Committee. The New York Central Railroad Company, by its representatives, was invited to attend a meeting of the Committee on the 21st day of June, 1917. Mr. Ira A. Place, Vice-President and General Counsel of the Railroad Company, attended and invited the Committee, if it had in mind or could formulate any better plan than that under consideration in 1916 and early in 1917, to submit the same for the scrutiny and consideration of his company. He also said, in part, in substance:

"You, being public officials, condemned that proposed agreement (referring to the agreement of 1916). Recognizing as you did the importance of a proper solution, it must be assumed that you then had some better plan. What is it? Any fair and equitable solution of the problem which you have had or may have in mind and which will be more in the interest of all concerned—the Railroad Company, the City, the shippers and the people who to a large extent depend on these transportation facilities for their food supply and other necessaries—will be welcomed. In opposing the Ottinger Bill before the Mayor and the Governor, I undertook to show that it was impossible to reach any agreement under the terms of that bill. You in advocating that bill must have had some definite idea as to how an agreement could be reached. What are they? While all the obligations which the company entered into under the proposed plan of 1916 were cancelled upon the Ottinger Bill becoming a law, we are ready to give information or assist in any way we can."

In accepting the invitation, Mr. Place had written the Chairman, under date of June 20, 1917, a letter, of which a copy is submitted herewith.

The Committee thereupon began an inquiry into engineering, franchise, property title and other legal and financial features of the agreement as proposed by the Port and Terminals Committee of the Board of Estimate and Apportionment and generally accepted by the Railroad Company, which has come to be known as the 1916 agreement.

In view of Mr. Place's definite stand that critics of the 1916 agreement ought to submit for the consideration of the public and his company a better plan, the Committee felt that its first function was to work out and submit for public scrutiny a definite suggestion of the lines along which any proposed agreement or solution ought to proceed, in fairness alike to the Railroad Company, the commercial development of the Port of New York, and the public rights. It was felt that an opportunity to the Railroad Company to accept voluntarily and join in a fair constructive solution should precede action along any other lines.

As a result of its studies, the Committee, after several meetings, made public certain tentative proposals and also forwarded a copy thereof to the Railroad Company on October 6, 1917. A copy of these tentative proposals accompanies this report.

On the 16th day of October, 1917, the Chairman of the Committee received a letter from the Railroad Company enclosing a printed copy of a statement made by Mr. Place, which had earlier appeared in the newspapers. A copy of this statement acompanies this report.

A public hearing was held in the hearing room of the Board of Estimate and Apportionment on October 18, 1917. Notice thereof had been given to the Railroad Company and numerous persons and organizations which had theretofore shown an interest in the matter. A stenographic report of that hearing is submitted herewith. After the public hearing, which developed only commendation of the tentative proposals, the Joint Conference Committee proceeded to prepare a preliminary draft of an agreement which would suitably embody the tentative proposals of the Committee with the minor points of betterment which had been developed at the public hearing. In order that this draft should be placed in the hands of the Railroad Company at the earliest possible moment, Counsel used the utmost expedition in its preparation, and the document was handed to Mr. Place in the form of triplicate proofs on October 30, 1917, at a conference attended by Mr. Place and members of the Committee. The statement was made to Mr. Place that this draft does not represent finality of the Committee's views as to the form or detail of a desirable agreement, but is submitted as showing the lines along which such an agreement might proceed and provisions which might well in the public interest be inserted. Mr. Place has not undertaken to criticise or comment adversely upon the form or substance of this draft.

Having heard nothing further from Mr. Place or the Railroad Company, the Committee addressed to the Railroad Company on November 15th a communication in the following form:

"November 15, 1917

"*The New York Central Railroad Company,* Grand Central Terminal, New York City, New York:

"Attention of Mr. Place.

"Dear Sirs—The Joint Conference Committee created by the Board of Estimate and Apportionment and the Public Service Commission pursuant to the provisions of chapter 719 of the Laws of 1917, contemplates the submission of a report to the Board of Estimate and Apportionment on November 24th.

"The Joint Conference Committee formulated certain tentative proposals for the solution of the matters entrusted to its jurisdiction. A copy of these proposals was sent to you on October 6th, and a public hearing thereon was subsequently held, of which you were duly apprised. The tentative proposals, with such modifications thereof as were suggested in connection with the public hearing, were embodied in a preliminary draft of a proposed agreement, and a copy of this draft was furnished to Mr. Place at his conference with the Joint Committee on October 23rd. Inasmuch as the Committee has not been favored with any expression on the part of your Committee with regard to its tentative proposals and the proposed form of agreement, other than the view set forth in a statement made by Mr. Place and sent to the Chairman of the Joint Committee after its publication in the press, will you kindly advise the Committee at once whether or not the statements so made by Mr. Place, and particularly the following extract therefrom, with reference to chapter 719 of the Laws of 1917, accurately states the position of your company:

"'The necessary result (of the provisions of chapter 719 of the Laws of 1917) is that the railroad Company cannot and will not at any time or under any circumstances or conditions which can be proposed by any one under this statute make or enter into any contract.'

"The tentative proposals and preliminary draft of a form of agreement represent in substantial detail the view of the Joint Conference Committee as to a mutually fair, constructive, advantageous adjustment of this whole matter. The Committee had given careful consideration to all suggestions which have been made from any source for the betterment of the Committee's proposals. If you have anything to suggest in criticism of, or for the further improvement of, the Committee's proposals, your suggestions will be carefully considered. If you have no criticisms or suggestions, but stand on the above-quoted statement by Mr. Place, the Committee will be glad to have early and definite confirmation of that attitude.

"Very truly yours,

"CHARLES S. HERVEY, Chairman, Joint Conference Committee."

A reply thereto was received from the Railroad Company on the 16th day of November, 1917, as follows:

"New York Central Railroad Company, Law Department, Grand Central Terminal, New York, November 16, 1917.

"*Hon.* CHARLES S. HERVEY, *Chairman, Joint Conference Committee,* 120 Broadway, New York City:

"Dear Sir—I beg to acknowledge receipt of your favor of the 15th instant, addressed to this Company, in which you state that the Joint Conference Committee created by the Board of Estimate and Apportionment and the Public Service Commission, pursuant to the provisions of chapter 719 of the Laws of 1917, contemplates the submission of a report to the Board of Estimate and Apportionment on November 24th.

"You quote as follows from a statement made on behalf of the Company by me under date of October 15, 1917, with respect to your 'Tentative Proposals' made under date of October 6, 1917:

"'The necessary result (of the provisions of chapter 719 of the Laws of 1917) is that the Railroad Company cannot and will not at any time or under any circumstances or conditions which can be proposed by any one under this statute make or enter into any contract.'

"You ask if this accurately states the position of this Company.

"You are aware that in opposing the bill which became chapter 719 of the Laws of 1917, both before the Mayor and the Governor, I stated that it would be impossible to make an agreement under its provisions. The bill having become a law, the Joint Conference Committee having been appointed, and at least a majority of its members having favored the bill, my position was that it was for you to make plans showing such changes as you deemed necessary and to formulate, if possible, a basis upon which an agreement could be reached. I stated that position at the conference with your Committee on June 21, and in my letter of June 20 to Chairman Hodge, accepting the invitation to attend that conference, in the following words:

"'Now, in view of the assumption that at the time the members of your Committee advocated this legislation they had formulated a solution better than that which had been reached by the representatives of the City and of the Company, as embodied in the proposed method and agreement, may I suggest that the only way of expediting this matter is for you now to submit your proposition? You have the result of our work; may we have the result of yours? I beg to assure you that it will receive prompt and careful consideration.' * * * 'Any fair and equitable solution of the problem which you may have had or may have in mind and which will be more in the interest of all concerned—the Railroad Company, the City, the shippers and the people who, to a large extent, depend on these transportation facilities for their food supply and other necessaries—will be welcomed.'

"I heard nothing more from you until October 6, 1917, when I received from you a copy of your 'Tentative Proposals,' which had on that day been given to the press.

"Such careful examination as could be made of those 'Tentative Proposals' without maps or profiles of any kind showing the changes proposed by you, and being very general in character, made it clear that the difficulties inherent in chapter 719 of the Laws of 1917 with respect to reaching an agreement had not been met. I thereupon made the statement of October 15, from which you quote. On October 30, 1917, I again, at your suggestion, met your Committee, and you then submitted to me 'Preliminary Draft of Agreement Between The City of New York and The New York Central Railroad Company Prepared for the Purpose of Setting Forth in Contract Form the Tentative Proposals of the Joint Conference Committee.'

"The basis upon which any agreement is or may be reached under the statute are 'Plans and Profiles' showing the necessary changes. Up to the time of the appointment of your Committee, at least, the only plans and profiles under consideration were those made and submitted by the Board of Estimate and Apportionment to the Railroad Company under date of April 7, 1917, showing such changes as said Board saw fit to propose. The Company had agreed to those changes. No modifications of those plans and profiles have been submitted to the Company by that Board.

"On October 30, 1917, when you handed to me a copy of the Preliminary Draft of Agreement, I asked you for the plans and profiles showing your proposed changes. You stated, in substance, that none had been prepared, excepting some plans made by your Engineers in connection with their preliminary studies showing the suggested relocation of the Manhattanville Yard. With yours of October 30, 1917, you kindly sent me blueprints of those plans.

"Even these plans have not been worked out in detail and do not suggest any way by which the fundamental objections to this plan can be overcome. I have not been furnished with any plans or profiles of any kind whatsoever showing the other physical changes which you propose.

"The 'Tentative Proposals' and the 'Preliminary Draft of Agreement' not only do not overcome the difficulties in the way of reaching an agreement under existing legislation but they emphasize the impossibility of reaching any such agreement.

"The context of my statement of October 15, 1917, from which you quote is as follows:

"Opposing the same (Ottinger) bill before the Governor, after reciting certain provisions, I said:

"'Those provisions, taken together, destroy any possibility of reaching an agreement under the provisions of chapter 777 of the Laws of 1911, as amended.'

'The bill was enacted into a statute. The impossibility threatened by the bill became a fact. For whatever may be said of the validity of other provisions of this statute, there is not the slightest doubt of the effect of its destructive and obstructive provisions and purposes (section 1 amending section 7 of the Act of 1911). These leave no discretion with any one. They are mandatory. The necessary result is that the Railroad Company cannot and will not at any time or under any circumstances or conditions which can be proposed by any one under this statute make or enter into any contract.'

"That language accurately states the position of this Company.

"Yours truly, IRA A. PLACE, Vice President."

In view of the foregoing, it seems unlikely that the contingency contemplated by subdivision 2 of section 15a of chapter 777 of the Laws of 1911, as added by section 2 of chapter 719 of the Laws of 1917, will come to pass on or before December 1, 1917, and that on or before that date any agreement between the City of New York and the Railroad Company, pursuant to chapter 777 of the Laws of 1911, will have been approved by the Railroad Company and the Board of Estimate and Apportionment, and submitted to and approved by the Public Service Commission for the First District, pursuant to section 7 of chapter 777 of the Laws of 1911 as amended by chapter 719 of the Laws of 1917. If no such agreement approved by the City and the Railroad Company shall have been submitted to and approved by the Commission, the duty will devolve upon the Commission, on December 1st, of proceeding in the manner provided in section 15a of chapter 777, added by chapter 719 of the Laws of 1917.

In connection with the preparation of its tentative proposals, the Joint Conference Committee, through its Counsel continued and carried to an advanced stage the inquiry which the Public Service Commission had been making as to the rights and status of the Railroad Company in its occupancy and use of lands now or formerly owned by the public. This investigation discloses certain conditions as to the Company's property titles and the permits and grants under which it is using public lands, and action in view of the facts now disclosed seems advisable for the protection of public rights and interests. Upon one phase of this matter, a separate communication is sent you herewith, and your early action thereon is requested. Upon other phases of the matter the work of the Joint Conference Committee will continue and a later communication will be sent you, with certain data on the basis of which the Corporation Counsel should be directed to institute suitable proceedings to re-establish the public right. Respectfully submitted,

CHARLES S. HERVEY, Chairman; TRAVIS H. WHITNEY, MARCUS M. MARKS, CALVIN D. VAN NAME, by HENRY P. MORRISON; MAURICE E. CONNOLLY, Joint Conference Committee.

November 20, 1917.

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

Gentlemen—In connection with the report by us this day transmitted to the Board of Estimate and Apportionment, the Joint Conference Committee created, pursuant to chapter 719 of the Laws of 1917, respectfully recommends that the Board of Estimate and Apportionment give immediate consideration to the adoption of a resolution repealing the certain Ordinance approved May 6, 1847, by which the City of New York assented to the use of certain streets and avenues by the corporation now known as the New York Central Railroad Company, and also repealing and rescinding certain resolutions passed and permits granted to the said Company, under the authority of or subsequent to the enactment of the Ordinance of 1847.

A form of resolution for your consideration is as follows:

"Resolved, that the certain ordinance adopted by the Board of Aldermen on April 30, 1847, by the Board of Assistant Alderman on May 3, 1847, and approved by the Mayor on May 6, 1847, granting permission to the Hudson River Railroad Company to construct a double track of rails on certain streets, avenues and public places of the City of New York, be and the same is hereby in all respects repealed and the permission thereby and thereunder granted is rescinded and revoked, such repeal, revocation and rescission to take effect on and as of the first

day of December, 1917; provided, however, that nothing herein contained shall be or be deemed a withdrawal of the consent of the City pursuant to or to the extent provided by section 1 of chapter 216 of the Laws of 1846, or to affect the right of the said railroad or its successors up to, and as far as the same has been exercised and enjoyed prior to, the said first day of December, 1917, or to make the said company or its successors liable for the occupancy of the streets as provided for in said ordinance, prior to the said first day of December, 1917; or otherwise to impair any right of the company to commence its railroad in the City of New York as provided by chapter 216 of the Laws of 1846; and be it further

"Resolved, that upon the same basis and with the same proviso above set out there is also hereby repealed, rescinded and revoked the certain resolutions of the Common Council of the City of New York, as the same now remain in force and any modifications thereof, respecting the said railroad, approved on the following dates: September 25, 1849; January 7, 1850; December 4, 1850; October 26, 1852; December 13, 1858; December 20, 1864; June 2, 1867; and also a certain permit to lay tracks in Twelfth Avenue at 32d Street, renewed May 2, 1910, if the same has since been renewed; and also any other Ordinances, Resolutions or Permits under which the said railroad company or its successor now claims to be or is operating along streets, avenues, or other public lands within the City of New York."

In the opinion of the Joint Conference Committee, it is desirable that action repealing and withdrawing the revocable permission to use and occupy public streets be taken at this time, in order to re-establish public rights and clear the way for a definite ascertainment of just what rights and titles are now held by the Railroad Company which is standing in the way of a fair, constructive solution of the West Side problem in proper relationship to the better adjustment of all the facilities of the Port of New York. The Joint Conference Committee is of the opinion that a large part of the claim of present right, made by the Railroad Company, is predicated on the Ordinance of 1847 and resolutions subsequently passed, and that the assent of the City contained in the Ordinance of 1847 may be at any time withdarwn, at the City's option, by the repeal of the ordinance by the Board of Estimate and Apportionment. The Joint Conference Committee is also of the opinion that the resolutions referred to in the above suggested form of resolution were passed without legislative authority and are, at most, mere permits revocable at the will of the Board of Estimate and Apportionment.

The Railroad Company has heretofore insisted upon a substantial payment or concession of public rights to it as a condition of relinquishing or readjusting its present occupancy and will no doubt continue to do so unless the action herein suggested be taken by your Board, which under the Charter appears to have the sole authority to act in the premises. It would seem to be especially desirable that by municipal action the public rights be in all respects reasserted and re-established, as to streets, avenues and lands now used and occupied by the Railroad Company, in advance of action by state authority to require the carrying out of the purpose sought by chapter 719 of the Laws of 1917.

As to the grounds of law and policy upon which such a repeal of the Ordinance of 1847 is warranted, it may be sufficient to say that the Railroad Company acquired by the Ordinance of 1847 a mere assent, permit or license, which, like other permits granted as to city streets, may be revoked at any time by the competent city authority. The Railroad Company in prior negotiation has not claimed to have a franchise to occupy streets and avenues within the City of New York, and we do not believe the Company will now claim possession of such a franchise. It received from state authority a franchise to *enter* the City of New York; conceivably it or any railroad company might receive and exercise fully a franchise such as this Company received without ever laying, or having a right to lay, a foot of track along a public street. Any right of this Company to occupy streets and avenues longitudinally depends entirely upon the Ordinance of 1847.

The Charter of the Company (Chap. 216 of the Laws of 1846) gives the Company power to construct a single, double or treble railroad or way between the City of New York and Albany, commencing in the City of New York, with the *consent* of the corporation of the City of New York. The Charter also specifically provides in section 4 as follows: "The said directors may locate their railroad on any of the streets or avenues of the City of New York * * * provided the *assent* of the corporation of said city be first obtained for such location." The Ordinance of 1847 was this "assent," and under the authorities an "assent" thus given was revocable at the option of the City.

As to the resolutions by which it has been undertaken to extend the Railroad Company's rights beyond those acquired by the Ordinance, what has been said concerning the Ordinance will apply with even greater force; particularly in view of the fact that there is no provision in the above quoted Act of 1846 for any repeated or extending future "assent" by the municipality. Any authorized "assent" was given by the Ordinance of 1847, so that obviously the resolutions and permits passed or granted in 1849, 1850, 1851, 1858, 1860, 1910, etc., could not, at most, create more than a permit or license, because of the complete lack of authority in the Board of Aldermen to grant any exclusive or permanent privilege in the city streets.

In addition, it may be said that the passage of the requested Resolution may be fully sustained under the general power of the City to regulate the use of its streets in the interests of public safety and convenience, a right and power fully and explicitly recognized by the Railroad Company at the time the Ordinance was aproved, and, also on the further ground of the exercise of the explicit provisions of the Ordinance of 1847 that the Railroad Company "shall lay their rails or tracks in the streets or avenues in such manner as to cause no unnecessary impediment to the common and ordinary use of the street for all other purposes and so as to leave all the water courses free and unobstructed * * * and said company shall be at all times subject to such regulations with reference to the convenience of public travel through such streets and avenues as are affected by the said railroad, as the common council shall, from time to time, by resolution or ordinance, direct."

The agreement executed by the Railroad Company at the time of the passage of this Ordinance provided "and that said company will lay their rails or tracks in the streets or avenues in such manner as to cause no unnecessary impediment to the common and ordinary use of the street for all other purposes and so as to leave the water courses free and unobstructed * * * and will at all times be subject to such regulations with reference to the convenience of public travel through such streets and avenues as are affected by said railroad as the common council shall from time to time by resolution or ordinance direct."

It remains to say that there is no legal barrier to the repeal of the ordinance and resolutions in any adjudication by courts of this State. The decision of the Court of Appeals in *New York Central Railroad Company* v. *City of New York* (202 N. Y., p. 212) was to the effect that the City of New York had no authority to interfere with the New York Central & Hudson River Railroad Company in the exercise of rights granted by the charter of 1846 upon the claim that the charter originally granted for fifty years had expired in 1896. Inasmuch as the Ordinance of 1847 had not been repealed, the court obviously did not pass on any question of the status of the railroad company subsequent to a repeal of that ordinance.

It is, of course, not contemplated by the Joint Conference Committee that by or pursuant to the foregoing action anything shall be done without the express sanction of your Board, the Public Service Commission and other public authority which might involve actual interference with the operation of the railroad during the continuance of the world war. The existence of that conflict is, however, no reason why public rights respecting this important matter should not be meanwhile clarified and determined and the basis laid for future action. To that end the early passage of the suggested form of resolution is urged. Respectfully submitted,

CHARLES S. HERVEY, Chairman; TRAVIS H. WHITNEY, MARCUS M. MARKS, CALVIN D. VAN NAME, By HENRY P. MORRISON; MAURICE E. CONNOLLY; Joint Conference Committee.

The Joint Conference Committee's Invitation of June 18, 1917.

June 18, 1917.

The New York Central Railroad Company, Grand Central Terminal; New York:

Gentlemen—By the unanimous action of the Board of Estimate and Apportionment, representing the City of New York, and the Public Service Commission for the First District, representing the City and the State of New York, there has been created, in relation to the West Side improvement and trackage problem, the Joint Conference Committee contemplated by chapter 719 of the Laws of 1917, recently enacted by a virtually unanimous vote of the Legislature and approved by Governor Whitman. President Maurice E. Connolly of the Borough of Queens, President Marcus M. Marks of the Borough of Manhattan, and President Calvin Van Name of the Borough of Richmond have been named by Mayor Mitchel to represent the Board of Estimate and Apportionment in the Joint Conference Committee, and Chairman Straus has designated Commissioner Charles S. Hervey and the undersigned to act in behalf of the Commission in the Conference Committee. I have been chosen as Chairman of the Joint Committee.

The Joint Conference Committee will meet in my office at the Public Service Commission rooms, No. 120 Broadway, at 1.30 o'clock on Thursday, June 21st 1917, for the purpose of conferring informally regarding the matters entrusted to its consideration. In view of the fact that the accomplishment of the purposes sought by chapter 777 of the Laws of 1911 as amended by chapter 719 of the Laws of 1917, concerns and affects your company more than any other railroad corporation, I am authorized to say to you that the Joint Conference Committee hopes for the presence of the representatives of the Railroad Company at this conference, and will be glad indeed to have its co-operation and continued aid in behalf of an early mutually acceptable solution of a matter to which has been given such long and painstaking consideration. If the time indicated is not convenient for the attendance of your representatives, please let me know, and I will endeavor to get the Committee together at such other time in the near future as you may indicate and as may be found mutually convenient. Very truly yours,

HENRY W. HODGE, Chairman Joint Conference Committee.

Mr. Place's Letter of June 20, 1917.

June 20, 1917.

Hon. HENRY W. HODGE, *Chairman, Joint Conference Committee* (Chapter 719, Laws of 1917), 120 Broadway, New York:

Dear Sir—Your very courteous invitation of the 18th instant, extended to this Company to have a representative present at the meeting of the Joint Conference Committee created under the provisions of Chapter 719 of the Laws of 1917, to be held at your office on Thursday, the 21st instant, at one thirty p. m., has been reefrred to me. On behalf of the Company, I beg to express appreciation of the consideration thus shown to it.

I beg also to say on behalf of the Company and myself that we shall be very glad to co-operate and aid in behalf of an early and mutually acceptable solution of the West Side Problem, which is the subject matter of Chapter 719 of the Laws of 1917 and of Chapter 777 of the Laws of 1911 which it amends. That such early solution is desirable and urgent no one in authority, so far as I know, questions.

Full and frank understanding of the situation, however, is necessary for any effective co-operation and mutual aid. The situation with respect to this matter is briefly as follows:

After some ten years of work and careful consideration on the part of this Company, involving great expense and large expenditures, and after four years of consideration and negotiation by and between the Committees of the Board of Estimate and Apportionment and the representatives of this company under Chapter 777 of the Laws of 1911, a general agreement was reached between the Committee on Port and Terminal Facilities and the undersigned representing the Railroad Company on both the method and the terms in accordance with which the problem was to be solved. The task of working out the details of the method, which were to be shown on plans and profiles provided for in the Act, was entrusted to the Engineers, three representing the City and three of this Company; the terms were to be expressed in a written instrument to be prepared by the Corporation Counsel.

Between January 15, 1916, and April 7, 1916, the details were worked out and agreed to, and on the last named day the plans and profiles were signed by *all* the members of the Committee on Port and Terminal Facilities, the Engineers and the representatives of the Railroad Company. Such plans and profiles were thereupon submitted by the full Board of Estimate and Apportionment to the Railroad Company. Public Hearings were then had thereon.

The terms under which the method of a solving the problem were to be carried into effect were embodied in a form of agreement prepared by the Corporation Counsel and submitted to the Board of Estimate and Apportionment on January 19, 1917. Public Hearings were then had thereon.

Sundry criticisms being made with respect to these terms at these Hearings, the matter was referred back to the Committee on Port and Terminal Facilities, and further negotiations were had with the representatives of the Railroad Company, resulting in meeting many if not most of those criticisms. At least a majority of your Joint Conference Committee, including one member who was a party to the general agreement of January 16, 1916, and who signed the plans and profiles under date of April 7, 1916, condemned this proposed agreement. In harmony with that condemnation, they sought and obtained additional legislation which is now Chapter 719 of the Laws of 1917.

Acting as public officials, in charge of public duties, and recognizing the importance of a proper solution of this problem, it must be assumed that those condemning such proposed agreement had a better solution. Having definitely in mind such better solution at the time this additional legislation was advocated, it would now seem to be an easy and simple matter for your Committee to propose that solution.

Having in mind such solution at the time you sought and obtained this additional legislation, it is assumed that you consider that legislation adapted to its purpose.

Chapter 777 of the Laws of 1911, unamended, left both the public authorities and the Railroad Company free with respect to the terms of any agreement which might be reached. The additional legislation, sought and obtained by you, makes mandatory certain provisions with respect to terms. Neither nor your hands nor ours are now free. Whether those mandatory provisions are applicable to the situation or not, or, if they are, whether they are just or unjust, are matters no longer the subject of negotiation. They are absolute conditions to any voluntary agreement.

For the purpose of coercing the Company to accede to those mandatory terms, there lurks in the legislation, section 15a, the threat of a club which may be used to compel the Company to conform to such solution as may be dictated to it without providing for any co-operation, negotiation or consent on its part. In the language of the memorandum of April 28, 1917, of the Public Service Commission for the First District, presented in support of the enactment of Chapter 719 of the Laws of 1917, this piece of legislation is said to represent "a maximum utilization of incontestable powers."

Now, in view of the assumption that at the time the members of your Committee advocated this legislation they had formulated a solution better than that which had been reached by the representatives of the City and of the Company, as embodied in the proposed method and agreement, may I suggest that the only way of expediting this matter is for you now to submit your proposition.

You have the result of our work; may we have the result of yours?

I beg to assure you that it will receive prompt and careful consideration. The proposed agreement with the City represented not what we thought best in all respects from the standpoint of the Railroad Company, but it represented the best that could be agreed upon. In many instances that which we thought best met with conflicting projects of the City, and we were compelled to make concessions to the end that both interests might be subserved. Making use of our limited experience and of such knowledge as we had of the situation, and using such judgment as we had, we did the best that we could. Moreover, we have no pride of opinion in the matter and any fair and equitable solution of the problem which you may have had or may have in mind, and which will be more in the interest of all concerned—the Railroad Company, the City, the shippers and the people who to a large extent depend on these transportation facilities for their food supply and other necessities—will be welcome. In the expectation, therefore, that you will have some concrete proposition to present, I take pleasure in accepting your very courteous invitation. Yours respectfully,

(Signed) IRA A. PLACE, Vice-President.

Tentative Proposals of the Joint Conference Committee of the Board of Estimate and Apportionment and the Public Service Commission in the First District, for Consideration at Public Hearings on the West Side Improvement.

The Joint Conference Committee, composed of a sub-committee of the Board of Estimate and Apportionment and a sub-committee of the Public Service Commission for the First District, appointed under the provisions of chapter 719 of the Laws of 1917, has given a careful study to the problem of removing from grade the West Side tracks of the New York Central Railroad Company and the various plans that have heretofore been proposed to solve this problem and the objections thereto. After such study it is the view of the Committee that as a preliminary step to further action and in order to clarify a situation clouded by past controversies it should make public its tentative proposals, so that while discussion with the officials of the railroad company is proceeding, the Committee may concurrently have the benefit of an expression of the public sentiment in the matter. It is the purpose of the Joint Conference Committee to hold public hearings thereon, at which ample opportunity will be given for

the expression of views and criticisms of any features of the proposals. The desire of the Committee is that any plan which it recommends to the Board of Estimate and Apportionment and to the Public Service Commission shall be fair and equitable both to the City and to the Railroad, that it shall be reasonable in its terms and conditions, that it shall be practicable from an engineering standpoint and shall not include any features which, because of extravagance in cost or difficulties in execution, would in themselves make accomplishment impossible.

The legitimate requirements of the railroad are: First, the increased facilities to enable it to care for its increasing traffic; and Second, the acquisition of rights therefore of such duration as would justify the necessarily large expenditures involved

The public is interested primarily in accomplishing four things toward which past litigation, legislation and negotiation have been directed: First, to remove the menace to public safety involved in the surface railroad operation on city streets; Second, to permit the improvement of the freight terminal facilities of the railroad so that it may better serve the industries of the city and the commerce of the port; at the same time protecting the public interests, so that such improvement shall not interfere with or obstruct the proper development of the terminal facilities of other railroads; Third, to discontinue for reasons of public health and convenience the use of steam within the city limits; and Fourth, properly to protect and preserve the parks and water-front of the city.

The City and the Commission are interested in procuring for the City increased transportation and freight facilities and in the more effective development of the Port of New York; and from the standpoint of the City and the Commission it is important that the West Side controversy be so determined that the improvement when completed will constitute a part of the port development and not a barrier to it. Moreover, the Joint Conference Committee should recommend nothing which will not harmonize with the plans and purposes of the New York—New Jersey, Port and Harbor Development Commission as the same have been or may be developed.

In order that the New York Central may not be hampered in financing this large improvement, the Committee recognizes the necessity for the granting of rights of adequate duration, and is willing to recommend the authorization of such grants, but only upon condition that they be subject to adequate reservations safeguarding the principle of governmental regulation and control

Accordingly toward these ends the Committee suggests:

Route and Location South of 59th Street.

That the railroad be placed upon an elevated structure northward from Canal Street through West Street past Gansevoort Market and along the marginal avenues and through Twelfth Avenue to the 60th Street Yard. The Committee has considered various treatments south of 59th Street, but the plan for an elevated structure, in the opinion of the Committee is flexible and meets the needs of the situation because of the City's reserved right hereinafter set forth to municipalize the elevated structure or to add thereto additional tracks for the purpose of a municipal railroad; or to permit other railroads to share the structure with the New York Central, subject, however, to proper recognition of the fact that the structure would be erected at the expense of the New York Central, which should be suitably reimbursed in the event that it is deprived of the exclusive use of the structure or any part thereof.

Route and Location North of the Southerly Line of 72d Street.

That north of 72d Street and south of 119th Street the railroad remain west of the line of the present park wall. No part of the land which is now included in the park area east of the present right of way between these two streets is to be encroached on in any way by the railroad. Tracks in addition to those now in use shall, except from 119th Street to 129th Street, be laid west of the present tracks.

That the railroad have the right to lay six tracks from 72d Street to 129th Street, two of which shall be for passenger service and connected with the Grand Central Terminal.

That the railroad sell and convey to the City with proper warranty of title at a fair market value the fee of all lands in its present right of way to which it has a good title and the lands so acquired shall be opened as a park thoroughfare.

At 119th Street the tracks will leave the present right of way and be constructed in a tunnel under Claremont hill to 129th Street, passing thence over Manhattan Street and 129th Street on a viaduct structure. This can be done for the most part without disturbing the park surface.

Treatment Along Riverside Park.

That the tracks be sufficiently lowered along Riverside Park to substantially retain the park contour, permit park treatment or the building on the roof and through the park of a shore drive and promenade, or a combination of both. The Committee recommends the use of the roof over the tracks as a short drive and promenade, thus affording a new north and south highway in extension of Twelfth Avenue, following in the main the present right of way of the railroad, until it joins Riverside Drive at about 129th Street. In order to provide for passenger service the Committee recommends that a right similar to that herein provided be granted the railroad to connect with the Grand Central Terminal through a subway in some street south of 72d Street and such avenues as shall be required to make the necessary connection.

Between 72d Street and 129th Street, wherever the railroad has at present the right to use land along Riverside Park for railroad purposes and does not own the fee of the land it may be fair that no rental charge be made for the continued use of this right; and where the railroad curves off its present right of way at about 119th Street as previously described no charge for rental be made for so much of the tunnel tracks as equals the lineal extent of tracks now validly used and which under the plan here proposed will be abandoned.

Canal Street Yard or South Terminal.

That the southerly terminal shall be located north of Canal Street and over and east of West Street substantially as proposed in the 1916 plans except as necessarily modified to connect to an elevated structure in West Street as herein proposed.

Thirtieth Street Yard.

That the Thirtieth Street Yard remain as at present located and substantially as heretofore planned, except that surface occupation in getting across Twelfth Avenue and the Marginal Way to transfer bridges and piers shall be reduced as far as practicable from an engineering and operating standpoint. Overhead rights in streets therein shall be granted in the same manner as street surface rights.

Sixtieth Street Yard.

That the Railroad Company have substantially the same facilities in the Sixtieth Street Yard as were proposed in the plans of 1916; land in the Yard now owned by the City is to be leased and not conveyed in fee to the Company; as to streets and avenues through the Yard the City shall agree, during the period in which the agreement remains in force, not to use such streets and avenues at their surface grade, retaining, however, the fee in said streets and the railroad being charged a rental for the land contained within lines of streets and avenues throughout the Sixtieth Street Yard. A north and south viaduct between 57th and 72d Streets for the main part over 12th Avenue, and an east and west viaduct over one of the cross streets easterly from 12th Avenue shall be constructed by the railroad as a municipal improvement to be paid for by the City; and the track and Yard layouts shall be modified from the Port and Terminal Committee's plan in so far as is necessary to permit this construction.

Manhattanville Yard.

That the main line of tracks be diverted to the east of the present right of way at about 119th Street extending in a tunnel under Claremont hill to 129th Street, passing thence over Manhattan and 129th Streets on a viaduct structure adjacent to and west of the present Riverside Drive Viaduct; thence continuing and descending to approxiamtely the grade of the present right of way near 141st Street; 138th Street to be carried over the tracks. It is proposed to locate the Manhattanville Yard under and on the easterly side of the Riverside Drive Viaduct on the property bounded on the east by Broadway; on the south by 129th Street and Manhattan Street and extending northerly at Broadway to about 131st Street and at Twelfth Avenue to about 134th Street, thereby entirely eliminating the railroad yard from the river front.

North of Manhattanville Valley.

That north of Manhattanville Valley the railroad remain on its present right-of-way to the north boundary of Fort Washington Park, to which right-of-way, however, the City acquires the fee; the tracks to be six in number to approximately the southerly limit of Fort Washington Park and four through the park; the cut through Fort Washington Park to be roofed by the railroad as a municipal improvement and charged against the City; all tracks north of Manhattanville Valley to be laid in such manner as to afford opportunity for the same treatment in this area as through Riverside Park.

In order that the City may provide either now or hereafter for roofing construction, including filling, or other public improvements, elsewhere in this area, by municipal expenditure, the right will be reserved under these proposals for such improvements. It will be noted that the present proposals of the Committee are confined to the railroad's operation to the northerly limits of Fort Washington Park, leaving for consideration at the public hearings the policy with respect to changes north of that park which must include a solution of the grade crossing at Dykman Street.

General Nature of Rights to Be Granted the Railroad.

That the railroad operate south of the north line of Fort Washington Park on city owned streets or park land. The railroad is to have the right to use this city owned land for railroad purposes during its present corporate existence, which right shall not be transferrable by it without the consent of the Public Service Commission, and shall be dependent upon the continued existence of the company's charter. The railroad company shall have no right to grant away or sublet all or any part of its right, nor to mortgage it in such manner that it may be sold on foreclosure, except to a railroad corporation within the jurisdiction and control of the Public Service Commission, and any new rights shall be an integral part of its present charter so as to be subject to the legislative will under the power reserved when the charter was granted.

Compensation to the City for Rights Granted.

That the railroad pay an annual compensation for facilities granted in addition to those now validly held by it, which compensation shall be subject to readjustment at intervals of twenty-five years. If the amount of such readjusted compensation is not agreed between the Commission and the railroad, with the approval of the Board of Estimate within three months after the termination of any such period, the amount of compensation shall be determined by arbitration or by the court after the manner of arbitration provided in the Dual Subway Contracts; but the total rentals as adjusted by such arbitration shall not be less than the total initial rental.

That the compensation to be paid during the first twenty-five years be fixed at a stipulated amount for each foot of track to be used by the railroad company under the new contract, in addition to but not including such rights as the railroad now validly holds. That the agreement fix a separate and distinct compensation for (a) main tracks for transporting freight, (b) main tracks for transporting passengers, (c) spur tracks into industrial buildings crossing public streets, (d) yard and miscellaneous tracks other than main and spur tracks, (e) other occupancy of streets or public places. It is the present view of the Committee that the rights of the railroad south of 59th Street should not be deemed a continuing and valid right for the purpose of fixing the rental to be paid by the railroad, and that as to so much of said present use as is to be abandoned under the new plan, the railroad is entitled to no allowance or credit as against the City.

So much of the rental as is necessary to pay interest and a sinking fund contribution to amortize the purchase price of land sold by the railroad to the City and the cost of such municipal improvements as the railroad shall make on behalf of the City, shall be retained by the railroad until the amount of the City's obligation to the railroad shall be discharged. Rentals in excess of this provision shall be payable to the City.

Duration of Rights and Their Termination.

That all rights and leaseholds granted to the railroad be subject to complete termination by the City after twenty-five years without legal proceeding, but if terminated without fault of the railroad company, the City shall pay to the railroad company such sum as will equal the amount expended at the time (including property damage actually paid from and after the signing of the new contract) in making the physical and structural changes necessarily called for by the execution of the agreement, less a deduction representing such depreciation and amortization of the property as has accrued at the time of the termination of the said rights and leaseholds. In addition thereto the City shall, upon such termination, pay the company the fair value of any rights validly held by it at the time of signing of the contract and of the physical improvements and structures thereon as the same shall be continued in use under the new contract, subject also to deduction for depreciation and amortization. In addition to each of the foregoing items of compensation the City shall pay to the railroad company, in the event of such termination, a sum which shall fairly compensate it for discontinuing its freight transportation facilities, but not including any part of the expense of acquiring new facilities. But under no circumstances shall the railroad be entitled to compensation for the rights granted under the new contract and thus terminated, nor shall the company be deemed to have any vested or property interest in the continuance of such right.

That at any time after the signing of the contract the City have the right to modify or partially terminate the rights of the railroad company for the purpose of municipalizing the tracks and structures occupied and used by it or to afford other railroads the right to use the same. But if the rights are so partially terminated or modified, the right of the New York Central shall be expressly reserved to use the present right of way, having equal rights therein and on equivalent terms, in common with any such other railroad or railroads; and upon such partial termination or modification, the New York Central shall be paid such sum as fairly represents the proportionate use of which it is thus deprived, considering the same items as if the right had been absolutely terminated and similarly fixing the amount to be paid, except that inasmuch as there will be no need to discontinue the use of the then existing facilities the item of reimbursement therefor shall have no application to such partial termination or modification as herein referred to.

The City is to have the right to cross and recross the tracks of the railroad and to grant that right to other railroads and shall have the right to add to the structure of the New York Central or otherwise use the same so far as it does not unreasonably interfere with the physical operation of the New York Central Railroad.

None of the foregoing provisions, however, shall be deemed a limitation upon the City's right to terminate any and all rights of the railroad company forthwith in the event of the violation by the company of any obligations resting upon it by virtue of the contract, statutes, ordinances or resolutions of the City or any duly constituted board or body thereof or the Public Service Commission.

The rights granted the railroad company shall in no case continue after the end of the present corporate existence of the railroad.

Further Limitations by the City.

That the rights which the railroad shall be authorized to exercise be strictly limited to use for railroad purposes during the present corporate existence of the company, but subject to governmental control and regulation and subject to the complete and absolute right by the City to grant, so far as the same shall not unreasonably interfere with the operation of the New York Central Railroad Company, similar privileges to other railroads, including the right to add to the structure of the railroad or to authorize the building of other structures in connection with the railroad for use by other railroads, municipal or otherwise.

That the City shall at all times and for any purpose, at its own expense, have the right to cover uncovered portions of the railroad's right of way, or to add to or modify the covering structure thereof so far as such changes and alterations do not actually and physically interfere with the operation of the railroad.

Supervision.

That the construction throughout be subject in all respects to the supervision and control of the Public Service Commission. That all work shall be in accordance with plans and specifications approved by the Commission.

Regulation.

That the railroad company agree, as a condition of the granting to it of the new rights, to operate the tracks and facilities as a railroad common carrier of persons and property, skillfully and diligently, and in conformity with law, including the provisions of the Public Service Commissions Law and the Railroad Law as now in force or as hereafter amended.

That all rights granted the company be upon the express condition that it will fully and faithfully comply with all the rules and regulations of the Public Service Commission, or its successor, and ordinances and resolutions of the City of New York.

Damages.

That in addition to the damages provided for by proposed agreement of the Port and Terminals Committee the railroad pay for all damages resulting from the loss of light, air and access in closing streets, changing of grades, etc., for which, however, it shall be suitably reimbursed in the event that its rights are terminated or modified.

Indemnification.

That the contract contain provisions for the indemnification of the City for all damages to persons and property arising out of the construction work or from electrolysis, incorporating in this respect the provisions of the rapid transit construction contracts. The railroad shall also indemnify the City against any damages

to property of private owners for which the City shall be liable, arising out of the carrying into effect of the new contract, and the execution of the contract shall be in no manner construed as a warranty of the right of the company to make the changes provided therein without compensation to private owners affected thereby.

That the agreement provide for a fixed amount as liquidated damages in the event of the breach of the contract by the company or its failure to complete the work within the time and in the manner specified, and all of the foregoing liabilities to indemnify the City shall be secured by a suitable undertaking.

Arbitration.

In the event that as to the adjustment of compensation or upon the partial or complete termination of the rights, the fixing of sums to be paid and other matters as to which arbitration shall become necessary, that the arbitration be effected in the manner provided in the Dual Subway contracts, it being expressly stipulated and agreed, however, that as far as such arbitration affects future compensation to be paid by the railroad company the same shall be deemed the means of fixing compensation agreed upon by the parties and not as an adjudication of legal rights and that so far as said arbitration affects compensation for property surrendered, rights terminated or affected, it shall be deemed a means of computing the amount to be paid and not of determining the rights of the parties; and that any sum so determined upon shall, if it be within the purview of the undertaking given by the railroad company, be deemed to fix the liability under said undertaking.

Valuation of New Rights.

That provisions be inserted that, for the purpose of fixing rates, the company shall be limited to the cost of the improvements without any allowance for the value of the rights granted.

That provision be made that in case of the purchase by the national, state or municipal government, the company shall not claim an amount in excess of the actual cost of improvements or claim any allowance for value of rights granted under the new contract.

That to safeguard these provisions the Commission, in connection with the supervision of the work, ascertain and fix the cost of new construction with proper safeguards, insuring the review of the amount so fixed by arbitration or otherwise, as well as fix the value of existing property at the time the construction begins under the new plan.

Covenants By Railroad.

That in exchange for the rights hereinbefore described the railroad company agree within times to be specified

(1) To discontinue the use of steam as a motive power in the City of New York.

(2) To abandon all present rights or claim of rights in any of the streets and avenues of New York City, not required by the new plan.

(3) To erect for account of the City the roof or covering of its tracks, and, if required, to construct the shore drive and promenade thereon; and similarly to construct the viaducts over the Sixtieth Street Yard.

(4) To operate skillfully and diligently, and in the manner prescribed by law, its trains in the City of New York.

(5) To credit the City's account with a sum equivalent to the cost of bridges and making of streets as to the building of which the railroad is now obligated but from which obligation it will be relieved by the new plan.

Covenants by the City.

That in addition to providing the rights in streets hereinbefore described, the City covenant

(1) To pay to the railroad company for land in its present right of way to which it has good title, and where the railroad will warrant the same.

(2) To pay for the cost of construction of the roof or covering wherever the same is built over property in which the railroad now has a valid right to continued use for railroad purposes and for the viaducts over the Sixtieth Street Yard.

(3) To grant the company specific privileges for ducts, tunnels, spurs and siding necessary to provide facilities for handling the transportation of passengers and freight, subject to the approval of the Public Service Commission.

(4) To lease to the company such additional land as may be needed physically to accommodate the improvements of and increased facilities in the freight yards provided for by the new plan.

Ducts, Spurs and Sidings.

That the City grant to the railroad company, on the same basis as the main grant, the right to maintain ducts and tunnels requisite for the operation of the new railroad, provided that no such duct line shall be used by the company for selling electricity or other service unless a special franchise therefore shall have been duly applied for and granted. In this connection the City shall have the right to require the building of additional ducts and conduits for the use by the City or its lessess or licensees, but this shall be done at the City's expense.

That the rights granted the railroad include the right of erecting and maintaining spurs and sidings into industrial plants and cross streets as determined upon in the said agreement or as thereafter approved upon written consent of the Commission as to each spur or siding and upon such terms of compensation as the Commission shall order.

That the railroad company agree that it will erect and maintain spurs, sidings, and private and industrial tracks, promptly when and as ordered by the Commission under Section 27 of the Public Service Commissions Law, subject to the obtaining of any requisite permits from the Board of Estimate and Apportionment.

Grants of Land.

That no land be granted to the railroad company in fee, but where additional land is needed, whether on streets and avenues or under water, to carry out the plans for increased freight facilities in yards or elsewhere, such land shall be leased to the company for a period of 25 years from the signing of the contract at a rental to be agreed upon and to be subject to periodical renewals during the corporate existence of the railroad and adjustments of rentals at such periods of renewal, said renewals to be conditioned upon the railroad company having fully performed the terms of said lease, having promptly complied with all rules and regulations of the Commission, and having paid rental in full for all property now or heretofore wrongfully occupied by it.

Such leases of land within streets and under water shall be assignable in the same manner as the rights in streets and avenues hereinbefore mentioned and shall limit the use thereof to purposes of the corporation and no other, but the railroad shall have no right to sublet the same or grant to any other railroad any right of user under the said lease, except with the consent of the Commission and the Board of Estimate and Apportionment or their successors. In the streets and avenues leased the City shall expressly reserve the right, without compensation to the company therefor, including as well the lands under water, to build viaducts or other structures over the property so leased as far as the same does not unreasonably interfere with the physical operation of the railroad.

That the leases of land or land under water along the right of way be subject to surrender by the railroad without compensation except for the actual cost of the structures thereon and the removal thereof, in the event of all or any part of the said lands so leased being required for the opening of streets or avenues; the Marginal Way or other public improvement.

That the fixing of rentals at readjustment periods or of values of improvements when and if said leases are terminated be in the same manner and by agreement or arbitration as provided in the case of street rights.

That the granting of a lease in no way make the City liable for the loss of the use and occupation of the lessee's estate therein should the City's title fail, and shall not make the City liable to the company for any damages whatever; nor shall such leases be deemed to authorize any structure thereon which will in any manner directly injure surrounding owners so as to make the City liable therefor except with the express consent and agreement of the City.

Method of Making Necessary Grant by the City.

In the opinion of the Committee the necessary grants by the City under the new plan can be accomplished by the very simple method of modifying the Ordinance of 1847 by which the railroad company acquired its present right to use and occupy the streets and avenues now in use by it. By the modification of this ordinance in conformity with the new contract the necessary rights could be granted upon a basis of sufficient permanency to protect the railroad company in the improvement which it is called upon to make and at the same time the rights thus granted, while remaining subject to the legislative control of the company's charter, would be based upon a contract between the City and the railroad and within the control of the municipal authorities. This would be in accordance with sound principles of home rule, and would place the railroad's right on a basis of sufficient certainty and duration to justify the large expenditure it must make in carrying out the contract.

CHARLES S. HERVEY, Chairman Joint Conference Committee; MARCUS M. MARKS, MAURICE E. CONNOLLY, CALVIN D. VAN NAME, TRAVIS H. WHITNEY.

WILIAM L. RANSOM, Counsel; JAMES W. ADAMS, Secretary.

Statement by Ira A. Place, Vice-President of the New York Central Railroad Company, As to the Position of His Company on October 15, 1917.

Vice-President Place, referring to the "Tentative Proposals" of the Joint Conference Committee, consisting of Public Service Commissioners Hervey and Whitney and Borough Presidents Marks, Connolly and Van Name, which were given to the newspapers on the 6th instant, said that some of the expressions in the news columns in regard to conferences had and to pledges of the Company seemed to convey the impression that an agreement had been reached with the Company along the line of the proposals.

With respect to any such impressions, Mr. Place said: No settlement whatsoever has been made. Neither I nor any other representative of the Company has had any conference whatsoever in regard to these proposals. I have met the Joint Committee but once, and to that meeting I will refer later.

This matter is now governed by the provisions of chapter 777 of the Laws of 1911, as amended by the Ottinger Bill which became chapter 719 of the Laws of 1917. In opposing that bill before the Mayor, I stated not only that it prevented carrying out the then proposed agreement of 1916, reached with the Port and Terminal Committee, but that it would prevent any other possible agreement being made. Opposing the same bill before the Governor, after reciting certain provisions, I said:

> "These provisions, taken together, destroy any possibility of reaching an agreement under the provisions of chapter 777 of the Laws of 1911 as amended."

The bill was enacted into a statute. The impossibility threatened by the bill became a fact. For whatever may be said of the validity of other provisions of this statute, there is not the slightest doubt of the effect of its destructive and obstructive provisions and purposes (section 1 amending section 7 of the Act of 1911). These leave no discretion with anyone. They are mandatory. The necessary result is that the Railroad Company cannot and will not at any time or under any circumstances or conditions which can be proposed by any one under this statute make or enter into any contract.

The amending statute took effect June 2, 1917. It became a law on the eve of the consummation of a proposed agreement, which had been reached after long and thorough discussion and public hearings, which by its terms was peculiarly favorable to the City and which had received the practically unanimous approval of the press, of most civic and of all business organizations which had taken an interest in the matter. Specifically, it limited the time within which an agreement might be reached to December 1, 1917, a total of 181 days. No agreement being reached on that date, the Public Service Commission is directed to make a general plan, to be carried into effect through compulsory provisions. On October 6, when these tentative proposals were given out, 126 of those days had passed. There now remain about 45 days before December 1st. The plans and profiles which were under consideration at the time the law was amended, and which were the basis of the 1916 agreement, were those which were submitted to the Railroad Company by the Board of Estimate and Apportionment itself. Any modification of those plans, looking to an agreement, must be made and submitted by the same body. Under the statute, they must then be on public exhibition at least thirty days before any action is taken. The possibility of this being done may be left to the imagination.

The only meeting of the Joint Committee which I have attended, I attended on the invitation of the Committee, through its Chairman, on June 21, 1917. All of the members of the Committee as then constituted, and as now constituted with its Counsel, were present. I have not attended or been asked to attend any conferences with the Committee or any member of the Committee since that time. In accepting that invitation, after reciting the main features of the proposed agreement reached with the Port and Terminal Committee, I then said to the members of this Joint Committee in substance:

> You, being public officials, condemned that proposed agreement. Recognizing, as you did, the importance of a proper solution, it must be assumed that you then had some better plan. What is it? Any fair and equitable solution of the problem which you may have had or may have in mind and which will be more in the interests of all concerned—the Railroad Company, the City, the shippers and the people who to a large extent depend on these transportation facilities for their food supply and other necessaries—will be welcomed. In opposing the Ottinger Bill before the Mayor and the Governor, I undertook to show that it was impossible to reach any agreement under the terms of that bill. You, in advocating that bill, must have had some definite ideas as to how an agreement could be reached. What are they? While all the obligations which the Company entered into under the proposed plan of 1916 were canceled upon the Ottinger Bill becoming a law, we are ready to give information or assist in any way we can.

Since June 21 I have been waiting for that better plan and terms. Those which are now given out, however, are not only appropriately called "Tentative Proposals," and cover at best only a portion of the territory involved, but they emphasize the impossibilities. They are accompanied by no maps or profiles, no prices, estimates or figures of any kind. All the changes suggested in the physical plan have been heretofore proposed by various interests, some of them originally proposed by me, but which after a thorough discussion were rejected as either unwise or impracticable.

While these proposals do not contain definite information, they do contain some astounding propositions. Among them are these:

1. The area of lands and interests in lands which would be required for the physical plan as here proposed would not vary materially, if at all, from that required under the plan of 1916. It is proposed that the Company pay rent for these lands and others to be acquired by the City. The City is to acquire the fee of the entire roadway from 72nd Street to the north line of Fort Washington Park. This the Company is to convey by warranty deed, presumably free and clear, to the City in perpetuity. It is then to accept a leasehold right to use these identical lands; such right is not to be mortgaged, except as specified, and is to be subject to absolute termination at the end of twenty-five years. Does anyone suppose that this right of way is not covered by existing railroad mortgages, or that this land now being an essential part of the railroad could by any possibility be released from those mortgages unless or until it could be shown that they were no longer needed for railroad purposes; in other words, that the trustees of the holders of bonds secured by these mortgages—savings banks, trust companies, all sorts of institutions and individuals—could surrender an integral portion of their security? It is safe to say they would not if they could. For such of the property, covered by these mortgages, as it was proposed to convey to the City under the agreement of 1916, we were in a position to obtain releases, for the reason that title to other property in fee required to carry out the plan was to be substituted.

2. It is proposed that the City pay for the lands so acquired and also the cost of construction of strictly municipal improvements, but how? In cash? No. But out of rentals which in some manner are to become due to the City. The real estate which the Company was to convey or surrender to the City under the 1916 agreement was appraised by the Special Committee of Appraisal of the Real Estate Board of New York at $8,948,984; that which was to be granted by the City to the Company was appraised by the same Committee at $12,811,209, leaving a balance in favor of the City of $3,862,225. The value of the roadway which it is now proposed shall be conveyed to the City in fee on the basis of assessed valuation with consequence of damages would much more than wipe out this balance. What is there left as a source of rent to accrue to the City to meet these obligations? It makes no difference whether it is on a rental basis or a fee basis. If in an exchange of real estate the values are equal there is neither a cash balance on a fee basis nor a rental balance on a rental basis.

3. But the most astounding proposition of all is that this Joint Committee, two of whom are Public Service Commissioners, having assumed duties and obligations to both the public and public service corporations, and especially charged with respect to adequate railroad facilities, actually proposes that all the rights and leaseholds granted to the Railroad Company shall be "subject to complete termination by the City after twenty-five years without legal proceeding." This, under the terms of the proposal, would include the entire right of the Railroad Company to operate on Manhattan Island, an absolute right which it now has without limitation as to time and which has been so established by the decisions of all the courts of the State having jurisdiction. In other words, it is proposed that any future City Administration may have the right to destroy the most important terminal on Manhattan Island, serving millions of people, the most important cities in New York State and in the central

western States, and served by thousands of miles of railroad. Of what use are these railroads without terminals? And this is to be done without any provision or consideration for investment in freight stations, yards and terminals, making them useless for the purposes for which they were constructed, and thereby depriving not only the Railroad Company but the shippers and the business interests of Manhattan Island of all these necessary facilities. Not only this, but every warehouse, every industrial building of any kind, erected on the west side of Manhattan Island, and located with special reference to the use of these facilities and depending on private track connections, would be seriously damaged or utterly destroyed apparently without any recourse whatsoever.

The situation here has nothing to do with the question of public policy under which it is argued that municipalities should reserve or have the right to take over the entire property of a public service corporation all of which is located within the jurisdiction of the municipality. To argue that any one municipality (and, if one, why not all?) should have the right, and that it would be in the public interest, to acquire an integral and necessary portion of the property of a public service corporation, and being a great, important and necessary means of interstate commerce, extending through many jurisdictions, municipal and state, is arrant nonsense.

Legislative authority is necessary for the solution of this problem. Such legislation has been sought by the Company. The Act of 1911 was drawn upon the same lines as the act authorizing the Grand Central Terminal Improvements. Both acts gave to the City and to the Railroad Company both authority and discretion. Everyone admits that great benefit has resulted to the City and to the public by reason of the electrification of the passenger lines of the Company throughout the City and the construction of the Grand Central Terminal, the restoration and improvement of streets and of this portion of the City generally. It has been and is the desire of the Company to achieve similar beneficial results with respect to its freight lines and terminals on the West Side. It will do so if permitted. Not only the authority which resides in the Legislature, but the power which it may within lawful limits exercise, is fully recognized. The possibility also is recognized that such power may be so exercised as to result in changes which will not be in the best interests of either the Railroad Company or the City. The power resides nowhere to compel the Company to accept these proposals or proposals of a like character.

Law Department, Office of the Corporation Counsel, New York, November 30, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—I have received a communication, under date of November 23, 1917, signed by Joseph Haag, Secretary, reading as follows:

"I transmit herewith copy of report dated November 20, 1917, addressed to the Board of Estimate and Apportionment and the Public Service Commission for the First District by the Joint Conference Committee named pursuant to Chapter 719 of the Laws of 1917, and copy of a communication addressed to the Board of Estimate and Apportionment by said Conference Committee on the same date.

"At the meeting of the Board of Estimate and Apportionment on November 23, 1917, this matter was laid over one week, to November 30, 1917, and referred to the Corporation Counsel for an opinion on or before said date as to the power of the Board of Estimate and Apportionment to adopt the course suggested in the communication addressed to this Board by the Joint Conference Committee. The Board requests that if the Corporation Counsel finds that more time is required to prepare his opinion, he so advises the Board before November 30."

In its report to the Board of Estimate and Apportionment and the Public Service Commission for the First District, the Joint Conference Committee created pursuant to Chapter 719 of the Laws of 1917, with respect to the West Side Improvement and any proposed agreement with the New York Central Railroad Company, after detailing various steps taken by it, states:

"In view of the foregoing, it seems unlikely that the contingency contemplated by subdivision 2 of section 15a of Chapter 777 of the Laws of 1911, as added by section 2 of Chapter 719 of the Laws of 1917, will come to pass on or before December 1, 1917, and that on or before that date any agreement between The City of New York and the Railroad Company, pursuant to Chapter 777 of the Laws of 1911, will have been approved by the Railroad Company and the Board of Estimate and Apportionment, and submitted to and approved by the Public Service Commission for the First District, pursuant to section 7 of Chapter 777 of the Laws of 1911, as amended by Chapter 719 of the Laws of 1917. If no such agreement approved by the City and the Railroad Company shall have been submitted to and approved by the Commission, the duty will devolve upon the Commission, on December 1, of proceeding in the manner provided in section 15a of Chapter 777, added by Chapter 719 of the Laws of 1917.

"In connection with the preparation of its tentative proposals, the Joint Conference Committee, through its counsel, continued and carried to an advanced stage the inquiry which the Public Service Commission had been making as to the rights and status of the Railroad Company in its occupancy and use of lands now or formerly owned by the public. This investigation discloses certain conditions as to the Company's property titles and the permits and grants under which it is using public lands, and action in view of the facts now disclosed seems advisable for the protection of public rights and interests. Upon one phase of this matter, a separate communication is sent you herewith, and your early action thereon is requested. Upon other phases of the matter the work of the Joint Conference Committee will continue and a later communication will be sent you, with certain data on the basis of which the Corporation Counsel should be directed to institute suitable proceedings to re-establish the public right."

The communication addressed by said Joint Conference Committee to the Board of Estimate and Apportionment is dated November 20, 1917, and reads as follows:

"In connection with the report by us this day transmitted to the Board of Estimate and Apportionment, the Joint Conference Committee created pursuant to Chapter 719 of the Laws of 1917 respectfully recommends that the Board of Estimate and Apportionment give immediate consideration to the adoption of a resolution repealing the certain ordinance approved May 6, 1847, by which The City of New York assented to the use of certain streets and avenues by the corporation now known as the New York Central Railroad Company, and also repealing and rescinding certain resolutions passed and permits granted to the said Company under the authority of or subsequent to the enactment of the ordinance of 1847.

"A form of resolution for your consideration is as follows:

"'Resolved, That the certain ordinance adopted by the Board of Aldermen on April 30, 1847, by the Board of Assistant Aldermen on May 3, 1847, and approved by the Mayor on May 6, 1847, granting permission to the Hudson River Railroad Company to construct a double track of rails on certain streets, avenues and public places of The City of New York, be and the same is hereby in all respects repealed and the permission thereby and thereunder granted is rescinded and revoked, such repeal, revocation and rescission to take effect on and as of the first day of December, 1917; provided, however, that nothing herein contained shall be or be deemed a withdrawal of the consent of the City pursuant to or to the extent provided by section 1 of Chapter 216 of the Laws of 1846, or to affect the right of the said railroad or its successors up to, and as far as the same has been exercised and enjoyed prior to, the said first day of December, 1917, or to make the said Company or its successors liable for the occupancy of the streets as provided for in said ordinance, prior to the said first day of December, 1917; or otherwise to impair any right of the Company to commence its railroad in The City of New York, as provided by Chapter 216 of the Laws of 1846; and be it further

"'Resolved, That upon the same basis and with the same proviso above set out there is also hereby repealed, rescinded and revoked the certain Resolutions of the Common Council of The City of New York, as the same now remain in force and any modifications thereof, respecting the said railroad, approved on the following dates: September 25, 1849, January 7, 1850, December 4, 1850, October 26, 1852, December 13, 1858, December 20, 1864, June 2, 1867; and also a certain permit to lay tracks in Twelfth Avenue at 32nd Street, renewed May 2, 1910, if the same has since been renewed; and also any other ordinances, Resolutions or Permits under which the said railroad company or its successor now claims to be or is operating along streets, avenues, or public lands within The City of New York.'

"In the opinion of the Joint Conference Committee, it is desirable that action repealing and withdrawing the revocable permission to use and occupy public streets be taken at this time, in order to re-establish public rights and clear the way for a definite ascertainment of just what rights and titles are now held by the Railroad Company which is standing in the way of a fair, constructive solution of the West Side problem, in proper relationship to the better adjustment of all the facilities of the Port of New York. The Joint Conference Committee is of the opinion that a large part of the claim of present right, made by the Railroad Company, is predicated on the Ordinance of 1847 and resolutions subsequently passed, and that the assent of the City contained in the Ordinance of 1847 may be at any time withdrawn, at the City's option, by the repeal of the ordinance by the Board of Estimate and Apportionment. The Joint Conference Committee is also of the opinion that the Resolutions referred to in the above-suggested form of Resolution were passed without legislative authority and are, at most, mere permits revocable at the will of the Board of Estimate and Apportionment.

"The Railroad Company has heretofore insisted upon a substantial payment or concession of public rights to it as a condition of relinquishing or readjusting its present occupancy and will no doubt continue to do so unless the action herein suggested be taken by your Board, which under the Charter appears to have the sole authority to act in the premises. It would seem to be especially desirable that by municipal action the public rights be in all respects reasserted and reestablished, as to streets, avenues and lands now used and occupied by the Railroad Company, in advance of action by state authority to require the carrying out of the purpose sought by chapter 719 of the Laws of 1917.

"As to the grounds of law and policy upon which such a repeal of the Ordinance of 1847 is warranted, it may be sufficient to say that the Railroad Company acquired by the Ordinance of 1847 a mere assent, permit or license, which like other permits granted as to city streets, may be revoked at any time by the competent city authority. The Railroad Company in prior negotiation has not claimed to have a franchise to occupy streets and avenues within the City of New York, and we do not believe the Compaany will now claim possession of such a franchise. It received from state authority a franchise to *enter* the City of New York; conceivably it or any railroad company might receive and exercise fully a franchise such as this company received without ever laying, or having a right to lay, a foot of track along a public street. Any right of this Company to occupy streets and avenues longitudinally depends entirely upon the Ordinance of 1847.

"The Charter of the Company (Chap. 216 of the Laws of 1846) gives the Company power to construct a single, double or treble railroad or way, between the City of New York and Albany, commencing in the City of New York with the consent of the corporation of the City of New York. The Charter also specifically provides in Section 4 as follows: 'The said directors may locate their railroad on any of the streets or avenues of the City of New York * * * provided the *assent* of the corporation of said city be first obtained for such location.' The Ordinance of 1847 was this 'assent,' and under the authorities, an 'assent' thus given was revocable at the option of the City.

"As to the resolutions by which it has been undertaken to extend the Railroad Company's rights beyond those acquired by the Ordinance, what has been said concerning the Ordinance will apply with even greater force; particularly in view of the fact that there is no provision in the above quoted Act of 1846 for any repeated or extending future 'assent' by the municipality. Any authorized 'assent' was given by the Ordinance of 1847, so that obviously the resolutions and permits passed or granted in 1849, 1850, 1851, 1858, 1860, 1910, etc., could not, at most, create more than a permit or license, because of the complete lack of authority in the Board of Aldermen to grant any exclusive or permanent privilege in the city streets.

"In addition, it may be said that the passage of the requested Resolution may be fully sustained under the general power of the City to regulate the use of its streets in the interests of public safety and convenience, a right and power fully and explicitly recognized by the Railroad Company at the time the Ordinance was approved, and, also on the further ground of the exercise of the explicit provisions of the Ordinance of 1847 that the Railroad Company 'shall lay their rails or tracks in the streets or avenues, in such manner as to cause no unnecessary impediment to the common and ordinary use of the street for all other purposes, and so as to leave all the water courses free and unobstructed * * * and said company shall be at all times subject to such resolutions with reference to the convenience of public travel through such streets and avenues as are affected by the said railroad, as the common council shall, from time to time, by resolution or ordinance, direct.'

"The agreement executed by the Railroad Company at the time of the passage of this Ordinance provided 'and that said company will lay their rails or tracks in the streets or avenues in such manner as to cause no unnecessary impediment to the common and ordinary use of the street for all other purposes and so as to leave the water courses free and unobstructed * * * and will at all times be subject to such regulations with reference to the convenience of public travel through such streets and avenues as are affected by said railroad as the common council shall from time to time by resolution or ordinance direct.'

"It remains to say that there is no legal barrier to the repeal of the ordinance and resolutions in any adjudication by courts of this State. The decision of the Court of Appeals in *New York Central Railroad Company* v. *City of New York* (202 N. Y., p 212) was to the effect that the City of New York had no authority to interfere with the New York Central & Hudson River Railroad Company in the exercise of rights granted by the charter of 1846, upon the claim that the charter originally granted for fifty years had expired in 1896. Inasmuch as the Ordinance of 1847 had not been repealed, the court obviously did not pass on any question of the status of the railroad compaany subsequent to a repeal of that ordinance.

"It is, of course, not contemplated by the Joint Conference Committee that by or pursuant to the foregoing action, anything shall be done, without the express sanction of your Board, the Public Service Commission, and other public authority, which might involve actual interference with the operation of the railroad during the continuance of the world war. The existence of that conflict is, however, no reason why public rights respecting this important matter should not be meanwhile clarified and determined, and the basis laid for future action. To that end the early passage of the suggested form of resolution is urged."

My opinion is asked as to the power of the Board of Estimate and Apportionment to adopt a resolution in the form suggested by said Joint Conference Committee, in the above quoted communication to you.

By Chapter 216 of the Laws of 1846, entitled "An Act to authorize the construction of a railroad from New York to Albany" the Hudson River Railroad Company was incorporated and was clothed "with power to construct a single, double or treble railroad or way, between the cities of New York and Albany, commencing in the City of New York, with the consent of the corporation of the City of New York."

Said corporation was also vested with power to construct "such branch or branches, for depot and station accommodations, as may be required for the business of said railroad; and to transport, take or carry any property and persons upon the same, by the power and force of steam, of animals or of any mechanical or other power or of any combination of them, for the term of fifty years from the passage of this act."

By section 4 of said Act it was provided:

"The said directors may locate their railroad on any of the streets or avenues of the City of New York, westerly of and including the Eighth avenue and on or westerly of Hudson street, provided the assent of the corporation of said city be first obtained for such location."

Said corporation was authorized to acquire by purchase or condemnation real estate necessary for its purposes, and section 36, the last section of said act, provides that the Legislature "may at any time alter or repeal this act."

By an ordinance adopted by the Common Council of the City of New York and approved by the Mayor on May 6, 1847, the City granted permission to the Hudson River Railroad Company "to construct a double track of rails, with suitable turnouts along the line of the Hudson River, from Spuyten Duyvil Creek to near Sixty-eighth street; occupying so much of the Twelfth avenue as lies along the shore; thence winding from the shore so as to intersect the Eleventh avenue, at or near Sixtieth street; thence through the middle of the Eleventh avenue to about Thirty-second street; thence on a curve across to the Tenth avenue, intersecting the Tenth avenue at or near Thirtieth street; thence through the middle of the Tenth avenue to West street, and thence through the middle of West street to Canal street."

Section 3 of said ordinance reads as follows:

"Sec. 3. The said company shall, within one year from the passage of this ordinance, and before entering upon any contracts for grading, file in the office

of the Street Commissioner, a map showing the location and the intended grade of said railroad."

Section 6 of said ordinance reads as follows:

"Sec. 6. This ordinance shall not be construed as binding upon the corporation, nor shall it go into effect, until the said Hudson River Railroad Company shall first duly execute under their corporate seal, such an instrument in writing, covenanting and engaging, on their part and behalf, to stand by, abide by, and perform all such conditions and requirements contained in the second and third sectios of this ordinance as the mayor and counsel to the corporation shall by their certificates approve, and not until such instrument shall be filed, so certified in the office of the Comptroller of this City."

The instrument in writing provided for by said section 6 was duly executed by said Railroad Company on August 12 and was filed in the office of the Comptroller of the City of New York on August 19, 1847.

On August 13, 1847, said Railroad Company filed with the Street Commissioner of the City of New York a map showing the location and grades of its railroad within the City. Said company on September 2, 1847, filed in the office of the Register of the City and County of New York a map with a certificate exhibiting the route of its railroad as located and by a resolution of the Common Council, approved by the Mayor September 25, 1849, the City of New York authorized said Railroad Company "to lay down a double track of rails, with suitable curves and turnouts, from the northerly line of Canal street, at West street, through Canal and Hudson streets to Chambers street, under the direction of the Street Commissioner," and subject to the conditions of said ordinance of 1847.

The railroad was completed from Chambers street, New York, to Peekskill about October 1, 1849, and was opened from Chambers street to Rensselaer about October 1, 1851.

By a resolution of the Common Council, approved by the Mayor June 22, 1867, permission was granted to the Hudson River Railroad Company "to lay down such switches and turnouts at their several passenger and freight depots as are necessary for the convenient transaction of their business." Said resolution was amended by a resolution adopted by the Board of Estimate and Apportionment January 4, 1907, by striking therefrom the words last above quoted and substituting in their place the words "but no tracks shall hereafter be laid by such company in the streets of the city by way of extensions, switches or turnouts without the consent of this board." Such amendment, however, did not affect any vested rights of the railroad company theretofore acquired under the original resolution.

On or about November 1, 1869, an agreement of consolidation was entered into between the New York Central Railroad Company and the Hudson River Railroad Company, pursuant to the provisions of chapter 917 of the Laws of 1869, entitled "An Act authorizing the consolidation of certain railroad companies." By such agreement the New York Central and Hudson River Railroad Company was organized for a term of five hundred years.

In the belief that the franchise granted to the Hudson River Railroad Company had expired, the Board of Estimate and Apportionment on May 28, 1909, adopted a resolution directing the removal of all tracks, turnouts and connecting tracks from Spuyten Duyvil Creek to Canal street, laid under authority of the resolution or ordinance of May 6, 1847.

In June, 1909, an action was brought by the New York Central and Hudson River Railroad Company against the City of New York and others in the Supreme Court, County of New York, to restrain and enjoin the threatened removal of said tracks. The issues raised by the pleadings in said action were referred to Hon. D. Cady Herrick, as referee, to hear and determine. The referee found for the plaintiff and judgment was entered upon his report.

From such judgment the defendants appealed to the Appellate Division of the Supreme Court in the First Department, which affirmed the judgment below (142 App. Div. 578).

The defendants thereupon appealed to the Court of Appeals, which in turn affirmed the judgment of the Appellate Division (N. Y. C. & H. R. R. R. Co. vs. City of N. Y., 202 N. Y., 212).

In the latter, court opinions were written by Judge Willard Bartlett and Chief Judge Cullen, in each of which all of the Judges sitting concurred. Bartlett, J., said:

"The assent of the corporation of the city of New York to the location of the tracks of the Hudson River Railroad Company on the streets in controversy was duly given by ordinance approved by the mayor on May 6, 1847, and subsequent ordinances. The assent of the city did not assume to prescribe any limited time during which such occupation of the streets should continue.

"As has already been intimated, we think no such limitation of the franchise is to be found in the charter of the Hudson River Railroad Company. * * *

" * * * It was unquestionable in existence, however, and in the lawful enjoyment of the Hudson River Railroad Company when that corporation was merged with the New York Central in 1869. * * * We see no escape from the conclusion that by means of this enactment (Laws of 1869, Chap. 917, Sec. 4) and the proceedings thereunder, the Legislature transferred to the plaintiff the franchise in the New York City streets which it had originally bestowed upon the Hudson River Railroad Company in 1846.

"That franchise, it must be borne in mind, proceeded from the state and not from the city. At that time the authority of the legislature over the streets of a municipality was not subject to the constitutional restrictions which now exist. The legislature chose to make the location of the tracks in the streets of New York dependent upon the assent of the municipal corporation, but it was not under any legal obligation to do so, and the fact that it did so gave the City no authority to withdraw or cancel the franchise after it had once been made effective by the city's consent. Assuming the existence of that power in anyone, it belonged and still belongs to the legislature and not to the corporation of the City of New York. (See City of New York vs. Bryan, 196 N. Y., 158).

" * * * The right of the respondent to resist the attempt of the city to compel the removal of its tracks in the absence of any action to that end on the part of the state is clear, whatever may be the power of the legislature in the premises.

"In granting a franchise of this character, indefinite as to its duration, the legislature evidently contemplated that it should be enjoyed by the successor or successors of the immediate grantee, if that grantee should cease to operate the railroad between Albany and New York, either in consequence of ceasing to be a corporation or for any other reason. * * * In the case at bar the legislature did not in express terms extend the life of the corporation upon which the franchise in question was bestowed, but it provided for the continuance of that life by means of its merger into a corporation which should live 500 years. At the same time the interests of the public in the other direction were protected by the reserved right of amendment and repeal. There is much evidence in the record before us indicating that these interests demand a radical change in the manner in which the franchise of the plaintiff should be enjoyed. * * * These are matters, however, over which the courts have no control. The question upon which this litigation turns is whether the plaintiff can lawfully be put off the streets by the City of New York. The act of the legislature which permitted the Hudson River Railroad Company to go there sixty-five years ago and which the legislature has seen fit to leave in full force and effect ever since, compels us to answer that question in the negative."

(202 N. Y., 212, 219-224).

Cullen, Ch. J., said:

"There is no franchise in this case to do the business of a street railroad, and the permission to occupy the street was solely as a means for running from one terminus of the road to the other; nor did the franchise to maintain the road include an unqualified right to maintain it on the surface. The 'power reserved to the legislature to alter, amend or repeal a charter authorizes it to make any alteration or amendment of a charter granted subject to it, which will not defeat or substantially impair the object of the grant, or any rights vested under it, and which the legislature may deem necessary to secure either that object or any public right.' (Close v. Glenwood Cemetery, 107 U. S., 466, 476.) Under this doctrine the Supreme Court of the United States upheld the validity of an act of the legislature of the State of Connecticut compelling a railroad company to abolish, at its own expense, all grade crossings as a valid exercise of the police power (N. Y. & New England R. R. Co. v. Bristol, 151 U. S., 566). So, in the case before us, I think it clear that the legislature may so regulate the plaintiff's railroad in the city of New York as to remove the constant menace and danger to life occasioned by its present operation."

(202 N. Y., 212, 224-225.)

In an opinion rendered to me on January 27, 1917, by Hon. Charles E. Hughes, with respect to the questions arising in connection with the proposed contract between the City of New York and the New York Central & Hudson River Railroad Company, pursuant to chapter 777 of the Laws of 1911, Judge Hughes, referring to the foregoing decision of the Court of Appeals, said:

"This decision proceeds in the view, and it must be deemed to be established, that the franchise granted by the legislature in 1846 to the Hudson River Railroad Company for the location of its railroad on streets in the City of New York was a valid franchise which could be enjoyed by the successor or successors of the immediate grantee; that it was not limited to fifty years, but was indefinite as to duration; that no authority had been given to the city to withdraw or cancel the franchise after it had once been made effective by the city's consent; that the franchise proceeded from the State and not from the City, and that whatever power of modification or regulation of the franchise was reserved to the State under its power to alter, amend or repeal charters, lay with the legislature, a legislative power which extended to alterations which would not substantially impair the object of the grant, or vested rights, and that the Railroad Company could not 'lawfully be put off the streets by the City of New York.'

"The same principles apply to the franchise in the ownership of the present corporation, The New York Central Railroad Company.

" * * * * * *

"The decision of the Court of Appeals, to which I have referred, was rendered in May, 1911, and in July, 1911, the Legislature passed the Act in question (chap. 777). Manifestly, it thus sought to exercise its powers of regulation consistently with the vested rights which had attached under the valid grant of 1846. * * * "

The views thus expressed by Judge Hughes are in harmony with my own conclusions, formed after a careful investigation of the subject and embraced in my opinion to the Comptroller and Chairman of your Committee on Port and Terminal Facilities, under date of April 18, 1916. In that opinion I stated:

"I have quoted fully from the opinion of the Court of Appeals for the purpose of accentuating the fact that, irrespective of any questions of title to land in the right of way or adjacent thereto, the railroad company has a franchise, upheld by the highest court in the State in unmistakable language, to operate a railroad within the city limits, upon and along the right of way now occupied by the railroad, of which it cannot be deprived except by due process of law, in which case it would be entitled to just compensation."

Notwithstanding the thorough consideration which I have heretofore given to the subject, I have, in view of the position taken by the Joint Conference Committer, given the matter further consideration and am satisfied that the decision of the Court of Appeals above referred to establishes beyond question your lack of power to adopt the reselution presented to you for adoption by the Joint Conference Committee, and I so advise you. Other decisions of the courts confirm me in this view.

The various papers, eight in number, accompanying the communication from your Secretary, are herewith returned. Respectfully yours,

LAMAR HARDY, Corporation Counsel.

Before the Board of Estimate and Apportionment of The City of New York.

In the Matter of the Repeal of the Ordinance Approved May 6, 1847, entitled "An Ordinance Respecting the Hudson River Railroad Company."

(On the Calendar of the Board of Estimate and Apportionment for November 30, 1917.)

Memorandum Submitted on Behalf of the Joint Conference Committee in Support of the Repeal of the Ordinance of 1847.

This memorandum has been prepared to show in outline two things:

(1) That the Board of Estimate and Apportionment has the power to repeal the Ordinance of 1847; and

(2) That important considerations of public policy make such repeal by the present Board of Estimate advisable, in advance of the advent of December 1st.

The principal part of the Resolution recommended by the Joint Conference Committee of the Board of Estimate and Apportionment and the Public Service Commission for the First District, under date of November 20, 1917, is as follows:

"Resolved, That the certain ordinance adopted by the Board of Aldermen on April 30, 1847, by the Board of Assistant Aldermen on May 3, 1847, and approved by the Mayor on May 6, 1847, granting permission to the Hudson River Railroad Company to construct a double track of rails on certain streets, avenues and public places of the City of New York, be and the same is hereby in all respects repealed and the permission thereby and thereunder granted is rescinded and revoked, such repeal, revocation and rescission to take effect on and as of the first day of December, 1917; provided, however, that nothing herein contained shall be or be deemed a withdrawal of the consent of the City pursuant to or to the extent provided by section 1 of chapter 216 of the Laws of 1846, or to affect the right of the said railroad or its successors up to, and as far as the same has been exercised and enjoyed prior to, the said first day of December, 1917, or to make the said company or its successors liable for the occupancy of the streets as provided for in said ordinance, prior to the said first day of December, 1917; or otherwise to impair any right of the company to commence its railroad in the City of New York as provided by chapter 216 of the Laws of 1846."

The repeal of the Ordinance of 1847 is earnestly urged as the necessary first step towards definitely ascertaining and, if need be, judicially establishing, just what are the rights and status of the Railroad Company in and along public streets and lands on the West Side of Manhattan. Whether a solution of the West Side problem is to be sought through mutually acceptable agreement or through use of the regulative, "police powers" of the State, the first and precedent step ought, in the judgment of the Joint Conference Committee, to be definite ascertainment as to the Railroad Company's present rights.

No agreement based upon the theory of payments or allowances by the City to the Railroad Company should be considered without conclusively ascertaining whether the Company in fact has any rights for which it should be compensated or advantaged by the City. The first essential to negotiation, "trade" and "dicker" as to property is knowledge as to what rights each the City and the Company now have.

No action ought to be taken by State authority to compel the Railroad to change, at great expense, the grade of its operation in any street, until it has been ascertained whether the Company, without obtaining a fresh grant of right, has now a right to insist on its use and occupancy of that street at any grade and at all.

Before any agreement or change of grade should come determination of the nature and status of the Company's present rights in these streets and public places. It seems surprising and somewhat astounding that they have not been fully ascertained before.

If anyone—the Corporation Counsel, the Counsel for the Railroad Company, or anyone else—thinks they have been defined and determined, let him try to state now what they are. It has never been publicly done, by courts or by private or public authority, and it is too important a matter to be left to supposition.

That there should be set in motion, before December 1st, the steps which will lead to the early ascertainment of the Railroad Company's rights, if any, is the view of the Joint Conference Committee, which has especially in mind the fact that the mandatory provisions of chapter 719 of the Laws of 1917 become operative on December 1st. The Joint Conference Committee does not believe that the Railroad Company should, through any failure of the present Board of Estimate and Apportionment to act before December 1st, be put in position to even assert and claim that such inaction until after December 1st has fortified the claim of the Railroad Company to street rights not now defensible against reassertion of the public right. Before orders to the Company to change its tracks to a particular level above or below the grade of a street should come determination whether the Company has a right to be and remain in that street at all.

It will be noted that the suggested Resolution contains no suggestion of the tearing up of tracks or interference with the Company's operation, as did the Resolution introduced by the present Mayor of New York in 1910. Any such interference with tracks or operation could come only from a later and separate action by the Board of Estimate and Apportionment. The present Resolution is only preliminary to and basis for a suitable legal clarification of the Railroad Company's claim of right, and the recommendation of the Joint Conference Committee specifically says:

"It is, of course, not contemplated by the Joint Conference Committee that

by or pursuant to the foregoing action, anything shall be done, without the express sanction of your Board, the Public Service Commission, and other public authority, which might involve actual interference with the operation of the railroad during the continuance of the world war. The existence of that conflict is, however, no reason why public rights respecting this important matter should not be meanwhile clarified and determined, and the basis laid for future action. To that end the early passage of the suggested form of resolution is urged."

In determining whether the Ordinance of 1847 is subject to repeal and revocation and what would be the consequence of such action by the Board of Estimate and Apportionment under the powers vested by section 41 of the Charter, it may be helpful to observe just what were the legal steps requisite for the Railroad Company to obtain the right to use and occupy public streets and avenues within the City of New York.

Three things were required before the Railroad Company could have any rights in and along public streets:

(1) The franchise or right to be a railroad corporation;

(2) The franchise or right to operate a railroad between indicated termini, which carries with it the right to *enter* the cities specified as termini of its franchise routes.

(3) Separate and apart from (1) and (2), a specific right to use and occupy streets and avenues and operate longitudinally along them—what is oftentimes referred to as the "local" or "secondary" franchise.

At all times the "franchises" covering (1) and (2) come directly from the State, and in the case of this Railroad, were granted to it directly by the Legislature, by chapter 216 of the Laws of 1846, constituting its Charter. As to (3), the franchise to operate along City streets, (1) and (2) do not and did not create and confer any such right; the "local franchise" could be granted only by specific act of the Legislature or by the municipality in pursuance of a clear delegation of power from the Legislature and in conformity with the limitations ordinarily prevailing as to such municipal action except to the extent broadened by such clear and explicit delegation.

The question therefore arises:

Are the rights of the Railroad Company in the streets of the City of New York derived wholly and directly from the State, by and under the Act of 1846?

If the Railroad Company had taken or will take definitely the position that they are thus derived only and directly from the Act of 1846, this recommendation of the Joint Conference Committee would be unnecessary. But the Railroad Company has not taken, and we do not believe will ever take, such a position. Hence, the recommendation for ascertainment whether the Ordinance of 1847 creates a perpetual and irrevocable and unamendable right which the Act of 1846 could not be deemed to create or confer.

It therefore becomes important to analyze the Act of 1846 and what was done under it. If the Railroad Company's rights rest wholly and directly on the Act of 1846 and the Ordinance of 1847 created no rights in the Railroad Company from the City, then the repeal of the Ordinance at this time cannot alter or affect, much less reduce or take away, the rights of the Railroad in the streets of the City of New York; but if, as has been claimed heretofore by the Railroad Company, the Ordinance of 1847 did create an interest in the streets, then the repeal of the ordinance by the City must precede any effort to reclaim those streets from the use and occupation of the Railroad Company and restore the Company to the amendable and repealable status its rights would have under the Act of 1846.

The Act of 1846 unquestionably granted the Railroad Company a franchise to be a corporation and, secondly, a franchise to operate a railroad from New York to Albany, commencing in the City of New York. The franchise to be a corporation and the franchise to operate a railroad were granted by section 1 of the Act in the following language:

"All persons who shall become stockholders, pursuant to this act, shall be and they are hereby constituted a body politic and corporate by the name of "The Hudson River Railroad Company," with power to construct a single, double or treble railroad or way, between the cities of New York and Albany, commencing in the City of New York, with the consent of the corporation of the City of New York. * * *"

It will be noted that the right to commence the railroad in the City of New York was dependent upon the *"consent"* of the City first being obtained, and that section 1 of the Act contains no provision for the occupancy of any streets or avenues in the City of New York, with or without such *"consent."*

The Act is therefore to be distinguished from other acts of the Legislature which, in creating and enfranchising railroad companies, have specifically provided in the Act itself for the location of the route and the streets to be occupied. In the Hudson River Railroad Company's charter we find no such provision, but in section 4 of the Act we find authority given to the directors of the railroad to locate their tracks in such streets and avenues of the City of New York as the city might *"assent"* to.

This creates a peculiar condition and the right of the New York Central is for that reason *sui generis* and not to be confused either with those cases wherein the Railroad Company has at the time and in the same act creating its charter powers been given a specific right to occupy named streets and avenues in the city; or with a second class of cases, in which the street right arises from an express grant from a municipality, theretofore specifically authorized by legislative authority to grant what have come to be known as secondary franchises for the use of streets.

In the case of the New York Central, the right to occupy the streets and to designate what streets should be occupied depended upon the assent of the City. The Legislature could unquestionably have designated the route in the act without requiring any approval of the City, as the power then resided in the Legislature and there was no constitutional restriction upon its right to create franchises in city streets. The Legislature not having designated those streets, we revert to the original proposition: Does the present right of the Railroad Company come from the City Ordinance directly or from the State?

If those rights emanate directly and solely from the State, they are a part of the original charter of 1846, and the act conferring that charter was specifically made in all respects subject to repeal and amendment by the Legislature at any time.

If, on the other hand, no rights to the longitudinal use of streets was conferred on the Railroad Company directly by the Act of 1846 and the Railroad Company was left to make its own arrangements with the City, which was empowered to "assent," or if the Railroad Company was given by the Legislature directly a franchise covering any streets as to which the City might give an "assent," then any present rights of the Railroad Company depend on the form in which that "assent" was given, viz., the Ordinance of 1847, and the question arises whether that "assent," in the form of a "permission" creates rights less revocable and repealable than the Act of 1846 itself, in the face of the fact that an "assent" and "permission" is always revocable and repealable.

In this connection, it becomes necessary to determine whether or not the Ordinance of 1847 created in the Railroad Company, as it claims, an interest in perpetuity in the City streets, i. e., a perpetual easement, or a mere license. The Railroad Company has never unqualifiedly defined its own rights and has at various times described them as "the right to surface use and occupation," "an interest in perpetuity in the streets," and in the 1916 agreement, as an easement in the streets. Counsel for the New York Central have heretofore asserted that the Ordinance of 1847 "was intended by all the parties thereto to be a grant by said City of New York to said railroad company of the consent of the city to the permanent location and construction of said railroad"; and "vested an indefeasible interest in the land constituting said streets and avenues." Whatever the Railroad Company may have termed its right, if it emanated from the City it was necessarily either a property right or a license.

The use of the Railroad Company was expressly made subject to the City's rights to control the operation of the Railroad Company. In other words, if the Railroad Company claims that under the Ordinance of 1847 it obtained a contractual right from the City to occupy the streets and avenues of the City, then it follows that it obtained that right upon the terms stated in the ordinance, and in the covenant which the Railroad Company executed as a condition of receiving the ordinance, which read as follows:

"And that said Company will lay their rails or tracks in the streets or avenues in such manner as to cause no unnecessary impediment to the common and ordinary use of the street for all other purposes and so as to leave all the watercourses free and unobstructed.

"And will *at all times* be subject to such regulations with reference to the convenience of public travel through such streets and avenues as are affected by said Rail Road as the Common Council shall from time to time by resolution or ordinance direct."

Or, to state it differently, if the Railroad Company claims under a contract with the City, it must accept all the terms of the contract, and one of the terms of that contract expressly reserves the right to the City to control the operation of the Railroad Company with "reference to the convenience of public travel."

If, as we hold the correct view to be, the Railroad Company obtained only a license, then the very nature of the right was such that it might be revoked at any time as a mere permit, by the repeal of the Ordinance of 1847.

It will tend to clarity of thought in this important matter if it is constantly kept in mind that the City is not dealing with the Railroad's franchise. That power resides entirely with the Legislature. This Board is dealing with the pretended claim of the Railroad Company that by the Ordinance of 1847 it obtained a perpetual right from the City. That claim must be destroyed before any acceptable solution of the West Side problem is possible; for if the Legislature were to proceed under its reserve power of amending or repealing the charter of the Railroad Company the Company would then claim that its property rights in the streets of the City still continued, and were the present railroad corporation to be legislated out of existence the right to occupy the streets, under the claim of the Railroad Company, would be an asset of the Company to be sold upon a receiver's sale, and would thereby pass into the hands of another railroad company or a reorganized company, despite any action the City or State might take short of actually condemning it and paying its full value in condemnation proceedings. In such proceedings the Railroad Company would unquestionably claim that the loss of its terminal rights in the City of New York would affect its entire line, not only to Albany but to Chicago and the West. It will thus be seen that as long as the ordinance stands unrepealed, the Railroad Company has a refuge against any interference by the State.

On the other hand, if the City proceeds to the repeal of the ordinance, it will absolutely remove any ground of objection by the Railroad Company to such legislative action as may be necessary to the amendment of its charter as to the removal of its tracks from the surface of the streets now occupied by it.

Assuming that the ordinance may be repealed, as we shall later establish, the effect of that repeal will be either: *first,* to remove any claim of right in the Railroad Company to the streets of the City as far as that right is claimed to have emanated from the City; *second,* to break the condition upon which the Railroad's franchise is held; or, *third,* to have no effect upon the validity of the franchise and its present occupancy but leave the Company squarely in the position where its rights are held directly from the State under an act which may be repealed or amended at any time.

We do not here urge the second view, although it may be argued that the continuance of the City's assent was a condition requisite to the continuance of the franchise and not merely a condition precedent upon which the franchise vested. In favor of such a position there is the statement of Judge Chase in *People* v. *Priest,* 206 N. Y. at page 298, in reference to the consent given to New York and Harlem Rail Road. "The occupancy of Fourth Avenue by the Harlem company *was at all times dependent* upon the consent of the public authorities. Such consent was necessary to consummate the company's general franchise and it was given and accepted in recognition of a right by the city * * * to use the lands taken and have such lands used as a public street."

Applying this principle to the present right of New York Central, it would seem to follow, that even though treated as a franchise, its franchise would cease if the City's assent were withdrawn by a repeal of the ordinance.

We adhere to the first position, that the repeal of the ordinance will terminate the Railroad's rights in the city streets, but if the third position is insisted upon by the Railroad Company and were for the sake of argument conceded, the Railroad Company would not be placed in any position of perpetual and irrevocable right, for in that position the Railroad would be brought directly within the unlimited power of the Legistlature of this State to repeal or modify its rights in any way the Legislature sees fit; and the Legislature may at any time grant a new franchise over the same streets, for the reason that a franchise, though a special privilege, is not an exclusive privilege, whereas an easement is in its very nature exclusive and not subject to legislative control or interference. Upon the first proposition, that the ordinance may be repealed and thereby the Railroad Company's rights in the City's streets terminated, we rely on the proposition that the Ordinance of 1847 constituted a license, and in this view we have the support of the present Corporation Counsel, who advised your Committee on Port and Terminals as follows:

"Upon the filing of the map and the agreement referred to they became a part of the ordinance and together with consent therein contained constituted a *license* from the City to occupy without compensation, during the corporate existence of the railroad company so much of the lands under water, owned by the City, as fell within the lines of the right of way as shown upon the location map."

We apply the theory of a license to the entire occupation of the Railroad Company, where upon streets as well as on land under water, including Twelfth Avenue as originally laid out north of 59th Street.

Point I.

A railroad corporation as such has no right to occupy longitudinally the streets and avenues of a municipality.

This was clearly pointed out in the *Detroit Street Railway Company* case (affirmed 171 U. S. 48), reported in 26 Law Reports Annotated, at page 667, where Judge Lurton said, after remarking that in the practical operation of a street railway three things were essential, first, corporate capacity; second, the franchise to operate; and, third, the right to occupy particular streets with necessary tracks and equipment.

"These three requisites are distinct and separable. The first two are essentially franchises which could only come from the State; and the third and equally essential requisite could not come from the State, and, if acquired at all, must come from the municipality within which it was preposed to exercise its substantial franchises.

"What the legislature meant by the 'consent it intended the municipality should grant if it saw fit is illustrated by section 10 of the Train-Railway Law. That section permitted such companies to enter upon and condemn under the States right of eminent domain, a right-of-way 100 feet in width, but limiteed this right by prohibiting the location of such road, 'through any orchard or garden without the consent of the owner thereof.' This did not in any true sense make the operation or exercise of franchises granted dependent upon the owner of the orchard or garden. It simply said to such railway companies: 'We grant you the power to enter upon and condemn a right-of-way, but if in the exercise of your franchises you wish to locate your road through such orchard or garden, this power shall not be taken to authorize you to so locate without you obtain the owner's consent—that is, unless you by agreement obtain an easement from the owner.'

"It is not enough that the incorporators have obtained a franchise to be an incorporation, nor that the corporation has been endowed with power to operate a railroad; but it must also acquire from those owning or controlling the property on or over which it is proposed to run, a permission to occupy sufficient land for that purpose."

In view of this quotation, let us analyze the Charter of the Hudson River Railroad Company. It was empowered in 1846 to be a railroad corporation and to build its tracks from New York to Albany with the consent of the City of New York. Those are the only powers given to the corporation as such, and are to be distinguished from the later power given to the directors to locate the tracks in such streets and avenues as the City might assent to.

There is an obvious distinction in the drafting of the Act between the consent of the City referred to in section 1 and the assent of the City referred to in section 4. The first consent is to run to the Board of Directors as distinguished from the corporation.

There is a well-recognized legal distinction between the words "assent" and "consent" which accords with the etymological difference. The word "consent" implies an agreement; the word "assent" implies a permission. It was therefore necessary for the New York Central Railroad to obtain the consent of the City before it could lay a track in the City of New York. In addition to that, it required the assent of the City to its Board of Directors to occupy the streets and avenues of the City of New York. When it came time to act pursuant to the requirement of the statute, the City did one thing, not two things; it passed one ordinance and that was all. In other words, the ordinance of 1847 was the "consent" required by section 1, in order that the railroad should have any franchise to enter the City. Assuming that the ordinance irrevocably gave the consent of the City and that the Railroad Company's franchise thereby became vested in perpetuity, its rights up to this point are limited to a right to *enter* the City of New York.

The consent of the City could confer no franchise rights—at least so the Cor-

poration Counsel wrote in his brief in the earlier litigation, and this correctly states the law. The "consent" of the City could serve only the one purpose of fulfilling the condition upon which the franchise was to vest.

It will be asked: what good was this consent if the Railroad Company acquired thereby only the right to enter the City and no power to occupy the streets and avenues? The answer to this question is a practical one entirely supported by the authorities. The railroad to be built was not a street railway and the occupancy of the street was not essential to the exercise of its franchise; it might have been built in the City of New York over a private right-of-way, as the present company proposed to do under the 1916 agreement, south of Thirtieth Street. It will be said, "How could it have done that without crossing the streets?" and the answer is again found in the cases and the authorities. To quote from Mr. Dillon's work on Municipal Corporations, section 1233:

> "A general grant to construct a railroad company between certain termini, without prescribing its exact course or line, was considered to authorize the crossing of public highways, because this was necessary in order to execute the grant, but was not regarded as prima facie conferring the power to occupy highways longitudnally."

And upon this point an abundance of authority is available in the cases such as *Davis* v. *East Georgia Ry. Co.*, 87 Ga. 605.

A kindred doctrine is well recognized in this State where, under a general authority to lay out highways, it is held, reversing the conditions, that the municipality cannot thereby take the right-of-way of a railroad longitudinally, although it has the right to cross railroad tracks.

If the ordinance of 1847 is construed as the mere fulfillment of the condition precedent recited in §1 of ch. 216, Laws of 1916, upon which the railroad's franchise was to vest, any claim that thereby the Railroad Company acquired any rights in the streets from the City is eliminated from consideration.

Referring again to Mr. Justice Lurton's statement of the three familiar requisites for the operation of a railroad company, we find that by chapter 216 of the Laws of 1846 and the Ordinance of 1847, the Railroad Company acquired the primary franchise to be a corporation and to operate a railroad. From what source did it get its rights to occupy the streets? Either the Act of 1846 constituted a "floating" franchise granted by the Legislature to attach to such streets as the City might assent to (which position the City may be willing to concede, provided that can be definitely, judicially and finally determined), or else the right to occupy the streets came directly from the City through the Ordinance of 1847. If it came from the City, by virtue of State delegation of power, as the Railroad has sought to maintain, then the City stands in the position of the owner of the peach orchard in Mr. Justice Lurton's illustration, and the Railroad Company was required to obtain from the City in some manner a grant of a right to occupy those streets. This the Railroad Company claims to have obtained by the Ordinance of 1847. Assuming that ordinance to have served the double purpose of constituting the consent required in section 1 and the assent required in section 4 of the Act, which should not be conceded, we then come to a question of what power resided in the municipality at that time to grant rights to railroad corporations in the streets of the City.

In point of fact, however, it would seem from *dicta* in the opinion of Judge Willard Bartlett in *N. Y. C. & H. R. R. Co.* v. *City of N. Y.* (202 N. Y, 212), that the Railroad Company received by the Act of 1846 a franchise from the State to use and occupy such streets and avenues in the City of New York as might be so used and occupied with the "assent" and "permission" of the City of New York. The significance and effect of the use of the words "assent" and "permission" in the Act and Ordinance will be presently considered, in connection with the revocability of an "assent" and "permission" thus granted. We will first consider, however, the powers of the City at that time as to the duration of any "permission," "assent" or other grant of rights in public streets.

Point II.

The City of New York did not have in 1847 *any authority or power to grant or contract away, by "assent," "permission," or otherwise, any perpetual or irrevocable rights in the streets of the city.*

In the later-analyzed opinion of Judge Bartlett in 202 New York Reports, at page 212, we find the following statement:

> "The permission given to the directors of the Hudson River Railroad Company by the Act of 1846 'to locate their railroad' on the streets in controversy was considered early in the history of this court, as appears from the opinion of Denio, Ch. J., in *Davis* v. *The Mayor, etc., of New York,* 14 N. Y., page 506, 520, where he said: 'The special subject of railroad pasing through or terminating in cities, early engaged the attention of the legislature, and in particular cases where such roads terminated in the City of New York, express power was given to the municipal government to *license their location in the streets.*'"

In 1847, power and authority over the use and occupancy of the streets of New York and franchises or rights therein was vested solely in the Legislature, which had unrestricted powers. The only powers which the City of New York then had to deal with its streets came from some special legislative delegation to the City of this power of the State. If, therefore, the Railroad Company, by the Ordinance of 1847, acquired any rights from the City they were only such rights as the Legislature had specifically empowered the City to grant. Outside of the Act of 1846, indisputably the City had no power to grant anything in perpetuity to this company. Scan the Act of 1846 as carefully as you will and you will find no reference in it to the conferring of rights to the use and occupation of the City streets except in section 4, where it is provided that the Railroad Company may use and occupy such streets as are covered by the City's *"assent."* In order to maintain its claim of a right obtained from the City, the Railroad Company must be prepared to show that this incidental and provisional suggestion for the "assent" of the City was intended by the legislature to vest in the City the extreme power to grant an "assent" both irrevocably and perpetually operative to the extent of conveying away a right to use its streets in perpetuity. It must be remembered that under the Charter, the stautes and the decisions of this State, the streets of the City are held in trust for the public and the municipal corporation as such has no power to grant away any right in those streets or to authorize any permanent obstruction on those streets. Municipal "assent" is not commonly held to alienate any perpetual or irrevocable rights. This proposition will hardly be disputed, and it is hardly necessary to cite authorities other than to refer to the City charter and those comparatively recent cases where it has been held that vault rights under the city streets could not be acquired by a prescriptive user, however long continued, for the simple reason that a perpetual right could not in the first instance have been granted by the City because the rights of the City in the streets are inalienable. In view of this settled principle, which has been fundamental law from the very first, it cannot be argued that the Act of 1846, by its incidental reference to an "assent" from the City, empowered the City to grant an "assent" in perpetuity or to convey away a right to use its streets in perpetuity. Much less will a mere "permission" granted in pursuance of that authority to "assent" be deemed perpetual and irrevocable.

It is interesting in this connection to note that Charles O'Conor and William M. Evarts in the cases involving the *Jake Sharp* franchises, endeavored to sustain the Broadway franchise upon the contention that the Board of Aldermen could at any time in the exercise of what is called its "legislative power" rescind its resolution at pleasure, and Judge Wright took the position, as to the so-called franchise there granted, "that the resolution or ordinance of the common council authorizing Sharp and his associates to construct and operate a road was valid as a franchise, revocable at pleasure, although in form of a grant or contract."

In other words, in the Jake Sharp litigation we find a railroad company seeking to sustain its rights, upon the very theory that the grants were good because they could be terminated at the will of the City, and did not therefore violate the principle that the fee of the streets of the City of New York is to be regarded as held in trust for the public use of all the people of the State and not as corporate or municipal property.

These cases (*Davis* v. *Mayer*, 14 N. Y., 506; *Milhau* v. *Sharp*, 27 N. Y. 611), decided in 1856 and 1863, settled the question, as far as the courts of this State were concerned. The power of the City of New York to authorize the occupation of its streets by railroad companies was limited to the grant of a mere license in the absence of express statutory authority, which came in the constitution of 1874.

Mr. Gerard, in his admirable work published in 1872 on City Water Rights, Streets, etc., at page 159, says, citing the case of *Milhau* v. *Sharp*, 27 N. Y., 611:

> "But if the use of a street or public place were conferred perpetually upon a body of persons for a private purpose, it is the grant of the use of a street beyond the powers of the common council, and would be therefore void. It would be a delegation to others of the right to regulate and use the street and a virtual surrender of municipal corporate powers."

We revert again to the question: Must the provision for the "assent" of the City be regarded as authorizing the City to grant a perpetual right, especially in view of these cases, decided twenty years afterwards, in which the power of the City with regard to the charter of the Hudson River Railroad Company, was described as a power to license their location? And must the provision of the Act of 1846 for such "assent" be construed to hold the "permission" given as such "assent" to be perpetual and irrevocable, even though "permission" and "assent' ordinarily create a mere revocable license?

The Supreme Court of the United States, in the strongest language, has held that the possession and exercise of such extreme powers in a municipality will never be inferred or recognized except where unmistakably shown. In the language of Mr. Justice McKenna in *Detroit Citizens' Railroad Company* v. *Detroit Railway Company* (171 U. S., 53), decided in 1897, it is stated as follows:

> "It is clear that the statute did not explicitly and directly confer the power on the municipality to grant an exclusive privilege to occupy its streets for railway purposes. It is urged, however, that such power is to be inferred from the provison which requires the consent of the municipal authorities to the construction of a railway under such terms as they may prescribe, combined with the provisions of the constitution, which, if they do not confer a power independent of the legislature, strongly provide for and intend local government. The argument is strong, and all of its strength has been presented and is appreciated, but there exist considerations of countervailing and superior strength. That such power must be given in language explicit and express, or necessarily to be implied from other powers, is now firmly fixed. There were many reasons which urged to this—reasons which flow from the nature of the municipal trust—even from the nature of the legislative trust, and those which, without the clearest intention explicitly declared—insistently forbid that the future should be committed and bound by the conditions of the present time, and functions delegated for public purposes be paralyzed in their exercise by the existence of exclusive privileges. * * *
>
> "The power, therefore, must be granted in express words or necessarily to be implied. What does the latter mean? Mr. Justice Jackson, in *Grand Rapids, etc., Power Co.* v. *Grand Rapids, etc., Co., supra,* says. * * * 'that municipal corporations possess and can exercise only such powers as are granted in *express words,* or those *necessarily* or *fairly* implied, in or incident to the *powers expressly conferred, or those essential to the declared objects and purposes of the corporation, not simply convenient, but indispensable.*' The italics are his. This would make 'necessarily implied' mean inevitably implied. The Court of Appeals of the Sixth Circuit, by Circuit Judge Lurton, adopts Lord Hardwicke's explanation, quoted by Lord Eldon in *Wilkinson* v. *Adam,* 1 Ves. & B., 422, 466, that a necessary implication means not natural necessity, but so strong a probability of intention, that an intention contrary to that, which is imputed to the testator, cannot be supposed.' * * *
>
> "* * * * * A municipality is a governmental agency—its functions are for the public good and the powers given to it and to be exercised by it must be construed with reference to that good and to the distinctions which are recognized as important in the administration of public affairs.
>
> "Easements in the public streets for a limited time are different and have different consequences from those given in perpetuity. Those reserved from monopoly are different and have different consequences from those fixed in monopoly. Consequently those given in perpetuity and in monopoly must have for their authority explicit permission, or, if inferred from other powers, it is not enough that the authority is convenient to them but it must be indispensable to them."

Mr. Dillon states the rule as follows:

> "It has been said that the delegation of power to a city to grant any privileges or rights in the streets is to be strictly construed and not enlarged by construction; and if there is a fair or reasonable doubt as to the existence of the power, it will be resolved against the municipality." (Citing on the point *St. Paul* v. *C. M. & P. R. R.,* 63 Minn. 346; *Water, Light and Gas Company* v. *Hutchinson,* 207 U. S. 385).

In the Act of 1846 there is neither expressed, implied, nor suggested any power to the City of New York to grant a perpetual right in its streets, and the situation is squarely that stated by Mr. Justice Lamar in the United States Supreme Court (*Grand Trunk and Western Railway Co.* v. *South Bend,* 227 U. S. 544, decided in 1912 after the decision of the Court of Appeals in the New York Central case).

> "It is necessary first to determine whether the City had legislative authority to pass the ordinance, for if there were no such power the grant was void and the repeal was not so much the impairment of the obligation of a contract, *as the withdrawal of an assent to occupy the streets.*"

Point III.

The City of New York would have had no power in 1847 *to adopt any irrepealable ordinance or confer any perpetual or irrevocable right as to the streets of the city.*

It is of course true that an act of a legislature or municipality may bring into being a binding contract, if in such form, as to have that effect and if accepted and acted upon; provided always, in the case of a municipality, that it has power to make such a contract. Even the form of the municipal ordinance or the acceptance of it and action taken under it could not avail, if the City was without authority to make a grant in such a form and to such an effect.

It necessarily follows from what has been shown regarding the complete lack of right on the part of the City of New York to grant any sort of a perpetual or irrevocable easement to this Railroad Company, that the city could not by ordinance or contract bring into being obligations having any such effect. It may be worth whole however, to consider this matter further and from a slightly different angle. The first question is: Did the City enter into a contract with the Railroad? All that the City did was to pass an ordinance. It never actually executed any agreement with the Railroad Company. After the ordinance was adopted, the Railroad Company executed an instrument in writing and under seal whereby it covenanted to abide by the regulatory provisions of the ordinance. It is significant and important to note that the municipality as such never signed or joined in the execution of that instrument. It is purely a *deed poll* or unilateral agreement signed by the Railroad Company, by its President. Annexed thereto is a certificate of the Mayor and of the Common Council to the effect that each approves of the *preceding covenant* as being in compliance with the ordinance of the corporation approved May 6, 1847. Apparently the learned Corporation Counsel of those days knew the limitations of the City's power and knew that the City could not as such enter into any contract with the Railroad Company. The City did not therefore as a matter of fact make a contract.

Does the fact that the Railroad Company went in and laid its tracks under the ordinance constitute such an acceptance of a proffered right as to bind the City in perpetutiy or prevent revocation of the "assent" and permission? On this point, it is interesting to note, first, that the corporation with which the City was then dealing was a corporation limited in existence to fifty years, and not the corporation which is now claiming the right to use these streets. Hence, even if we were to assume that by the use of the streets under the ordinance a contract came into existence, it was necessarily a contract limited to the life of the party, of the corporation so contracting, to wit, fifty years, and thus terminated in 1896. But apart from this, and apart from the complete lack of authority in the City to make such a contract, and assuming that it constituted a contract, it would be, like every other contract made by the State or City, subject to changed circumstances which might in the interest of public rights and policy require a rescission or modification of the contract.

In this connection, it is interesting to quote from the brief of Mr. Place, the present counsel for the New York Central Railroad Company, who was for the moment on the other side of the proposition, in the case of *Muhlker* v. *New York and Harlem Railroad Co.* (197 U. S. 544).

> "Where a property or property right is vested subject unto the right and power of police regulation of public servitude, contract obligations in respect of such property or property right cannot be relied upon to oust or terminate the exercise of the right of such regulation or servitude."
>
> Citing *Presbyterian Church* v. *New York,* 5 Cowen 538.
> *Gushee* v. *New York,* 42 App. Div. 37.
> *Butchers Union* v. *Crescent City Co.,* 111 U. S. 746.

Point IV.

The fact that the New York Central Railroad Company has been using and occupying streets and has continued to exercise a right of use and occupation therein

for more than seventy years, has created no title for the company in and to the streets, and constitutes no barrier in law or fair dealing to the revocation of the permission granted by the Ordinance of 1847.

The Railroad Company will hardly claim that its long use and occupancy of public streets creates any legal barrier to the repeal of the Ordinance of 1847.

It is elementary that any right gained by prescription—that is, by claim based on long-continued user—must be based on the presumption of a legal origin and basis for such a right, and that no prescriptive rights can be claimed where such a right could not in the first instance and as a matter of fact have been validly granted.

Deshong v. *City of New York*, 176 N. Y. 475.

Lincoln Safe Deposit Co. v. *City of New York*, 210 N. Y.

Moreover, no prescriptive right can be gained except where there has been a user in fact adverse and not under license or permission, and the fact that the Railroad Company went into the use of the streets avowedly pursuant to and under the color of the authority of the Ordinance of 1847 would preclude the Railroad Company from claiming prescriptive rights upon the theory that it has adversely used and occupied those streets without the consent of the City.

Smith v. *Miller*, 11 Gray, 145.

Colvin v. *Burnet*, 17 Wend. 564.

Jones on Easements, Secs. 71 and 72.

This point is not enlarged upon because its bearings are elementary and rudimentary, and were adverted to by the present Corporation Counsel, in his opinion to the Port & Terminals Committee, as to lands under water occupied by the Railroad Company, as follows:

"Occupation under such a license carries with it no title, and such occupation, no matter how long-continued, can never ripen into a title by adverse possession, because the entry upon the lands under water was under the license and recognition of the superior title in the City."

POINT V.

The very form of the grant of "permission" by the Ordinance of 1847 *is such as necessarily to imply and preserve the City's power to repeal the "permission" granted in pursuance of the legislative authority to confer an "assent."*

The power to pass an ordinance necessarily implies the power to repeal it, unless a property right is vested thereunder or unless its form is such that the ordinance brings into being a contract. It has been sufficiently shown that the Ordinance of 1847 did neither of these things. It therefore becomes of aid here to examine the language of the Ordinance of 1847.

We find that it begins with the language: "*Permission* is hereby granted to the Hudson River Railroad Company to construct a double track of rails," etc. The word "permission" is, of course, not consonant with the theory of a contract, the creation of mutual obligations, or the suggestion of permanency. It is obviously precisely the word to be used where the ordinance is designed to confer a permission and create a license.

In *City of St. Paul* v. *Chicago, Milwaukee & St. Paul R. R. Co.*, reported in 63 Minn. at page 330, the ordinance before the court began as follows: "That *permission* be and the same hereby is given," etc., "to take down and to erect," etc. The Minnesota court held that the ordinance and the rights and "permission" granted and used thereunder amounted to nothing more than a revocable license, and that the language of the ordinance was that of a license or permit and not of a contract or grant. The Court also ruled, correctly, that while "the licensees have vested rights under the license," which remain and may be enforced as long as the permission stands, all the rights of the company were necessarily subject and subordinate to the rights and necessities of the public and might be revoked and terminated whenever deemed to be required by the needs of the public in the use of the public land for the purpose for which it was dedicated."

POINT VI.

No decision of any Court stands in the way of the repeal of the Ordinance of 1847.

It may be said without unfairness that counsel for Railroad Company has at times used the decision of the Court of Appeals in *New York Central & Hudson River Railroad Company* v. *The City of New York* (202 N. Y., 212) very successfully to foster the impression that the New York Courts have determined that The City of New York has no power to deal with the Company's use and occupancy of public streets except on the basis that the company has a perpetual and irrevocable status in those streets. The suggestion has even been made that the decision in 202 N. Y. held that the City would have no right to repeal the Ordinance of 1847. Counsel for the Railroad Company is far too adroit and learned in the law of his company's rights to make that contention before this Board.

The action decided by the Court of Appeals in *New York Central and Hudson River Railroad Company* v. *City of New York* was the outcome of a notice served by the municipal authorities upon the Railroad Company, requiring the removal of the latter's tracks from Tenth, Eleventh and Twelfth Avenues and West Street. The judgment enjoined the City and its officers from removing or attempting to remove these tracks. The Hudson River Railroad Company was brought into being by chapter 216 of the Laws of 1846 and its corporate existence was by that Act limited to fifty years from May 12, 1846. The New York Central and Hudson River Railroad Company came into existence in 1869 by virtue of a consolidation between two pre-existing railroad corporations, the New York Central Railroad Company and the Hudson River Railroad Company, pursuant to the provisions of chapter 917 of the Laws of 1869, and the agreement of consolidation provided that the new corporation should continue for the term of five hundred years. The tracks in controversy in the action had been laid in public streets under the authority of an ordinance adopted by the City of New York on May 6, 1847, pursuant to chapter 216 of the Laws of 1846, and the ordinance granted "permission" to the Hudson River Railroad Company to construct said tracks therein. The contention of the City of New York was, as the opinion of the Court of Appeals stated at page 218:

"That the duration of the franchise was limited to the term in which that statute [Act of 1846] authorized it [the Hudson River Railroad Company] to carry passengers and property, to wit, fifty years. If this fifty years' limitation did apply to the franchise, under a correct construction of chapter 216 of the Laws of 1846, the franchise could not be extended by any action taken by the grantee either alone or in the process of consolidating with the New York Central Railroad Company. * * * We are satisfied, however, that the duration of the franchise was not thus limited, but that the limitation applied to the corporate existence of the Hudson River Railroad Company only (which might be extended) and not at all to the location of its tracks in the streets of New York."

The last section (Section 36) of the Act of 1846, incorporating the Hudson River Railroad Company provided that the Legislature may at any time alter or repeal this Act. Up to the time of the argument before the Court of Appeals in 1911, the Legislature had not exercised its reserve power to repeal and the Ordinance of 1847, granted by the City of New York in pursuance of the Act of 1846, had not been repealed or modified by action of the City. The opinion of the Court of Appeals, per Willard Bartlett, J., refers throughout to the Ordinance of 1847 as "the assent of the corporation of The City of New York to the location of the tracks of the Hudson River Railroad Company on the streets in controversy" and pointed out that "the assent of the City did not assume to prescribe any limit of time during which such occupation of the streets should continue."

Without any repeal or modification by the Legislature of the Act of 1846 and without any attempted repeal or revocation of the "assent" and "permission" granted by the City through the Ordinance of 1847, the City authorities notified the Railroad Company to remove its tracks from streets covered by the ordinance and threatened the tearing up of the tracks by action of the Borough President, who was in fact directed to proceed to tear up and remove such tracks. In holding that the City of New York was without power to bring about the removal of these tracks from the streets in any such way, can it be said that the Court of Appeals decided adversely to the authority and power of the City to repeal and revoke the "permission" granted by the Ordinance of 1847?

Concerning the matters litigated in that case, the present Corporation Counsel has written for the Port and Terminals Committee an opinion which defines the scope of that decision. He says:

"Believing that this merger and consolidation did not extend the consent of the City to the Railroad Company from fifty years to five hundred years of the new corporation, the Board of Estimate on May 28, 1909, duly adopted a resolution requiring the company to remove its tracks from the streets of the City between Spuyten Duyvil Creek and St. Johns Park on the ground that its franchise to operate thereon under the said consent had ceased."

When the case opened before the Referee, Mr. Place stated in behalf of his company:

"Now, the simple question here is whether that consent, once given, being given, was or was not given once for all or whether there can be any construction read into that consent, any limitation of time as to which it contained no limitation. Now, that, if your Honor please, is the question and is the sole question before this Court."

After the testimony in the case had been closed, Mr. Place, as attorney for the New York Central and Hudson River Railroad Company, which was the plaintiff, asked the Referee, Judge Herrick, to decide as follows:

"The grant by the State of New York to the Hudson River Railroad Company to locate, construct and maintain its railroad in the streets and avenues named in the ordinances hereinbefore specified, when accepted and acted upon by said company became a contract and is irrevocable, and constituted property which could not be taken from said corporation and cannot be taken from the plaintiff, except by due process of law."

This the Referee, Judge Herrick, refused to find or to so decide. When Mr. Place made that request, either he thought such a finding was essential to the railroad's case or else he was trying to slip into the case a decision on a point which had not been litigated and was not involved in the controversy. In either event, the Referee refused to sustain Mr. Place's contention and his action was affirmed by the Court of Appeals, so, that if the question of the company's perpetual or irrevocable rights was involved at all in that case, it must be regarded as there decided that the Railroad Company did not have a perpetual and irrevocable right in the streets of New York.

In point of fact, we do not think that the decision in 202 N. Y. Reports is broader than a ruling that the fifty-year limitation upon the life of the Hudson River Railroad Company was not by the terms of the act of incorporation or by the terms of the Ordinance of 1847 made applicable to the duration of the street rights granted to the Railroad Company by the Ordinance of 1847 in pursuance of the legislative authority conferred upon the City by the Act of 1846. The contention that these street rights were invalid by reason of the expiration of the fifty-year period was rejected, but it cannot be said that the Court held that the municipality or the Legislature would have no power to revoke these rights or repeal the legislation granting them. The opinion of Judge Bartlett rules, with great propriety, that any rights of the Railroad Company in the streets of the City of New York had their origin in powers emanating from the State rather than from the City and that the rights of the Railroad Company in the street were of necessity based upon the legislative action in sanctioning such use and occupation of city streets and in requiring that the Railroad Company should first obtain the "assent" of the City itself. The case does not pass upon the question whether the "permission" granted by the City in pursuance of the requirement of the City's "assent" in the Act of 1847 could be repealed or revoked by the City nor does the decision pass upon the question whether the injunction would have been granted against the removal of the company's tracks if action appealing or revoking such permission had first been taken by the City or by the Legislature.

When the case reported in 202 N. Y. was in course of litigation, the Railroad Company relied squarely on the decision in the case of *Drake* v. *Hudson River Railroad Company*, decided in 7 Barb. Rep. 1, page 508. That case is clearly distinguishable in that it was an action brought by a private owner and not by the City; and in connection with that case, which was strongly relied upon by Mr. Place, we find this striking language of Adams, J.:

"It will be observed that so far as the right of the defendants to lay a railroad track upon certain streets of The City of New York is concerned the legislature have not delegated to them the exercise of the right of eminent domain. In respect to the right to use the streets of the City, the legisature have not assumed to interfere with the controlling power with which the corporation of the City is invested for the regulation of its public streets and highways.

"The corporation of the City, as the legislative body having power, and whose duty it is to regulate streets for public benefit, unquestionably has the power to assent to the use of Hudson street for the purposes of a railroad, provided no private rights are violated—*and it also has the power to refuse such use.* It is sufficient as far as this use is concerned that *it has not dissented* and that none of the private rights of the plaintiffs will be violated."

It is also interesting to note that the then counsel for the Railroad Company argued that:

"The assent of the corporation is not an act of legislation; it is a mere right of veto or assent. This is not legislation; it is only to legalize, as in the case of a will requiring an assent to a marriage."

In *Bryan* v. *City of New York* (196 N. Y. 158), referred to by the Court of Appeals in the decision in 202 N. Y., the question involved was solely the effect of a consent given under the Railroad Law, and the conclusion of the Court there was that no right or franchise arose out of the consent, and that it was merely a step in the grant of one indivisible franchise from the State.

The case of *People* v. *O'Brien* (111 N. Y. at p. 1), also referred to in the decision in 202 N. Y., is, we believe, the case behind which the Railroad Company is seeking to bulwark its claim. That case has no direct bearing on the present issue, but it does decide the important principle that a railroad franchise continues as property after the corporate powers cease. In other words, it makes the correct distinction between the franchise to be a corporation and what is some times called the secondary franchise, to occupy public land for the operation of the railroad. What the New York Central has sought and is seeking is a right in the streets of New York separate and apart from its franchise.

A brief study of the O'Brien case may serve to make clear the position of the railroad. In that case the Broadway Surface Railroad Company was incorporated *as a street railroad* under chapter 252 of the Laws of 1884, a general act passed to authorize the formation of such corporations—not under a special charter as was the Hudson River Railroad Company. The incorporation gave it power to operate a street railway, but as Chief Judge Ruger stated "having no present authority to construct or operate a railroad upon the streets of any municipality. This right, under the Constitution, could be acquired only from the city authorities and they could grant or refuse it at their pleasure * * * The Constitution not only made the consent of the municipal authorities indispensable to the creation of such a right, but, by implication, conferred authority upon them to grant the consent, upon such terms and conditions as they chose to impose, and upon the corporation the right to acquire it by purchase.

"The framers of the Constitution, evidently treating the privilege as a valuable one, which should be disposed of for the benefit of the municipality, to those who would pay the highest price for it, gave the municipal authorities the exclusive right to grant the privilege, which had theretofore been exercised by the legislature alone, and authorized its acquisition by contract from such municipality. (*In Re Cable Co.*, 109 N. Y. 32; *Mayor, etc.* v. *T. & L. R. R. Co.*, 49 id. 657.)"

In this case the Court of Appeals held that the Broadway Surface Railway Company had acquired by the resolution of the Board of Aldermen a perpetual franchise which became a contract and continued as property of the company after its dissolution by the Legislature.

It is behind this case that the New York Central seeks to intrench itself. If the City acts promptly this effort will fail. The present rights of the railroad depend upon an ordinance passed before the General Railroad Law of 1850 and nearly thirty years before the Constitution of 1874 gave the City power to act with regard to its own streets. The very fact that it was necessary to so provide in that Constitution emphasizes the complete lack of power in the City theretofore. The present rights of the New York Central are in no way similar to those recognized in the O'Brien case; but if now, having power with regard to its streets, the City fails to abrogate the assent given in 1847 there is the gravest danger that the Railroad Company will attempt to extend that assent to fulfill the statutory requirement as to any new location into which the State may force the Railroad Company under the provisions of the Ottinger-Ellenbogen Law. If the ordinance is repealed, the possibility of such a claim is completely removed, and the City may exercise its statutory right to say now, where and upon what terms it will give its consent to the railroad's occupancy.

For more than sixty years the Railroad Company has sought to put its rights in the streets of New York City, although received gratuitously and under a mere assent, on the same basis as its right of way through farm land north of the City, which was purchased in fee from the private owners and paid for by the Railroad Company. Its object in so doing has very apparently been to have a complete right of way owned by it privately and apart from its original franchise granted in 1846. If the Railroad's rights in the City's streets are treated as a franchise, arising out of Chapter 216 of

the Laws of 1846, the Legislature has full power to alter the franchise or repeal it, and were it finally and conclusively settled that these street rights are a franchise, the power of the Legislature to compel their removal would be unquestioned. But if its right of occupancy of the streets of New York is not a part of its original franchise and is owned as a proprietary right, it means that the New York Central Railroad Company owns and controls the only direct means of getting food and freight into the City; that it holds this right exclusively, and that no other railroad can under any circumstances use it, and that neither the State nor the City has any power to take it away except by condemnation proceedings and the payment of an award for damages to the entire line from New York to Chicago. Such would be the effect of the decision in the *O'Brien* case, if the City once concedes the Railroad's claim of having a proprietary right and interest in perpetuity in the streets of New York under the Ordinance of 1847 as distinguished from its franchise of 1846.

We respectfully submit that even though there were but a remote possibility of successfully repealing the Ordinance of 1847, it would be the duty of this Board to take that action rather than to continue under the assumption, which has never been decided, that the Railroad has a perpetual right to put it in a position where it can either demand millions of dollars from the municipality or defy the State and the municipality and literally starve the City into submission to any terms which the Railroad Company may dictate. We call upon our adversaries to point to a single case which has settled the question which is raised by the repeal of the ordinance, or to point out a single conclusive and unqualified admission by the Railroad Company that its rights in the City of New York are a part of its original franchise. But the question of the right of the Board is hardly a doubtful one. From the foregoing it appears clear beyond reasonable question that the Board has the power to repeal the ordinance if the original ordinance vested any rights in the Railroad. In the face of the present situation, with no decision affirming the rights of the Railroad as they are now claimed, and with the tremendous consequences which will follow if once the Railroad is permitted to solidify its position, it seems more than the right—it seems the highest duty—of the Board to repeal the ordinance at once.

In the foregoing we have said nothing about the police power of the municipality as a justification for the repeal of the ordinance, but we again point out that the limits of the police power have never been set, and as early as Chancellor Kent's time it was conceded that the application of steam power to propel cars was within this police power, and that it is the right of the City, where a railroad track interferes with the general use of the street, to require its removal. And further, apart from any question of law, the express covenant executed by the Railroad Company made in 1847 made the City's power of police regulation coextensive with that of the State, and those things which Judge Cullen said the State had the power to do in eliminating the abuses of the Railroad Company may be done by the City not only as a matter of law but as a matter of agreement.

While it is true that a considerable part of the railroad's present occupancy is under resolutions passed after the Ordinance of 1847, it is hardly necessary to make special reference to them at this time.

If the ordinance can be and is repealed, it follows that the resolutions may be rescinded. They were passed without statutory authority and could upon no possible theory create more than a license or permit. As has been pointed out, they in no way correspond to the resolutions passed by the Board of Aldermen after the Constitution of 1874 with reference to the Broadway and other surface railway franchises.

The resolutions affecting the original Hudson River Railroad Company have been from time to time modified, without protest by the Company, and as recently as 1907 the most important of these resolutions, to wit, that of 1867, was modified with the approval of the Company. Certain of these resolutions seem to have been disregarded by both the Railroad Company and the City, that of December 20, 1864, limiting operation to one freight car drawn by teams of mules and horses.

The importance of the resolutions appear chiefly as to the Thirtieth Street yard, and their rescission is a necessary corollary to the repeal of the ordinance.

CONCLUSION.

The Ordinance of 1847 should be repealed by the Board of Estimate and Apportionment in advance of the taking effect of the mandatory provisions for State action.

The Joint Conference Committee earnestly asks that the present Board of Estimate place no obstacle in the way of the plans and efforts of the Joint Conference Committee and the Public Service Commission for the First District to reach acceptable results in this West Side matter.

To withhold or delay the repeal of this Ordinance until after December 1st would be to place such an obstacle in the way of solution, and to give the Railroad Company a ground or pretext from which to claim State confirmation of street rights never granted in perpetuity by State or City. The possible benefits to the Railroad Company from failure to repeal before December 1st should be frankly faced and understood.

On the other hand, the public benefits from prompt repeal may be frankly stated:

If the Railroad Company holds its use and occupancy of City streets solely by virtue of a repealable ordinance or holds its franchise only on condition of the continuance of the City's assent, then the repeal of the ordinance will mean that never will any agreement carry provision for payment or allowance to the Railroad Company for rights already subject to public recapture.

If the repeal of the ordinance be held ineffectual as to terminating the Company's rights, then no harm can be done to the rights of anyone by its attempted repeal, and an adjudication will clear the atmosphere.

If the result of municipal repeal of the ordinance is a judicial decision throwing the Railroad Company back solely on its franchise rights under the Act of 1864, which can be neither perpetual nor unamendable, then the public right and power to deal with this Company will have been re-established.

Repeal of the ordinance can do no damage to any right of the Railroad Company or interest of the public. It will clear the way for a decision definitely determining the rights of the Railroad Company and the public, and, we believe, will end all claim that the rights of this Railroad Company in the streets of New York City are perpetual, irrevocable, and subject to no public recapture or control except on a "barter" basis.

The Joint Conference Committee believes that the prompt passage of this repealing resolution represents the best and only way of securing these desirable results.

November 29, 1917.

Respectfully submitted, WM. L. RANSOM, Counsel for the Joint Conference Committee, 120 Broadway, New York City.

WM. L. RANSOM, HAROLD G. ARON, of Counsel.

The Senate of the State of New York, Albany, November 29, 1917.

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

Gentlemen—There appears on your calendar for consideration on Friday, November 30, a communication from the Joint Conference Committee of the Public Service Commission and the Board of Estimate and Apportionment created pursuant to Chapter 719 of the Laws of 1917, recommending that your Board adopt a resolution repealing the Ordinance approved May 6, 1847, by which, it is asserted in the communication, "the City of New York assented to the use of certain streets and avenues by the corporation now known as the New York Central Railroad Company." The communication also recommends that "certain resolutions passed and permits granted to the said Company" be also repealed and rescinded. A form of resolution is contained in the communication from the Joint Conference Committee for your adoption.

The counsel for the Public Service Commission of the First District has advised that such action be taken by your Board and the communication referred to requests that the ordinance be repealed "in order to re-establish public rights and clear the way for a definite ascertainment of just what rights and titles are now held by the Railroad Company, which is standing in the way of a fair, constructive solution of the West Side problem, in proper relationship to the better adjustment of all the facilities of the Port of New York."

Permit me to enter a protest against the proposal of the action recommended by the counsel to the Public Service Commission and the Joint Conference Committee. The repeal of the Ordinance of 1847, in my opinion, and in the light of the unmistakable language of the Court of Appeals, will have no effect whatever on "clearing the way for a definite ascertainment of rights and titles held by the Railroad Company." It will have no effect whatever on the "assent" of the city to the use of the streets for railroad tracks of the New York Central Railroad Company, except to strip the city of what claim it may have to control the location of the New York Central's tracks on or above or under the surface of the streets.

The effect of the passage of this resolution would be to repeal the provisions of the Ordinance of 1847, which go much further than merely to give the consent of the city to the use of the streets by the railroad company. These provisions, which unfortunately, and evidently through some oversight on the part of the counsel to the Public Service Commission, were not included in the communication to your Board, do not stop at merely giving a consent to the old Hudson River Railroad Company to use certain streets on the West Side. The ordinance expressly reserves the right to the city to compel the railroad company to elevate or depress its tracks at its own cost whenever the city deems it necessary for public convenience. The railroad company, in its covenant with the city on which the ordinance became effective, also expressly agreed and consented to these provisions, binding itself to elevate its tracks or depress them and to pay "at their own (the railroad company's) cost whenever, in the opinion of the Common Council, the same shall be necessary for public convenience."

Therefore, to repeal the Ordinance of 1847 and rescind the various agreements and resolutions adopted pursuant to it, would certainly carry with it a repeal of these provisions and in the present status of the West Side problem such a repeal, if effective at all, would certainly be a highly questionable move from the point of view of safeguarding the city's interests. The city should not divest itself of what, in the absence of a specific decision to the contrary, might be its only means of compelling the railroad company to remove its tracks from the surface of the street. In certain eventualities, this right, recognized by a sealed covenant agreed to by the railroad, might prove to be the only power left in the city to deal with the railroad company.

I am at a loss to understand how the counsel to the Public Service Commission and the members of that Commission who are supposed to be versed in the laws governing franchises could have overlooked such a result of the adoption of the resolution proposed to repeal the Ordinance of 1847 or why they omitted all reference to these provisions while quoting other sections of the ordinance.

But there are much broader grounds on which to interpose an objection to the adoption by your Board of the resolution to rescind and repeal the Ordinance of 1847.

The communication from the Joint Conference Committee expresses the opinion "that the assent of the City contained in the Ordinance of 1847 may be at any time withdrawn, at the City's option, by the repeal of the Ordinance by the Board of Estimate and Apportionment." The Committee subsequently terms the Ordinance of 1847 "a mere assent, permit or license, which, like other permits granted as to city streets, may be revoked at any time by the competent city authority." Again, "any right of this Company to occupy streets and avenues longitudinally depends entirely upon the Ordinance of 1847." And subsequently, "The Ordinance of 1847 was this 'assent' and under the authorities, an 'assent' thus given was revocable at the option of the City."

These statements fly in the face of the precise language of the Court of Appeals of the State of New York in the decision written by Judge Willard Bartlett and concurred in by every member of the Court, as recently as 1911.

The decision (in the case of: New York Central Railroad, etc., vs. New York City, Vol. 202, page 212) says:

> "The franchise, it must be borne in mind, proceeded from the state and not from the city. At that time, the authority of the legislature over the streets of a municipality was not subject to the constitutional restrictions which now exist. The legislature chose to make the location of the tracks in the streets of New York dependent upon the assent of the municipal corporation, but it was not under any legal obligation to do so; and the fact that it did so gave the city no authority to withdraw or cancel the franchise after it had once been made effective by the city's consent. Assuming the existence of that power in anyone, it belonged and still belongs to the legislature and not to the corporation of the City of New York."

It is evident that the only effective way to deal with the situation is by an act of the Legislature, amending the old charter of 1846 which incorporated the Hudson River Railroad. This can be done by any Legislature. It could have been done years ago. It can be done by the next Legislature and should be done at the next session. I expect to introduce legislation to meet this situation. I shall, at the same time, be careful to protect the interests of the City of New York under all agreements by which the railroad bound itself to defray the cost of elevating or depressing its tracks as public convenience might require.

Can it be that counsel to the Public Service Commission has entirely overlooked certain provisions of the old Act of 1846, under which the railroad company was given its charter and its rights to enter the City of New York? From the point of view of the public, the most important section of that Act of 1846 was the last, section 36.

For your information and that of the Public Service Commission, let me repeat the last section of the act by which the State chartered the railroad company:

> "Section 36—The Legislature may at any time alter or repeal this act."

This is the section referred to in the decision of the Court of Appeals. It is the "saving clause," by which the State in its wisdom sought to protect itself against what was in those days a more or less untried and unknown potentiality for good or for evil, the railroad corporation.

That section of the Act of 1846 is still effective. It has not been abrogated or infringed or repealed or rescinded by any act of any subsequent Legislature. It was recognized by the Court of Appeals as recently as 1911. It is as binding upon the New York Central Railroad Company as it was upon the original Hudson River Railroad Company. The time has come to exercise the powers reserved in that section in order to compel a recalcitrant corporation to come to terms.

The railroad company saw fit to oppose the enactment of legislation at the last session designed to provide some fair and equitable means of settlement of the controversy over the West Side problem that has raged for years. So serious was the situation and so alarmed were the members of the Legisalture and the people over it that they caused to be enacted the law under which your Joint Conference Committee, composed of members of your Board and of the Public Service Commission, has acted. They also created a special commission to investigate the whole subject and report to the next Legislature.

The public may soon find an unexpected need for this special commission of investigation if your Board acts hastily in repealing and rescinding the ordinance and agreements of 1847 and removes the last vestige of control over the tracks from the officials of the City of New York.

Any one informed about the charter of the railroad and the status of the proceedings and the history of litigation over the tracks on the West Side would be surprised if the New York Central Railroad raises a serious objection to the proposal advocated by the counsel of the Public Service Commission. It may be expected that the railroad attorneys, as a matter of form, will protest with much loud declamation against the adoption of the resolution. But, permit me to say, that if the railroad company desired to raise a side issue that would obscure the main issue and cause the last section of its original charter to be overlooked again, its attorneys could not wish for a better cause of action than will surely result from the adoption of this resolution. Should the railroad attorneys desire to have a judicial decision obtained after long and expensive litigation to the effect that a repeal of the Ordinance of 1847, as urged by the Public Service Commission, did not end the rights of the New York Central to the use of the streets, they could not find a better way to do it.

It has been freely asserted by those who seem ready at all times to take the railroad's point of view as opposed to the public interest, that the Court of Appeals in 202 N. Y. 212, from which I have quoted, decided that the New York Central had a perpetual franchise for two tracks down the West Side of Manhattan. The Court of Appeals never made such a decision. The question was never presented to the court. The issue at that time was whether the City had the right to oust the railroad from the streets. The court ruled that the City did not have that power in view of the existing laws. The question of the City's power to eject the railroad is quite different from the question whether the railroad has a perpetual franchise. In other words, the proceedings were in effect "cuttlefish tactics" such as are again resorted to in the proposal before you, that obscured the only important and vital issue in the whole controversy. That is one of the best examples of the successful employment of a side issue on record.

The people of the city will not again sit by and allow another side issue to be raised, of the same kind, and perhaps, innocently enough as far as some members of the Joint Conference Committee are concerned, to the same effect. The only remedy in this case lies with the Legislature, which has the power, if it will use it, to compel the railroad to respect the rights of the people of The City of New York by amending or abrogating its Charter.

This is a matter that involves the cost of living of every family in New York

for all time to come. Unless the utmost vigilance is exercised to protect the City's rights, the people may expect to suffer forever from the exactions of the railroad.

The Legislature this year created a commission to investigate this whole subject. Governor Whitman appointed the members of this commission only recently. I shall appeal to the Governor to call a halt to this precipitate proposal of his Public Service Commissioners and its counsel until the investigating commission which he appointed can investigate the subject and make its report and recommendations.

It is only fair to assume that this commission, which has for its sole purpose the investigation of all the matters surrounding the West Side problem, wants to study the problem from all angles before recommending any change or repeal or amendment of any acts of the Legislature or ordinances of the City.

The Public Service Commission and your Board should be willing to await the result of the investigation before taking a step that may upset the whole status of the West Side improvement and raise complications that will make the settlement of the problem a more involved and difficult task than ever. The investigating commission is required by law to complete its work and make its recommendations by February next, a matter of practically two months from now. Let me urge your Board to postpone action on this matter until the commission has at least inquired into it and formed an opinion. The ordinance has been in effect for more than seventy years, and it will grow neither stronger nor weaker by two months' more of life. Haste is to be deplored in a matter so important, an action, particularly one fraught with such possibilities of danger as this, should not be taken on special pleas nor on one-sided and incomplete references to authorities, even though they come from the experts of the Public Service Commission.

Respectfully,

A. W. BURLINGAME, Jr.

Hon. William L. Ransom, representing the Public Service Commission for the First District, appeared in support of the report of the Joint Conference Committee. J. Bleecker Miller appeared in opposition.

His Honor the Mayor then moved that the matter be laid over until the first meeting in January, 1918.

Which motion was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Brooklyn, The Bronx and Queens—13.

Present and not Voting—The Presidents of the Boroughs of Manhattan and Richmond.

The Mayoralty; College of the City of New York—Subauthorization for Expenditures for War Purposes (Cal. No. 126).

The Secretary presented a communication, dated November 13, 1917, from Frederick B. Robinson, Director, Division of Vocational Subjects and Civic Administration, College of The City of New York, requesting that $3,805 be segregated from the special revenue bond authorization of $250,000 (Mayor's War Fund) in order to provide for the purchase of new equipment for two courses which it is intended to give for the purpose of making available trained men for the United States Signal Corps and also for the instruction of certain picked men already in this branch of the service; also a communication, dated November 19, 1917, from the Commissioner of Water Supply, Gas and Electricity in spport of this request.

(On November 23, 1917 (Cal. No. 80), the matter was laid over until this meeting).

The matter was laid over one week (December 7, 1917).

The following matter appeared on a Supplemental Calendar for this meeting:

REPORTS.

From Standing Committees.

Committee on Franchises.

Fifth Avenue Coach Company; New York Motor Bus Company, Inc. (Cal. No. 127).

In the matter of the proposals of the Fifth Avenue Coach Company and the New York Motor Bus Company, Inc., for franchises to establish, maintain and operate additional motor omnibus lines in the Borough of Manhattan.

This matter was presented to the Board at the meeting of November 28, 1917, and was ordered on the calendar for this day.

The following appeared in favor of the adoption of a resolution fixing a date for a hearing on the form of contract for the grant of a franchise to the Fifth Avenue Coach Company to establish, maintain and operate additional motor omnibus lines:

William H. Page, Counsel for the Company; Jeremiah L. Murphy, representing Upper Manhattan Property Owners' Association; Copeland Townsend, representing Hotel Majestic; Reginald Pelham Bolton, on behalf of the Washington Heights Taxpayers' Association.

The following appeared in opposition:

Frank Moss; Cornelius M. Sheehan, representative of Mayor-elect John F. Hylan, and requested that should the Board fix a date for hearing that such date be some time in January, 1918.

Benjamin C. Marsh appeared on behalf of the League for Municipal Ownership and Operation, and requested that no action be taken.

The Secretary presented the following:

Franchise Committee, Board of Estimate and Apportionment, November 28, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—The Franchise Committee has had before it for consideration the several proposals submitted by the Fifth Avenue Coach Company and the New York Motor Bus Company, Inc., for franchises to operate motor buses upon various streets and avenues, principally in the Borough of Manhattan. Offers superseding previous ones, and more favorable to the City, were submitted by both of these Companies to your Committee on June 28, 1917. In submitting the offers of June 28 the New York Motor Bus Company, Inc., accepted all the conditions of the contract as drafted by your Committee while the Fifth Avenue Coach Company objected to several conditions and suggested certain changes.

On November 22, 1917, your Committee discussed with the Fifth Avenue Coach Company the changes proposed by it, with the result that the Fifth Avenue Coach Company has accepted in some instances the form of the contract drawn by your Committee and in other instances the Committee has agreed to the consideration of the changes suggested by the Company.

From a comparative analysis of the offers of June 28 made by the Finance Department, it appears that the financial offer of the Fifth Avenue Coach Company would result in more compensation to the City than that of the New York Motor Bus Company, Inc. On the other hand, the latter Company offered a five-cent fare on certain routes upon which the Fifth Avenue Coach Company asked a ten-cent fare. In view of this, the New York Motor Bus Company, Inc., was requested by your Committee, on November 23, 1917, to submit two new financial offers—one based on the combination of five and ten-cent fares, as in previous offers, and the other based on a fare similar to that of the Fifth Avenue Coach Company, namely, a ten-cent fare only, with the exception of crosstown routes through Central Park. These offers were also to be based upon forms of contracts containing the changes which had been suggested or agreed to in the contract of the Fifth Avenue Coach Company.

On this date the New York Motor Bus Company's representatives appeared before your Committee and stated that under the existing circumstances the Company did not, at this time, feel justified in submitting a revised offer. The Company, however, did not wish this failure to submit offers at this time, as suggested by the Committee, to be construed as a withdrawal from the field, but wished to reserve the right to submit an offer before any date fixed for hearing upon the contract of the Fifth Avenue Coach Company.

Your Committee under these circumstances desires to submit to the Board the proposed contract of the Fifth Avenue Coach Company as worthy of consideration, with the recommendation that the Board fix a date for public hearing, as required by law. The earliest date which can be fixed for such hearing is December 28, 1917. Your Committee would have recommended similar action with respect to the offer of the New York Motor Bus Company, Inc., of June 28, 1917, had not the representatives of that Company appeared before the Board to-day and stated that they did not desire to have the same advertised and a date fixed for hearing. Respectfully,

JOHN PURROY MITCHEL, Mayor; ....., President, Board of Aldermen; DOUGLAS MATHEWSON, President, Borough of The Bronx; Franchise Committee.

The following resolution was offered:

Whereas, The Fifth Avenue Coach Company has, by a petition dated March 29, 1917, applied to this Board for the right and privilege to establish, maintain and operate stage or omnibus routes for public use upon and along certain streets in the Boroughs of Manhattan and The Bronx, City of New York, said petition being amendatory of petitions filed with this Board June 5, 1913, March 21, 1914, and November 1, 1915; and

Whereas, Sections 72, 73 and 74 of the Greater New York Charter, as amended by chapters 629 and 630 of the Laws of 1905, and chapter 467 of the Laws of 1914, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on May 4, 1917, fixing the date for public hearing thereon as June 1, 1917, at which citizens were entitled to appear and be heard, and publication was had for at least two (2) days in the *"Evening Sun"* and *"New York Times,"* newspapers designated by the Mayor, and in the CITY RECORD for ten (10) days immediately prior to the date of hearing and the public hearing was duly held on such date; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for and proposed to be granted to the Fifth Avenue Coach Company and the adequacy of the compensation to be paid therefor; now, therefore, it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the Fifth Avenue Coach Company, containing the form of proposed contract for the grant of such franchise or right, be hereby introduced and entered in the minutes of this Board, as follows, to wit:

Resolved, That the Board of Estimate and Apportionment hereby grants to the Fifth Avenue Coach Company the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, embodying all the terms and conditions, including the provisions as to rates, fares and charges, upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

Proposed Form of Contract.

This contract, made and executed in duplicate this day of , 19 , by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Fifth Avenue Coach Company (hereinafter called the Company), party of the second part, witnesseth:

Whereas, The Company is now engaged in the maintenance and operation of stages or omnibuses upon certain streets and avenues in the Borough of Manhattan; and

Whereas, The Company desires to maintain and operate stages and omnibuses upon other streets and avenues in the Borough of Manhattan, and has made application to the Board therefor;

Now, therefore, in consideration of the mutual covenants and agreements herein contained, the parties hereto do hereby covenant and agree as follows:

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to maintain and operate stages or omnibuses for public use in the Boroughs of Manhattan and The Bronx, in The City of New York, in connection with and extension of the Company's present operation, upon the following streets and avenues, to wit:

Beginning in 14th Street at Union Square; thence along 14th Street to Irving Place; thence along Irving Place to 20th Street; thence east along 20th Street to Gramercy Park East; also west along 20th Street to Gramercy Park West; thence north along both Gramercy Park East and Gramercy Park West to 21st Street; thence east along 21st Street, from Gramercy Park West, and west along 21st Street, from Gramercy Park East to Lexington Avenue; thence along Lexington Avenue to 23rd Street; thence along 23d Street to Madison Avenue; thence along Madison Avenue to 40th Street; thence along both 39th and 40th Streets, from Madison Avenue to Park Avenue; thence along Park Avenue, from 39th Street to 42d Street; thence along 42d Street to Vanderbilt Avenue; thence along Vanderbilt Avenue to 45th Street; thence along 45th Street to Park Avenue, and also upon a viaduct when constructed and opened to traffic, which viaduct is proposed to be constructed in Park Avenue by the City for the purpose of connecting the roadway of Park Avenue at about 40th Street with the elevated roadway on the southerly side of the Grand Central Station; thence along said viaduct to the elevated roadway on the southerly side of the Grand Central Station; thence along the elevated roadway on the southerly and on the westerly sides of the Grand Central Station to 45th Street; thence along 45th Street to Park Avenue; thence along Park Avenue to 96th Street; provided that during the period prior to the date of the opening to traffic of said viaduct in Park Avenue from about 40th Street to the elevated roadway on the southerly side of the Grand Central Station, the route of the operation around the Grand Central Station in addition to that route above described in 42d Street, Vanderbilt Avenue and 45th Street, shall be northerly along Park Avenue to 42d Street; thence along 42d Street to Lexington Avenue; thence along Lexington Avenue to 46th Street; thence along 46th Street to Park Avenue; thence northerly along Park Avenue; but after the completion of said viaduct the operation along 42d Street, from Park Avenue to Lexington Avenue, along Lexington Avenue, from 42d Street to 46th Street, and along 46th Street from Lexington Avenue to Park Avenue, shall cease, and the operation shall be continued upon the two routes, above described on the westerly side of the Grand Central Station.

Beginning at the intersection of Broadway and 106th Street, thence along Broadway to St. Nicholas Avenue, thence along St. Nicholas Avenue to its intersection with Wadsworth Avenue at 193rd Street.

Beginning at the intersection of Madison Avenue and 32nd Street, thence along 32nd Street to 5th Avenue; also beginning at the intersection of Madison Avenue and 33rd Street; thence along 33rd Street to Seventh Avenue; said routes in 32nd Street and 33rd Street to be used for one-way traffic only.

Beginning at the intersection of 7th Avenue and 32nd Street, thence along 7th Avenue to 31st Street, thence along 31st Street to 8th Avenue, thence along 8th Avenue to 33rd Street, thence along 33rd Street to 7th Avenue, thence along 7th Avenue to 32nd Street.

Beginning at the intersection of Seventh Avenue and 33d Street, thence along Seventh Avenue to Longacre Square and Broadway; thence along Longacre Square and along Broadway to 57th Street, (provided that if the Board sees fit, it may at any time during the term of this contract, order the Company to operate along Seventh Avenue from Broadway to 57th Street; thence along 57th Street to Broadway, instead of along Broadway from 7th Avenue to 57th Street, and if the Board shall so order, then the Company shall discontinue the operation on that portion of Broadway between 48th Street and 57th Street).

Beginning at the intersection of 5th Avenue and 57th Street, thence along 57th Street to Park Avenue.

Beginning at the intersection of 5th Avenue and Transverse Road No. 1 through Central Park at 65th Street, thence along said Transverse Road to and across Central Park West at 66th Street, thence along 66th Street to Broadway.

Beginning at the intersection of East End Avenue and 79th Street, thence along 79th Street to and across 5th Avenue to Transverse Road No. 2 through Central Park, thence along said Transverse Road to Central Park West at or near 81st Street; thence along Central Park West to 77th Street, thence along 77th Street to Columbus Avenue, thence along Columbus Avenue to 79th Street, thence along 79th Street to Riverside Drive.

Beginning in 96h Street at its intersection with Park Avenue, thence along 96th Street to 5th Avenue.

Beginning at the intersection of 5th Avenue and Transverse Road No. 4 through Central Park at 97th Street, thence along said Transverse Road to Central Park West; thence along Central Park West to 96th Street, thence along 96th Street to Broadway, thence along Broadway to 95th Street, thence along 95th Street to Riverside Drive.

Beginning at the intersection of 155th Street and Edgecombe Road, thence along Edgecombe Road to 167th Street, thence along 167th Street to Broadway.

Beginning in Fort Washington Avenue at its intersection with Broadway at or near 159th Street, thence along Fort Washington Avenue to 181st Street, thence along 181st St. to St. Nicholas Ave.

Beginning in Manhattan Street at or near the terminal of the 130th Street Ferry to Fort Lee; thence along Manhattan Street to 125th Street; thence along 125th Street to First Avenue; thence along First Avenue to the Willis Avenue Bridge over the Harlem River; thence across said bridge and the approaches thereto to 132nd Street; thence along 132nd Street to the station of the New York, Westchester & Boston Railway Company.

Beginning in Park Avenue, at its intersection with 125th Street, thence along Park Avenue to 127th Street.

Beginning at the intersection of 57th Street with Broadway; thence along 57th Street to Eighth Avenue; thence along Eighth Avenue to Central Park West at or about 59th Street; thence along Central Park West to Eighth Avenue, at or about 110th Street; thence along Eighth Avenue to 113th Street; thence along 113th Street across Manhattan Avenue to Morningside Park East or Morningside Avenue; thence along Morningside Park East or Morningside Avenue to Convent Avenue; thence along Convent Avenue to St. Nicholas Avenue; thence along St. Nicholas Avenue to its intersection with Broadway.

Beginning at the intersection of 106th Street with Central Park West; thence along 106th Street to Broadway.

Beginning in St. Nicholas Avenue at its intersection with St. Nicholas Place at or near 149th Street; thence along St. Nicholas Avenue to its intersection with Convent Avenue at or near 152nd Street.

Also along any or all of the following portions of streets and avenues which may be necessary for the Company to use in order that it may conform with traffic regulations:

Union Square East from its intersection with 14th Street to its intersection with 15th Street.

Fifteenth Street from its intersection with Irving Place to its intersection with Union Square East.

Thirty-ninth, 40th, 41st, 42nd, 46th, 47th and 48th Streets from their intersections with Broadway to their intersections with Seventh Avenue.

Broadway from its intersection with 39th Street to its intersection with Seventh Avenue or Longacre Square.

Seventh Avenue from Longacre Square to 48th Street.

And to cross such other streets and avenues, named and unnamed, as may be encountered by said streets and avenues.

Provided, however, that the Company shall not be entitled or required to begin operation upon 57th Street from Broadway to Eighth Avenue; Eighth Avenue from 57th Street to Central Park West; those portions of Central Park West from 59th Street to 77th Street, from 81st Street to 96th Street and from 97th Street to Eighth Avenue at 110th Street; Eighth Avenue from 110th Street to 113th Street; 113th Street from Eighth Avenue to Morningside Park East; 106th Street from Central Park West to Broadway and Broadway from 106th Street to 110th Street, until a sufficient roadway is furnished for the operation of omnibuses and other vehicles between the railroad tracks on Central Park West and the curb of the sidewalk between 59th Street and 110th Street.

The said streets and avenues in which the Company proposes to operate are shown by full red and dashed red lines upon a map entitled:

"Map, showing the proposed routes of the Fifth Avenue Coach Company, in the Borough of Manhattan, City of New York, to accompany Petition to the Board of Estimate and Apportionment, dated March 29, 1917, amendatory of petitions dated June 5, 1913, March 21, 1914, and November 1, 1915."

—and signed by R. W. Meade, President, and G. A. Green, Chief Engineer, copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed, provided that temporary deviations therefrom may be permitted as hereinafter set forth.

Section 2. The grant of this right and privilege is subject to the following conditions:

First—The said right and privilege to maintain and operate stages or omnibuses upon the streets and avenues herein described shall be held and enjoyed by the Company for the term of fifteen (15) years from the date upon which this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of ten (10) years upon a fair revaluation of such right and privilege.

If the Company shall determine to exercise its privilege of renewal it shall make application to the Board at any time not earlier than two (2) years and not later than one (1) year before the expiration of the original term of this contract. The time within which such application for renewal must be made is of the essence of this contract, and a failure of the Company to present its application within the time fixed shall be considered as an election on the part of the Company not to take advantage of the renewal privilege, and as a relinquishment of its right to such renewal, in which event the franchise shall terminate on the last day of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Company and the Board, but in no case shall the annual percentages of gross receipts or minimum guarantees be less than the annual percentages of gross receipts or minimum guarantees required to be paid during the last year prior to the termination of the original term of this contract.

If the Company and the Board shall not reach such agreement on or before the day nine (9) months before the expiration of the original term of this contract, then the parties hereby agree that the annual rate for the renewal term shall be determined by three disinterested persons selected in the following manner:

One disinterested person shall be chosen by the Board; one disinterested person shall be chosen by the Company; these two shall choose a third disinterested person, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six (6) months prior to the expiration of the original term of this contract, and their report shall be filed with the Board within three (3) months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books and papers of the Company and its officers and employees under oath. The valuations so ascertained, and agreed to by any two (2) of such appraisers shall be conclusive upon both parties, but the annual percentages of gross receipts or minimum guarantees shall in no event be less than the annual percentages of gross receipts or minimum guarantees required to be paid for the last year of the original term of this contract. If in any case the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and entire expense of such appraisal shall be borne jointly by the City and the Company, each paying one-half thereof.

Second—The Company shall, during the original term of this contract, pay to the City the following sums of money:

(a) It shall continue to pay for the rights and privileges granted or claimed to have been granted to it prior to the date on which this contract is signed by the Mayor, the percentage of gross annual receipts required by law, which gross annual receipts, for the purposes of this contract, shall not be more than Two million dollars ($2,000,000).

(b) For this right and privilege:

1. The sum of Fifty thousand dollars ($50,000) in cash within thirty (30) days after the date on which this contract is signed by the Mayor and before anything is done in exercise of the privilege hereby granted.
2. Ten (10) per cent. of that portion of its gross annual receipts above Two million dollars ($2,000,000) and under Three million dollars ($3,000,000).
3. Fifteen (15) per cent. of that portion of its gross annual receipts above Three million dollars ($3,000,000).

Provided that in no event shall the sum to be paid by the Company for the rights and privileges granted or claimed to have been granted prior to the date on which this contract is signed by the Mayor, together with the sum to be paid for this right and privilege, be less than two hundred and fifty thousand dollars ($250,000) annually during the first five years, three hundred thousand dollars ($300,000) annually during the second five years and four hundred thousand dollars ($400,000) annually during the remaining five years.

The gross annual receipts mentioned above shall be the total gross annual receipts of the Company or any subsidiary or subsidiaries of the Company from whatever source derived, either directly or indirectly, in any manner, out of or in connection with the operation hereby authorized, and the operation pursuant to rights to operate omnibus routes granted or claimed to have been granted prior to the date on which this contract is signed by the Mayor.

The annual charges herein provided shall not be in addition to the percentages of gross receipts required to be paid by the Company pursuant to Section 23 of the Transportation Corporations Law, but are intended and shall be deemed to include such percentages of gross receipts.

The annual charges for this right and privilege shall commence on the date upon which the Company obtains the permission and approval of the Public Service Commission, as required by Section 53 of the Public Service Commissions Law. The Company hereby agrees to file its application with the Public Service Commission for such permission and approval within ten (10) days from the date of this contract.

The annual charges, as above, shall be paid into the Treasury of the City on November 1 of each year and shall be for the amount due September 30 next preceding; provided that the first annual payment shall be only the amount due the City, as above, from said percentages of such gross receipts as shall be received by the Company between the date on which the Company obtains the permission and approval of the Public Service Commission and September 30 following, or such portion of the minimum annual charge for the first five years of this contract as shall bear the same proportion to the total minimum annual charge as the period between the date upon which the Company obtains the permission and approval of the Public Service Commission and September 30 following shall bear to the whole of one year, if such amount due the City from said percentages of such gross receipts shall be less than such portion of the minimum annual charge.

Any and all payments to be made by the terms of this contract to the City by the Company for the right and privilege hereby granted shall not be considered in any manner in the nature of a tax; provided, however, that if hereafter under any authority of law or any ordinance of this city any taxes shall be imposed upon the Company for the exercise of the franchise herein granted or any license tax shall be imposed with respect to the operation of any vehicles in excess of the Twenty Dollars ($20) per vehicle now required to be paid under the existing franchise of the company, such franchise taxes or such additional license fees shall be deducted from the percentages otherwise payable to the city under the provisions of this contract.

Third—The annual charges or payments shall continue throughout the whole term of this contract, notwithstanding any clause in any statute or in the charter of any other company providing for payment for similar rights or franchises at a different rate.

Fourth—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 and privilege upon the same or other terms and conditions, over the said streets and avenues.

Fifth—At the termination or forfeiture of this grant, the City at the election of the Board, shall have the right, provided that in the case of termination it gives at least six (6) months' notice, to purchase such part of the property and plant of the Company as the Board shall determine is necessary for the purpose of the operation of the stages or omnibuses on said streets and avenues at a sum equal to a fair value of such property and plant, exclusive of any value which such property and plant may have by reason of this contract. Such property and plant are to be valued as if the Company had not exercised the right and privilege granted by this franchise; and no allowance shall be made to the Company in such valuation by reason of such exercise.

If the Company and the City cannot agree upon the extent of the property and plant necessary to be taken over, nor upon a fair value of such property and plant, then the extent and the value thereof shall be determined and fixed by arbitration at the instance of either party upon notice to the other party hereto, in the following manner:

One disinterested person shall be chosen by the Company, one disinterested person shall be chosen by the Board, and the two so chosen shall choose a third disinterested person. The decision under oath of any two of such persons, who shall be so selected, shall be final and conclusive.

If either the Company or the City fails to appoint an arbitrator as herein provided, or should the first two arbitrators fail to agree on the selection of the third arbitrator within thirty (30) days after the first two arbitrators shall be chosen, or if no two arbitrators so selected shall agree upon the extent and value of such property within sixty (60) days after the arbitrators shall be so selected, then such extent and value may be fixed by a commission appointed by the Supreme Court on the application of either party.

Sixth—The rights and privileges hereby granted shall not be assigned or transferred, either in whole or in part, whether by consolidation, merger, reorganization or otherwise, or leased or sublet in any manner, either in whole or in part, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary thereof in any wise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents, nor shall the title thereto, or right, interest or property therein pass to or vest in any other person or corporation whatsoever, either by the act of the Company or by operation of law, whether under the provisions of the statutes relating to the consolidation, merger or reorganization of corporations or otherwise, unless in addition to the above consent of the Board the proposed successor in title to the rights of the Company shall file with the Board an instrument under seal, agreeing to assume and be bound by each and all of the terms and conditions of this contract and agreeing to waive any more favorable conditions created by its charter or any statute relating to the consolidation, merger or reorganization of corporations or otherwise. The filing of such agreement shall constitute a condition precedent to the passing to or vesting in such proposed successor in title to the rights of the Company of the rights and privileges hereby granted, or of any portion thereof, or of any right, interest or property therein. In case of the failure of such proposed successor in title to the rights of the Company to file such agreement within sixty (60) days after the date on which such succession in title is to take effect, the right and privilege hereby granted may be forfeited, or the consent of the City provided for herein may be revoked by resolution of the Board.

Seventh—The Company shall place vehicles in regular operation as follows:

(a) A sufficient number of vehicles to operate in the manner herein required upon Broadway and St. Nicholas Avenue from 135th Street to 193rd Street; 181st St. from Fort Washington Ave. to St. Nicholas Ave.; St. Nicholas Ave. from 149th St. to Broadway; Fort Washington Avenue from Broadway to 181st Street; Edgecombe Road from 155th Street to 167th Street; 167th Street from Edgecombe Road to Broadway; 125th Street from 5th Avenue to Park Avenue; Park Avenue from 125th Street to 127th Street; Seventh Avenue from the Pennsylvania Station to Longacre Square; Broadway from Longacre Square to 57th Street; Morningside Avenue from Manhattan Avenue to Convent Avenue; Convent Avenue from Morningside Avenue to St. Nicholas Avenpe; and upon such streets and avenues as are necessary to operate a line from the Pennsylvania Railroad Station to the Grand Central Station in 32nd Street, Madison Avenue, Park Avenue and other streets, within ten (10) days from the date upon which the Company obtains the permission and approval of the Public Service Commission;

(b) A sufficient number of vehicles, in addition to the above, to operate in the manner herein required, upon such streets and avenues as are necessary to operate a line from 14th Street to 96th Street, in Irving Place, Lexington Avenue, 23rd Street, Madison Avenue, Park Avenue and other streets, and also upon 57th Street from 5th Avenue to Park Avenue; within four (4) months from the date upon which the Company obtains the permission and approval of the Public Service Commission;

(c) A sufficient number of vehicles, in addition to the above, to operate in the manner herein required, a crosstown route from 5th Avenue to Broadway in Transverse Road No. 1 through Central Park and 66th Street within four (4) months after a suitable pavement has been completed in said Transverse Road No. 1 and upon the streets and avenues which constitute the crosstown line from the East River to Riverside Drive, in East 79th Street, Transverse Road No. 2 through Central Park, Central Park West, West 77th Street, Columbus Avenue and West 79th Street, within four (4) months after a suitable pavement has been completed in said Transverse Road No. 2 and upon the streets and avenues which constitute the crosstown line from Park Avenue to Riverside Drive, in West 96th Street, 5th Avenue, Transverse Road No. 4 through Central Park, Central Park

West, West 96th Street, Broadway and West 95th Street, within four (4) months after a suitable pavement has been completed in said Transverse Road No. 4;

(d) A sufficient number of vehicles in addition to the above to operate in the manner herein required upon Manhattan Street between Fort Lee Ferry and 125th Street and upon 125th Street between Manhattan Street and First Avenue; upon Willis Avenue Bridge and the approaches thereto, and on East 132d Street, between Willis Avenue Bridge and the station of the New York, Westchester and Boston Railway; and upon Broadway, from 110th Street to 135th Street, within four (4) months from the date upon which the Company obtains the permission and approval of the Public Service Commission;

(e) A sufficient number of vehicles in addition to the above to operate in the manner herein required upon 57th Street from Broadway to Eighth Avenue, Eighth Avenue from 57th Street to Central Park West, those portions of Central Park West from 59th Street to 77th Street, from 81st Street to 96th Street and from 97th Street to Eighth Avenue at 110th Street, Eighth Avenue from 110th Street to 113th Street, 113th Street from Eighth Avenue to Morningside Park East, 106th Street from Central Park West to Broadway and Broadway from 106th Street to 110th Street, within one month after there shall have been furnished a sufficient roadway for the operation of omnibuses and other vehicles between the railroad tracks on Central Park West and the curb of the sidewalk between 59th Street and 110th Street.

—otherwise this right and privilege shall cease and determine; provided that the periods for the placing of such vehicles in operation may be extended by the Board, but the total extension of time for any such period shall not exceed in the aggregate six (6) months; and, provided, further, that when the commencement of said operation shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within the control of the Company, the time for the commencement of such operation may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and provided further that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and shall have delivered to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board, the Company shall, in writing, consent that the Board, either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

Eighth—Nothing herein contained shall be construed as permitting the Company to erect any structures whatever upon City streets, and the Company shall not construct or maintain any fixture or structure in any street unless especially authorized by resolution of the Board.

Ninth—All vehicles which may be operated pursuant to this contract shall comply with the following general requirements:

1. They shall be propelled by power generated or contained within the vehicle itself, but no power shall be used which will in its generation or use produce smoke or noxious odors sufficient, in the opinion of the Board or its authorized representatives, to constitute a nuisance.

2. The maximum weight, including fuel, water, oil or any other material or any accessories used in operation, shall not exceed ten thousand five hundred (10,500) pounds except as to such omnibuses as may be operated provisionally during only the first year of this contract.

3. The maximum width shall not exceed seven (7) feet six (6) inches.

4. The maximum height over all shall not exceed twelve (12) feet six (6) inches.

5. The maximum height of the floor of the upper deck shall not exceed nine (9) feet seven (7) inches.

6. The maximum length shall not exceed twenty-five (25) feet.

7. They shall be designed and constructed in a manner which will permit ease and freedom of movement under all conditions.

8. The distribution of weight on axles, length of wheel base and other features of design shall be such as to ayoid skidding in so far as possible and shall be such as to permit easy steering and control.

9. They shall be fitted with brakes capable of stopping and holding the same under all conditions.

10. All parts shall be so constructed that no undue noise or vibration shall result from operation.

11. They shall be so constructed that the oil or grease cannot drop on the roadway.

Tenth—No stage or omnibus, except such as may be used provisionally during only the first year of this contract, shall be operated pursuant to this contract, unless there shall be painted thereon in letters sufficiently large to be clearly legible at a distance of seventy-five (75) feet):

(a) The name of the Company owning and operating such vehicle.

(b) The number of the vehicle which is assigned to it upon receiving the approval of the Board or its authorized representatives.

(c) The number of adults for which the vehicle has seating space.

Eleventh—No advertising shall appear on the outside of any stage or omnibus.

Twelfth—The destination of each stage or omnibus shall be plainly indicated on the front of the vehicle, and shall be illuminated at night.

Thirteenth—The number of passengers to be carried in any vehicle shall at no time exceed the seating capacity of the vehicles.

Fourteenth—The inclosed portion of all stages or omnibuses which are operated on said routes shall be heated during the cold weather, in conformity with such laws and ordinances as are now in force affecting surface railway cars or such laws and ordinances affecting stages or omnibuses as may hereafter, during the term of this contract, be in force, or as may be required by resolution of the Board.

Fifteenth—The inclosed portion of all stages or omnibuses operated on said routes shall be well lighted and as may be required by resolution of the Board.

Sixteenth—Before any stage or omnibus is put in service it shall be submitted to the Board or its authorized representatives and receive the approval thereof. If any vehicle which may be so submitted for approval shall not conform with the requirements herein the Company shall not operate such vehicle. If after a vehicle shall have been so approved, defects develop which in the opinion of the Board or its authorized representatives render it unsuitable for public service, then the Board or its authorized representatives may require the withdrawal of such vehicle from service until such defect has been remedied and the Board notified to that effect.

Upon being approved by the Board or its authorized representatives, each vehicle shall be given a number which shall not be changed so long as such vehicle shall be operated by the Company, unless and until the Company shall notify the Board that it proposes to change the number of the vehicle and of the new number which it is proposed to use.

Seventeenth—All vehicles operated pursuant to this grant shall be maintained in good and safe repair and in a manner which will in all ways render the vehicle fit for public service. The Company shall permit the Board or its authorized representatives to inspect at all reasonable times any or all the vehicles used by the Company. If upon inspection any vehicle shall appear in the judgment of said Board or its authorized representatives to be unfit for public service, then the Company shall, upon notice, immediately withdraw such vehicle from service, and shall remedy the defect and notify the Board or its authorized representatives that the defect has been remedied before such vehicle shall be restored to service.

Eighteenth—All laws and ordinances affecting the operation of stages or omnibuses now in force, or which may be in force during the term of this contract and shall not be inconsistent with the specific privileges conferred under this contract, shall be complied with by the Company. The Company shall also comply with and enforce the carrying out of any orders or regulations which may be issued by the Board, designed for the protection of persons, of property or of the comfort and health of the public.

Nineteenth—The Company shall, during the term of this contract, be entitled to charge for a single fare upon the said new routes the sum of ten (10) cents but no more, and upon the payment of such a fare a passenger shall be entitled to ride as directly as possible from any point on any of the streets or avenues in which the Company is hereby or has heretofore been authorized to operate to any other such point, either in one vehicle or by means of one or more transfers to other vehicles, provided that for a single fare of ten (10) cents no passenger shall be entitled to return toward the point at which the ride originated, and the Company shall accordingly, where an equivalent through service is not provided, issue transfers upon demand, good within a reasonable time at such points of intersection or divergence of the Company's operating routes to be designated by the Company or by the Public Service Commission as are necessary to enable passengers to ride between any two points as above, for a fare of ten (10) cents.

In consideration of the right hereby granted the Company agrees to operate "special" five-cent lines over the streets hereinafter described.

The rate of fare upon any one of said "special" lines shall be five (5) cents but no more, and upon the payment of such fare a passenger shall be entitled to ride as directly as possible from any point on said "special" line to any other point upon such "special" line.

The streets and avenues in which said "special" five-cent lines shall be operated are described as follows:

Transverse Road No. 1 through Central Park from 5th Avenue to Central Park West at 66th Street; 66th Street from Central Park West to Broadway.

Seventy-ninth Street from Riverside Drive to Columbus Avenue; Columbus Avenue from 79th Street to 77th Street; 77th Street from Columbus Avenue to Central Park West; Central Park West from 77th Street to Transverse Road No. 2 through Central Park; Transverse Road No. 2 through Central Park from Central Park West to 5th Avenue; 79th Street from 5th Avenue to East End Avenue.

Ninety-fifth Street from Riverside Drive to Broadway; Broadway from 95th Street to 96th Street; 96th Street from Broadway to Central Park West; Central Park West from 96th Street to Transverse Road No. 4 through Central Park; Transverse Road No. 4 through Central Park from Central Park West to 5th Avenue; 5th Avenue from Transverse Road No. 4 through Central Park to 96th Street; 96th Street from 5th Avenue to Park Avenue.

Twentieth—Stages or omnibuses shall be run on said streets and avenues at intervals of not more than ten (10) minutes between the hours of 7 a. m. and 12 o'clock midnight, and as much oftener as reasonable convenience of the public may require or as may be directed by resolution of the Board, and stages or omnibuses shall be operated at such intervals between the hours of 12 o'clock midnight and 7 a. m. as reasonable convenience of the public may require, or as may be directed by resolution of the Board.

It is hereby agreed that the Board shall at all times during the term of this contract have the right to fix, for any period, the maximum number of vehicles which shall be operated in 32d Street from Madison Avenue to Fifth Avenue and in 33d Street from Madison Avenue to Eighth Avenue, and to fix, for any period, the ratio of the number of vehicles operated on Vanderbilt Avenue between 42d Street and 45th Street to the number of vehicles operated over the elevated roadway on the southerly and westerly sides of the Grand Central Station, and to fix, for any period, the ratio of the number of vehicles operated on Vanderbilt Avenue between 42d Street and 45th Street to the number of vehicles operated over the temporary route on Lexington Avenue from 46th Street to 42d Street.

Twenty-first—In the event of a snowfall, the Company shall, as directed by the Commissioner of Street Cleaning, clear snow, by means of plows, brooms, or other appliances, from two passageways, each not less than seven (7) feet in width on double route streets, and one passageway not less than seven (7) feet in width on single route streets, over all or any of said streets and avenues herein described.

Twenty-second—It is understood that the Company shall operate, pursuant to this contract, only upon the streets and avenues upon which the Company is herein authorized to operate, but should vehicular traffic be diverted from any portion of any of said streets or avenues because of fires, parades or because of any other event which will close the street to vehicular traffic temporarily, then the Company may use such other streets or avenues as are necessary to continue the operation. If, however, for any reason any of the streets and avenues in which the operation is hereby authorized shall be closed to vehicular traffic for a longer period than twenty-four hours, then the Company shall communicate with the Board or its authorized representatives and obtain authority for the operation upon such other streets and avenues for the period during which said street or avenue may be closed.

Twenty-third—If in the opinion of the Board it shall, at any time during the original term, or during the first seven (7) years of the renewal term of this contract be deemed necessary that the Company operate an extension or extensions to any of the routes on the said streets and avenues or operate routes in addition to and distinct from and in no way connected with those in the said streets and avenues, and the Board shall so order after a public hearing, notification of which shall be given to the Company at least ten (10) days prior to the date thereof, then the Company shall within thirty (30) days after the date of such order, apply for the right and privilege to maintain and operate such extension, extensions, additional route or routes, and shall except a grant to operate such extension, extensions or additional route or routes for a term expiring not later than the date of the expiration of the renewal term of this contract, but if the said order of the Board shall be issued at any time during the first twelve (12) years of this contract, then the grant to operate any such extension or additional route shall be for a term expiring on the date of the original term of this contract, with the privilege of a renewal term expiring not later than the date of the renewal term of this contract. Such grant shall contain the following special clauses:

"(1) The Company shall keep accurate accounts of the gross annual receipts from all sources acquired from the operation of the route herein authorized and of the number of bus miles operated thereon, and shall take such means as are necessary and approved by the Board to keep such accounts.

"(2) The annual cost of operation of the route herein authorized shall be deemed to equal the sum of the following items:

"(a) The number of bus miles actually operated thereon, multiplied by the average cost of operation per bus mile over all the routes of the Company within the city, which average cost of operation shall include taxes and a sum sufficient to pay for the depreciation of the plant and equipment used for the purpose of operation of said routes, which sum for depreciation for the entire period covered by this contract, shall in no event amount to less than a sum sufficient to pay for three (3) years' depreciation during the term of this franchise.

"(b) Interest at the rate of six (6) per cent. per annum upon the value of the physical property actually required to carry on the operation of the route herein authorized, which value, unless a less value is agreed to by the Company and the City, or a less value determined by arbitration, shall be an amount equal to ten thousand dollars ($10,000) for each additional vehicle for the operation of the route herein authorized. The number of additional vehicles necessary for said operation on the route herein authorized shall be deemed to be equal to the number of bus miles operated thereon per annum, divided by the average number of bus miles per annum operated by each of the vehicles of the Company upon all of its routes within the city, which shall in no case be less than twenty thousand (20,000) miles.

"(3) The gross annual receipts as herein used shall be the actual gross annual receipts to the Company from whatsoever source derived, either directly or indirectly, in any manner, out of or in connection with the operation of the routes herein authorized. Provided, however, if said route is operated in conjunction with any other route or routes of the Company not described in this contract, then the gross annual receipts shall be deemed to be the cash fares collected on said route plus that proportion of the receipts of the Company from any other source, derived either directly or indirectly, in any manner, out of or in connection with the operation of the route hereby authorized, as the number of bus miles per annum operated on the route hereby authorized bears to the total bus miles operated per annum by the Company upon all its routes within the City, unless some other method to determine the gross receipts shall be agreed to by the Company and the City.

"(4) If during any year ending September 30 the cost of operation of the route herein authorized shall exceed the gross receipts therefrom for that year, then the amount of the excess of cost of operation over such gross receipts shall be deducted from the payments due the City for that year required by the first or original grant to the Company by the Board of Estimate and Apportionment.

"(5) If during any year the total cost of operation of all the routes operated by the Company under rights and privileges applied for in compliance with orders of the Board pursuant to section 2, subdivision twenty-third, of the original grant to the Company, by the Board of Estimate and Apportionment exceeds for the corresponding year the aggregate of the gross receipts therefrom by a sum

in excess of seventy-five (75) per cent. of the amount payable to the City by the Company pursuant to paragraphs designated as 2 and 3 of (b) in Section 2, Subdivision Second of the first or oriignal grant to the Company by the Board of Estimate and Apportionment, then the Company shall have the right to discontinue and abandon one or more of such routes operated in compliance with such orders of the Board as is necessary to limit the loss to an amount which shall not be in excess of seventy-five (75) per cent. The routes to be abandoned shall be selected by the Board."

All other terms and conditions of such grant shall be the same as contained in this contract, unless otherwise mutually agreed to by the Company and the City, with, however, the following exceptions, omissions, changes and additions:

1. Section 2, subdivision second, clause (a) shall be changed so as to provide for the payment of an amount bearing the same ratio to the initial payment provided for in this contract as the length of such extension or additional route bears to the length of the streets and avenues upon which the Company is hereby authorized to operate unless a greater amount is agreed to by the Company.

2. Section 2, subdivision second, clause (b) shall be changed so as to provide for a payment of five (5) per cent. of the gross annual receipts of such extension or additional route during the term of the contract except for any renewal thereof, with reasonable minimum annual payments, to be agreed upon between the City and the Company. The compensation to the City for any renewal term shall be determined in the same manner as the compensation for the renewal term of this contract as herein provided.

3. Section 2, subdivision seventh, shall be changed so as to contain a specified period within which to commence operation, which period shall be sufficient to enable the Company to reasonably comply therewith.

4. Section 2, subdivision nineteenth, shall be changed so as to provide for a maximum rate of fare to be determined by the Board, but which shall in no case, without the consent of the Company, be fixed at an amount less than ten (10) cents.

5. Section 2, subdivision twentieth, shall be changed so as to provide for maximum headway of vehicles to be determined by the Board.

6. Section 2, subdivision thirtieth, shall be changed so as to provide for the deposit as security of a sum which may be mutually agreed upon by the City and the Company. In case, however, such an agreement cannot be reached, the amount of the security deposit shall bear the same ratio to thirty thousand dollars ($30,000) as the length of the extension or additional route shall bear to the length of the streets and avenues upon which the Company is hereby authorized to operate.

7. Section 2, subdivision twenty-third, shall be omitted.

8. Said contract shall also contain the following clause:

"If any dispute shall at any time arise between the parties hereto in regard to the amount or amounts due or to be credited to either the City or the Company under the terms of this contract, or if the City at any time questions the equity of the sum of ten thousand dollars ($10,000) per vehicle as the amount upon which interest at the rate of six (6) per cent. per annum is to be charged as a part of operating cost, as herein provided for, then such amount or amounts shall be determined by arbitration at the instance of either party upon notice to the other party hereto, in the following manner:

"One disinterested person shall be chosen by the Company, one disinterested person shall be chosen by the Board, and the two so chosen shall choose a third disinterested person. The decision under oath of any two of such persons who shall be so selected, shall be final and conclusive.

"If either the Company or the City fails to appoint an arbitrator as herein provided within thirty (30) days from the date of such notice, or should the first two arbitrators fail to agree on the selection of the third arbitrator within thirty (30) days after the first two arbitrators shall be chosen, or if no two arbitrators so selected shall agree upon said amount or amounts within sixty (60) days after the arbitrators shall be so selected, then such amount or amounts may be fixed by a commission appointed by the Supreme Court on the application of either party."

9. Such additional provisions as may be required by reason of conditions peculiar to the operation of such extension or additional route and which may be agreed upon between the City and the Company.

Nothing contained in this subdivision shall apply to any extension or additional route for which a right and privilege is voluntarily applied for by the Company.

Twenty-fourth—If, in the opinion of the Board, it shall at any time during the term of this contract be deemed necessary that the Company operate upon streets or avenues other than those in which the Company is hereby authorized to operate, in substitution for any route or portion of a route herein authorized running in a general northerly and southerly direction, and not greater than one mile in length, or in substitution for any route herein authorized running in a general easterly and westerly direction, and the Board shall so order after a public hearing, notification of which shall be given to the Company at least ten (10) days prior to the date thereof, then the Company shall apply for the right to operate such substituted route or routes within thirty (30) days after the date of such order and accept a grant therefor upon the same terms and conditions as those contained herein for a term expiring not later than the date of the expiration of this contract, and upon receiving such grant the Company shall surrender the right to operate over the route for which such substitution has been made.

Twenty-fifth—The Company shall submit to the Board a verified report not later than November 1 of each year for the year ending September 30 next preceding, and at any other time, upon request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
2. The amount paid in as by last report.
3. The total amount of capital stock paid in.
4. The funded debt by last report.
5. The total amount of funded debt.
6. The floating debt as by last report.
7. The total amount of floating debt.
8. The total amount of funded and floating debt.
9. The average rate per annum of interest on funded debt.
10. Statement of dividends paid during the year.
11. The total amount expended for same.
12. The names of the directors elected at the last meeting of the corporation held for such purpose.
13. Location, value and amount paid for real estate owned by the Company as by last report.
14. Location, value and amount paid for real estate now owned by the Company.
15. Number of passengers carried during the year.
16. Number of bus miles operated during the year.
17. Total receipts of Company for each class of business.
18. Amounts paid by the Company for damage to persons or property on account of construction and operation.
19. Total expenses for operation, including salaries.

and such other information in regard to the business of the Company as may be required by the Board.

Twenty-sixth—The Company shall at all times keep accurate books of account of its gross annual receipts and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company, for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross annual receipts, the total miles in operation and the miles operated under this contract, and such other information as the Comptroller may require. The Comptroller shall have access to all books and papers of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers and employees under oath.

Twenty-seventh—The Company shall keep accurate books of the performance of different types of vehicles and the different services rendered and the cost thereof, and shall at any time furnish the Board, or its authorized representatives, such information with respect thereto as shall be requested.

Twenty-eighth—In case of any violation or breach or failure to comply with any of the provisions herein contained or with any orders of the Board or its authorized representatives or any other official of the City acting under the powers herein reserved, the Board may serve upon the Company notice of default, specifying therein the particular default complained of, and directing the Company to cure the same within ninety days. If there shall be any dispute as to the fact of default or as to the remedying thereof, the Company may apply to the court. If the default shall not be remedied within such time, or within such further time as may be allowed by the Board or by the court, the franchise herein granted may be declared forfeited by resolution of said Board.

Any false entry in the books of the Company or false statement in the reports to the Comptroller as to a material fact, knowingly made by the Company, shall constitute such a violation or breach or failure to comply with the provisions herein contained as to warrant the forfeiture of the right and privilege hereby granted.

Twenty-ninth—The Company shall assume all liability for damages to persons or property occasioned by reason of the maintenance and operation of the stages or omnibuses hereby authorized, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company shall repay the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company.

Thirtieth—This grant is upon the express condition that the Company, within thirty (30) days after the date on which this contract is signed by the Mayor, and before anything is done in exercise of the rights and privileges hereby granted, shall deposit with the Comptroller of the City the sum of thirty thousand dollars ($30,000), either in money or securities to be approved by the Comptroller, which fund shall be security for the performance by the Company of all the terms and conditions of this contract and for its compliance with all orders of the Board and of the officials of the City acting under the powers herein reserved. Deductions may be made from the said fund as hereinafter provided.

(a) Should the Company, within such time after notice as may be herein prescribed, or, where no time is prescribed, within such time as the Board or the proper official of the City may hereafter prescribe, fail to comply with the provisions of this contract, or with the orders of the Board or of the officials of the City herein named or referred to, relating to the removal of snow and ice, the City shall have the right to cause the work to be done or the defect remedied and to reimburse itself for the cost of such work, by deducting such cost, with interest, from the security fund hereinabove provided for. Such deduction shall be made by the Comptroller upon the direction of the Board.

(b) Should the Company, within ten (10) days after demand has been made upon it, fail to repay to the City any damages caused to persons or property which the City shall be compelled to pay by reason of the maintenance or operation of the stages or omnibuses, or by reason of any acts or defaults of the Company in connection therewith, the City shall have the right to collect such costs or damages, with interest, by deducting the amount of the same, with interest, from the security fund hereinabove provided for. Such deduction shall be made by the Comptroller upon the direction of the Board.

(c) Should the Company fail to pay to the City the annual charges required to be paid by this contract, within the time fixed for the payment thereof, the City shall have the right to collect the amount of such charges, with interest, by deducting the same from the security fund hereinabove provided for. Such deduction shall be made by the Comptroller without further or other direction.

(d) Should the Company fail to comply with the provisions of this contract, or with the orders of the Board or of the officials of the City herein named, or referred to, then the Company may be required to pay to the City, as liquidated damages for each breach or violation, the following sums:

For failure to maintain the headway as herein prescribed, or to properly heat or light its vehicles, the sum of fifty dollars ($50) per day for each day of violation, and the further sum of ten dollars ($10) per day for each vehicle which shall not be operated, heated or lighted in compliance with this contract, or with the orders of the Board or of the officials of the City having jurisdiction.

For failure to give efficient public service at rates herein fixed, or to maintain its vehicles and equipment in good condition throughout the whole term of this contract, the sum of two hundred and fifty dollars ($250) for each day during which the default or defect remains.

For failure to comply with any other provision of this contract as to which liquidated damages are not fixed herein, the sum of fifty dollars ($50) per day for each day during which such failure or default remains.

All of such sums may be collected by deducting the same from the security fund hereinabove provided for.

The procedure for the collection of such liquidated damages shall be as follows:

Whenever the Board shall have knowledge of any such breach or violation on the part of the Company, the Board shall give notice to the Company, specifying the nature of such breach or violation and the amount of liquidated damages which it is proposed to collect therefor, and directing its President or other officer to appear before the Board on a certain day, not less than ten (10) days after the service of such notice, to show cause why the Company should not be required to pay such liquidated damages in accordance with the foregoing provisions. If the Company fails to make an appearance, or after a hearing, appears in the judgment of the Board to be in fault, the Board shall forthwith direct the Comptroller to collect such liquidated damages by deducting the amount of the same from the security fund hereinabove provided for.

(e) In case of any deductions from the security fund pursuant to this contract, either for the reimbursement of the City for work done by it or amounts expended by it on behalf of the Company, or amounts paid by it to any person by reason of any act or default of the Company, or for the collection by the City of the annual charges, or if liquidated damages, the Company, shall, upon ten (10) days' notice by the Comptroller, deposit with the Comptroller a sum, either in money or securities, sufficient to restore such security fund to its original amount of thirty thousand dollars ($30,000), and in default thereof, the right and privilege hereby granted may be forfeited by the City.

(f) Should the right and privilege hereby granted be forfeited pursuant to the provisions of this contract, or should such right and privilege be terminated upon the dissolution of the Company as herein provided, the security fund hereinabove provided for shall be forfeited to the City as liquidated damages for failure of the Company to perform this contract pursuant to the terms hereof.

(g) No action or proceeding or right under the provisions of this subdivision shall affect any other legal rights, remedies or causes of action belonging to the City, nor the right of the Company to apply to the courts for a review of the fact of default or the remedying thereof.

The provisions for the reimbursement of the City for work done by it or amounts expended by it on behalf of the Company, or amounts paid by it to any person by reason of any act or default of the Company, or for the collection by it of the annual charges or of liquidated damages, are and shall be in addition to the City's right, as herein reserved, to forfeit the right and privilege hereby granted.

Thirty-first—The words "notice," "order" or "direction," wherever used in this contract, shall be deemed to mean a written notice, order or direction. Every such notice, order or direction to be served upon the Company shall be delivered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative, shall be mailed in the City, postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice, order or direction as and when above provided shall be equivalent to direct personal notice, order or direction, and shall be deemed to have been given at the time of delivery or mailing.

Thirty-second—The words "streets or avenues" and "streets and avenues," wherever used in this contract, shall, unless otherwise herein described or specified, be deemed to mean streets, avenues, highways, parkways, driveways, concourses, boulevards, bridges, viaducts, tunnels, public places or any other property to which the City has title encountered by the streets and avenues upon or in which authority is hereby given to the Company to operate stages or omnibuses.

Thirty-third—If at any time the powers of the Board or any other of the authorities herein mentioned or intended to be mentioned shall be transferred by law to any other board, authority, officer or officers, then and in such case such other board, authority, officer or officers shall have all the powers, rights and duties herein reserved to or prescribed for the Board or other authorities, officer or officers.

Section 3. Nothing herein contained shall be deemed as conferring any rights or privileges upon the Company, except as expressly set forth in Section 1 of this contract, nor as confirming any alleged rights or privileges heretofore claimed by the Company, nor shall anything herein affect or prejudice any rights or privileges held or possessed by the Company on or prior to the date on which this contract is signed by the Mayor. This provision is intended to prevent a waiver or surrender by either the City or the Company of any rights, privileges, claims, demands, suits, damages, penalties or forfeitures in favor of either party hereto against the other party, existing on or prior to the date on which this contract is signed by the Mayor. In the event of the termination of the rights and privileges hereby granted, whether by default, forfeiture, expiration or otherwise, no rights or privileges of the Company,

other than those conferred by this contract, shall be deemed affected by the fact that the Company has become a party to this conrtact.

Section 4. Nothing in this contract shall be construed as in any way limiting the present or future jurisdiction of the Public Service Commission under the Laws of the State of New York. Neither shall anything herein contained prevent the Company from asserting or relying on any contractual right it may possess under this contract. The City, however, shall in no event be liable to the Company, in damages or otherwise, because of, owing to, or upon any claim or demand by the Company, based upon or growing out of any action or order of the Public Service Commission.

Section 5. The Company promises, covenants and agrees on its part and behalf during the entire term of this contract, whether original or renewal, to conform to and abide by and perform all the terms, conditions and requirements in this contract fixed and contained.

In witness whereof, the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed and the corporate seal of said City to be hereunto affixed; and the party of the second part, by its officers, thereunto duly authorized, has caused its corporate name to be hereunto signed and its corporate seal to be hereunto affixed, the day and year first above written.

THE CITY OF NEW YORK, By ....., Mayor.
(Corporate Seal.)
Attest: ....., City Clerk.
FIFTH AVENUE COACH COMPANY, By ....., President.
(Seal.)
Attest: ....., Secretary.
(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor and of the terms and conditions, including the provisions as to rates, fares and charges, are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the Fifth Avenue Coach Company, and the said form of a proposed contract for the grant of such franchise or right, containing said results of such inquiry, after the same shall be entered in the minutes of this Board, shall be published in full for at least fifteen (15) days immediately prior to Friday, December 28, 1917, in the CITY RECORD, together with the following notice, to wit:

Notice Is Hereby Given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the Fifth Avenue Coach Company and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolutions authorizing such contract, will, at a meeting of said Board to be held in Room 16, City Hall, Borough of Manhattan, City of New York, on Friday, December 28, 1917, at 10:30 o'clock A. M., hold a public hearing thereon at which citizens shall be entitled to appear and be heard.

Resolved, That a notice of such hearing, stating that copies of the proposed contract and resolution of consent thereto may be obtained by all those interested therein, at the Bureau of Franchises, Room 1307, Municipal Building, Centre and Chambers Streets, Borough of Manhattan, shall be published at least twice, at the expense of the proposed grantee, during the ten (10) days immediately prior to Friday, December 28, 1917, in the *"Evening Sun"* and *"New York Times,"* the two daily newpsapers in which the petition and notice of hearing thereon have been published.

The President of the Borough of Queens raised the point of order that the matter was not legally on the calendar and required unanimous consent for its consideration, which he declined to give.

The Chair declared the point of order not well taken.

The President of the Board of Aldermen moved that the resolution be amended by striking therefrom December 28, 1917, and substituting in lieu thereof January 11, 1918.

Which motion was lost by the following vote:

Affirmative—The President of the Board of Aldermen and the President of the Borough of Richmond—4.

Negative—The Mayor, the Comptroller and the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx—11.

Present and Not Voting—The President of the Borough of Queens.

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The original resolution then failed of adoption by the following vote:

Affirmative—The Mayor, the Comptroller and the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx—11.

Negative—The President of the Board of Aldermen and the President of the Borough of Richmond—4.

Present and Not Voting—The President of the Borough of Queens

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Note—Under section 226 of the Charter it is necessary for twelve votes to be cast in the affirmative for the adoption of a resolution on its original presentation.

The matter was then laid over until the next meeting of the Board.

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The President of the Borough of The Bronx moved that the next meeting of the Board be held at 2:30 o'clock this afternoon.

Which motion was adopted by the following vote:

Affirmative—The Mayor, the Comptroller and the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx—11.

Negative—The President of the Board of Aldermen and the Presidents of the Boroughs of Queens and Richmond—5.

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MATTERS CONSIDERED BY UNANIMOUS CONSENT.

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The following matters not on the Calendar for this meeting were considered by unanimous consent:

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President, Borough of Queens—Transfer of Appropriation and Modification of Schedules (Cal. No. 128).

The Secretary presented a communication, dated November 26, 1917, from the President, Borough of Queens, requesting transfer within appropriation for 1917 and modification of schedules; and the following report of the Comptroller recommending approval thereof:

November 28, 1917.

To the Board of Estimate and Apportionment:

Gentlemen—On November 26, 1917, the President of the Borough of Queens requested modification of schedules and transfer of funds within appropriations to his office for the year 1917.

The Bureau of Contract Supervision, to which this request was referred on November 27, 1917, reports thereon as follows:

"It is proposed to transfer $16,637 from Code No. 674, Personal Service, Wages, Temporary Employees, Care of Highways, Roadways, Viaducts and Streets, and Asphalt Plant, to Code No. 715, Contract or Open Order Service, Transportation, Hire of Horses and Vehicles with Drivers, Care of Highways.

"In Code No. 715, it is proposed to increase the line of Horse and Vehicle, with Driver, at $3.50 per day, from 12,144 days to 13,894 days, and the line Team and Vehicle, with Driver, at $6 per day, from 12,416 days to 14,168 days, thereby increasing the schedule total from $117,000 to $133,637, and the tax levy allowance from $115,950 to $132,587.

"The depletion of Code No. 715 is due to the fact that the amount of dirt road work exceeded the estimate upon which the budget allowance was based; to the condition of the roads in the early spring necessitating the earlier employment of the forces; to delays in the delivery of oils resulting in more frequent water sprinkling; and to the failure of contractors on asphaltic concrete roads, under guarantee, to properly maintain these roads, which has resulted, after the retained percentages had been expended, in the necessity of detailing departmental forces to keep the roads in proper repair.

"The proposed modification will enable the department to pay for the hire of horses and carts and teams and trucks on general highway activities, asphalt, macadam and dirt road work. A portion of this force is now employed on macadam roads in connection with the application of heavy road oil in the hauling of sand and grits, to keep the roads in shape over the winter, this treatment having the probable effect of avoiding the necessity of reconstruction next year. The provision for the force for the remainder of the year is to enabel the completion of work now being constructed, to do general emergency work, and to take care of complaints.

"The labor schedules provide a sufficient amount of labor, and there is sufficient material on hand, but to provide for the deficit in the account and to permit of the proper working of all of these forces, this additional allowance for horses and carts and teams and trucks on highway maintenance is necessary.

"Although a transfer to 'Hire of Horses and Vehicles' from other classifications is prohibited by the budget resolutions, the accounts involved were all appropriated for the same general purpose, but owing to the fact that the items allowed for highway maintenance appear to be unbalanced, the transfer appears to be proper.

"A sufficient excess balance remains in account No. 674 to permit of the debit transfer.

"The necessary modification of the personal service schedule involving the reduction of the lines to permit of the transfer, and the increase of rate of wage of Blacksmiths, Blacksmith's Helper, and Striper, providing for the prevailing rate of wage as per resolution adopted by the Board of Aldermen, has been approved by the Bureau of Personal Service."

I recommend the adoption of the attached resolutions granting the request and modifying the schedules involved. Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated to the office of the President of the Borough of Queens for the year 1917, as follows:

FROM

Personal Service, Wages Temporary Employees.

674TS	Roadways, Viaducts and Streets, and Asphalt Plant.....	$16,637 00

TO

Contract or Open Order Service, Transportation, Hire of Horses and Vehicles with Drivers.

715TS	Care of Highways	$16,637 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—15.

Present and Not Voting—The President of the Borough of The Bronx.

—

The following resolution was offered:

Resolved, That, the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the office of the President of the Borough of Queens for the year 1917, as follows:

Personal Service, Wages, Temporary Employees, Roadways, Viaducts and Streets, and Asphalt Plant.

674TS	Tax Levy and Special and Trust Fund Force—	
	Foreman at $4 per day, 5,598 days	$22,392 00
	Assistant Foreman at $3.25 per day, 4,724 days	15,353 00
	Ship Carpenter at $5 per day, 554 days	2,770 00
	Carpenter at $5 per day, 554 days	2,770 00
	Steam Roller Engineer at $5.50 per day, 2,151 days	11,830 50
	Stone Mason at $4.50 per day, 200 days	900 00
	Flagger at $4.50 per day, 200 days	900 00
	Foreman of Pavers at $5 per day, 224 days	1,120 00
	Paver at $5 per day, 4,322 days	21,610 00
	Rammer at $4 per day, 1,746 days	6,984 00
	Laborer at $4 per day, 278 days	1,112 00
	Laborer at $3.50 per day, 4,731 days	16,558 50
	Laborer at $3 per day, 5,643 days	16,929 00
	Laborer at $2.50 per day, 80,544 days	201,360 00
	Blacksmith at $4 per day, 48 days	192 00
	Blacksmith at $5 per day, 506 days	2,530 00
	Blacksmith's Helper at $3 per day, 48 days	144 00
	Blacksmith's Helper at $3.50 per day, 152 days	532 00
	Striper at $5 per day, 277 days	1,385 00
	Bricklayer at $6 per day, 271 days	1,626 00
	Asphalt Foreman at $5 per day, 996 days	4,980 00
	Asphalt Roller Engineer at $5.50 per day, 505 days	2,777 50
	Stationary Engineer at $4.50 per day, 505 days	2,272 50
	Asphalt Worker at $3.45 per day, 360 days	1,242 00
	Asphalt Worker at $3.20 per day, 180 days	576 00
	Asphalt Worker at $3 per day, 1,301 days	3,903 00
	Asphalt Worker at $2.85 per day, 170 days	484 50
	Asphalt Worker at $2.50 per day, 2,048 days	5,120 00
	Stoker at $3 per day, 224 days	672 00
	Schedule Total	$351,025 50
	Tax Levy Allowance	$341.025 50
	Special and Trust Fund Allowance	10,000 00
	Total Allowance	$351,025 50

Contract or Open Order Service, Transportation, Hire of Horses and Vehicles with Drivers.

715TS	Care of Highways, Tax Levy and Special and Trust Fund Force—	
	Horse and Vehicle with Driver at $3.50 per day (13,894 days)..	$48,629 00
	Team and Vehicle with Driver at $6 per day (14,168 days)	85,008 00
	Schedule Total	$133,687 00
	Tax Levy Allowance	$132,587 00
	Special and Trust Fund Allowance	1,050 00
	Total Allowance	$133,637 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, Queens and Richmond—15.

Present and Not Voting—The President of the Borough of The Bronx.

—

Charles Werbelovsky (Cal. No. 129).

Consent granted Charles Werbelovsky to construct and maintain a railroad track across and on the surface of Jefferson Street, Borough of Brooklyn.

This application was presented to the Board at the meeting of September 21, 1917 (Cal. No. 221), and was referred to the Bureau of Franchises.

The President of the Borough of Brooklyn presented the following:

Henry J. Nurick, Architect and Civil Engineer, 892 Broadway, Brooklyn, N. Y., September 10, 1917.

Board of Estimate and Apportionment, City of New York, Bureau of Franchises, Room 1307, Municipal Building, New York:

Gentlemen—I herewith petition your honorable Board for the granting of a franchise to lay and maintain a spur track across Jefferson Street, Brooklyn, connecting the Evergreen Branch of the Long Island Railroad with my property on Jefferson Street, on which I propose to erect a glass warehouse and salesrooms.

I had arranged for the Long Island Railroad to make this petition to your honorable Board, as I propose to have them construct and maintain the track for me. They, however, advise me by letter dated September 5, 1917, that I make the petition for the granting of the franchise direct to you.

I trust that your honorable Board will grant this petition, in view of the fact that the property is valueless for other than factory or warehouse development.

For the efficient management of my business and in order that I may compete on an equal basis with concerns in this city that have track facilities, it is necessary

that you grant this petition. I, therefore, pray that your honorable Board will see fit to grant this petition.

Respectfully submitted, CHARLES WERBELOVSKY.

Bureau of Franchises, November 28, 1917.

Hon. JOHN PURROY MITCHEL, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Mr. Charles Werbelovsky presented a petition dated September 10, 1917, to the Board of Estimate and Apportionment for permission to install and maintain a standard gauge railroad spur track, at grade, across Jefferson Street, Borough of Brooklyn, at a point 430 feet north of Irving Avenue, to connect the Evergreen Branch of the Long Island Railroad with property of the petitioner on the westerly side of Jefferson Street, upon which property a warehouse for the storage and sale of glass is to be constructed. At the meeting of the Board held September 21, 1917, the petition was referred to the Bureau of Franchises for investigation and report.

This petition for a commercial siding or spur track on the surface of a street, connecting private property with the tracks of an existing and regularly operated railroad, differs from those heretofore granted in that the owner of the property is the petitioner, instead of the railroad company. The rule has been to require the railroad company to make the petition and accept the consent. The reason for this has been that the decision of the Court of Appeals in 1907, in the case of Hatfield vs. Straus, seems to hold that the City cannot give its consent to the owner, and such interpretation was supported by an opinion of the Corporation Counsel, rendered to the Board of Estimate and Apportionment.

The Long Island Railroad Company has petitioned and received consents for a number of such spur tracks since that opinion was rendered. Such consents have been in the customary revocable form, requiring the grantee to comply with a number of conditions set forth in the resolution and to pay annual compensation for the privilege, deposit security with the Comptroller and agree to save the City harmless from all damage arising from the track or the operations conducted thereon. This petition states that arrangements had been made with the Railroad Company to petition the Board for the privilege, but, under date of September 5, 1917, the Company advised Mr. Werbelovsky to present the petition.

Upon receipt of Mr. Werbelovsky's petition, stating it was presented on the advice of the Railroad Company, the matter was taken up with counsel for the Company, who claimed as the reason for refusing to present the petition that the Company has lately found the office work and bookkeeping necessitated by such consents to be a troublesome burden, from which it has decided to be relieved. In view of such attitude, a communication was addressed to the Corporation Counsel, under date of September 27, 1917, requesting to be advised if the Board can legally grant permission to Mr. Werbelovsky. As the result of this request for an opinion, there have been several conferences between the office of the Corporation Counsel, Counsel to the Railroad Company and representatives of the petitioner and this Bureau.

In a communication dated November 29, 1917, the petitioner, through his Engineer, recites that, with knowledge of the past practice of The Long Island Railroad Company in asking for and obtaining the City's consent for such spur tracks, and with assurance on the part of the officers of The Long Island Railroad, he purchased his property on Jefferson Street and made application to the Company for the construction of the track. Some time in August, 1917, he placed in the hands of the Company $1,600, to cover the cost of construction, with the understanding that the Company would obtain the necessary City consent, permits, etc. The petitioner states that without the track he cannot efficiently operate his business, and dare not proceed with the erection of his building until the consent is granted. He asks that action be taken on the petition without further delay.

Mr. Werbelovsky's property is situated adjacent to a branch of the railroad used solely for freight and is in a most favorable position for development for factory and warehouse purposes. The improvement of such property should no doubt be encouraged by the City. There are no objections to the track from a physical standpoint. It would be an injustice to the petitioner if the refusal of the Railroad Company to petition for the track should be allowed to prevent the development of the property and the carrying on of the petitioner's business. The petitioner, therefore, has been the innocent victim through the insistence on a technicality by the Railroad Company. It is difficult to account for the attitude of the Railroad Company, particularly since it has presented a petition for similar spur tracks in Long Island City, Borough of Queens, after the presentation of Mr. Werbelovsky's petition, and the only explanation which the Railroad Company's counsel gives is that the Long Island City petition was presented pursuant to an agreement entered into before the Werbelovsky matter arose. Counsel declines, however, to state that the Company will present no more petitions for such tracks.

At the conferences above noted, an informal opinion was given by the Assistant Corporation Counsel having the matter in charge, to the effect that the City may legally grant the consent to Mr. Werbelovsky to install and maintain the track, with consent to the Railroad Company to operate the same. In view of that and in view of the fact that Mr. Werbelovsky is now deprived, through no fault of his own, of the facilities which he needs to efficiently operate his proposed enterprise, consent in that form is herewith presented without waiting for the formal opinion of the Corporation Counsel requested under date of September 27, 1917. The consent cannot become effective until it is submitted to and approved by the Corporation Counsel and the resolution specifically requests him to examine as to whether the Board has the legal power to make the grant to Mr. Werbelovsky, and if the City's interests are amply protected.

It should be distinctly understood that this consent, if granted and approved by the Corporation Counsel, should not be considered as a precedent for similar consents to private persons or business corporations, but that such action is now taken in order that Mr. Werbelovsky may not be deprived of facilities which other manufacturers have obtained heretofore.

Copies of the petition and accompanying plan were forwarded to the President of the Borough of Brooklyn and to the Commissioner of Water Supply, Gas and Electricity, with a request that examinations be made by the various bureaus of their departments having jurisdiction, with a view to ascertaining if there are any objections to the track or any particular conditions necessary to be incorporated in the form of consent heretofore used by the Board for similar privileges. In replies dated, respectively, September 19 and September 21, 1917, it is stated there are no objections to the project. The reply from the office of the Borough President requests that it be made a condition of the consent that the grantee construct two catch-basins, one in each gutter, immediately south of the proposed track, in order to properly care for drainage, and the reply from the Department of Water Supply, Gas and Electricity states that if consent be granted, it will be necessary to relocate an existing hydrant and the expense of such relocation should be borne by the grantee. Provisions to that effect have been inserted in the form of resolution granting consent, herewith submitted.

The customary examination on the ground by this Bureau disclosed no objection to the construction, maintenance and operation of the track, and in case the Board sees fit to authorize it, I would suggest that consent be granted only during the pleasure of the Board, but in no event to extend beyond a period of ten (10) years from the date of approval of the consent by the Mayor and revocable upon sixty (60) days' notice, and that it be made a condition of the consent that security in the sum of one thousand dollars ($1,000) be furnished, such security to be in the form of either cash or securities to be approved by and deposited with the Comptroller for the faithful performance of the terms and conditions of the consent.

At the rate heretofore fixed by the Board for such tracks in the City streets under revocable consents—viz., four per cent. of the assessed valuation of the area of street occupied, estimating a single track to occupy a width of ten feet—the charge would be less than the minimum of $100. With the customary increase of five per cent. for the second term of five years, the compensation for the privilege should therefore be

During the first term of five years, the sum of one hundred dollars ($100) per annum; and

During the second term of five years, the sum of one hundred and five dollars ($105) per annum;

—such sums to be paid into the City Treasury in advance on November 1 of each year

Mr. Werbelovsky has agreed to furnish a surety bond in the sum of ten thousand dollars ($10,000) to save the City harmless from all loss or damage due to the granting of the consent, the existence and maintenance of the track and the operation of the cars thereon. This is in addition to the $1,000 cash security mentioned above. In the event of his failure or neglect to renew such bond from year to year, as will be necessary, the consent will automatically become null and void at the time of the expiration of the bond.

A resolution in accordance with the above is herewith submitted for adoption.

Respectfully, JOHN A. McCOLLUM, Acting Chief of Bureau.

The following resolution was offered:

Whereas, Mr. Charles Werbelovsky presented a petition dated September 10, 1917, to the Board of Estimate and Apportionment for permission to construct and maintain a spur track, to be operated by The Long Island Railroad Company across Jefferson Street at a point about 434 feet north of the northerly line of Irving Avenue, in the Borough of Brooklyn, connecting property of the petitioner on the westerly side of said Jefferson Street with the Evergreen Branch of The Long Island Railroad Company, in order to afford direct railroad connection to the said property of the petitioner, upon which he proposes to erect a warehouse building for use in his business; now, therefore, be it

Resolved, That the consent of the Corporation of The City of New York be and the same is hereby given to Charles Werbelovsky to construct and maintain a standard gauge railroad track across and on the surface of Jefferson Street, Borough of Brooklyn, and consent is hereby given to The Long Island Railroad Company to operate cars over the said track, the track to run from a point in the easterly building line of Jefferson Street 444 feet north of the northerly line of Irving Avenue, to a point in the westerly building line 424 feet north of the northerly line of Irving Avenue, the said track to connect with the Evergreen Branch of the Long Island Railroad and to be used to furnish direct railroad connection to the said property of Charles Werbelovsky on the westerly side of Jefferson Street, into which the track will run; all as shown upon the plan accompanying the petition and entitled:

"Plan showing location of proposed spur track to be constructed across Jefferson St., Borough of Brooklyn, to accompany application dated Sept. 10, 1917, of Charles Werbelovsky to the Board of Estimate and Apportionment, City of New York."

—and signed, Charles Werbelovsky, a copy of which is attached hereto and made a part hereof upon the terms and conditions hereinafter set forth; and be it further

Resolved, That upon submission of this resolution to the Corporation Counsel, said official be and he hereby is requested to specifically examine into the power of this Board to grant this consent to Mr. Werbelovsky, and to further examine this consent with a view to ascertaining if the City's interests are fully protected.

1. This consent shall continue only during the pleasure of the Board of Estimate and Apportionment and shall be revocable upon sixty (60) days' notice, in writing, to the grantee, but in no case shall it extend beyond a term of ten (10) years from the date of its approval by the Mayor, and thereupon all rights of the grantee in said street, by virtue of this consent, shall cease and determine.

2. Charles Werbelovsky shall pay into the treasury of The City of New York, as compensation for the privilege hereby granted—

During the first term of five (5) years, the sum of one hundred dollars ($100) per annum; and

During the second term of five (5) years, the sum of one hundred and five dollars ($105) per annum.

Such payments shall be made in advance on November 1 of each year, provided, however, that the first payment shall be made within sixty (60) days of the approval of this consent by the Mayor, and shall be only such proportion of the annual charge as the time between the approval of this consent by the Mayor and November 1 following bears to a whole year.

Such rate of compensation shall continue up to the date of restoration of the street pavement after the removal of the structure from the street.

Such payments shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatsoever kind or description now or hereafter required to be paid under any ordinance of The City of New York, or by any law of the State of New York.

3. Upon the revocation or termination by limitation of this consent, the said Charles Werbelovsky shall, at his own cost, cause the said track and all appurtenances thereto to be removed, if required so to do by The City of New York or its duly authorized representatives, and all that portion of said street affected by this consent to be restored to its proper and original condition. If the said track shall not be required to be removed, it is agreed that it and its appurtenances shall become the property of The City of New York.

4. This consent is for the exclusive use of the grantee and 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, firm or corporation whatsoever, either by the acts of the grantee or by operation of law, without the consent, in writing, of The City of New York, acting by the Board of Estimate and Apportionment.

5. The said Charles Werbelovsky shall pay the entire cost of all work, labor and material in connection with the track hereby authorized, and particularly—

(a) Its construction, maintenance and removal.

(b) The protection of all structures which shall in any way be disturbed by its construction or removal.

(c) All changes in sewer, water pipes or other structures made necessary by its construction or removal, including the laying or relaying of drains, pipes, conduits, sewers or other structures.

(d) The placing, replacing or restoring of the pavement and sidewalks in said street which may be necessitated or disturbed during its construction or removal.

(e) Each and every item of the increased cost of any future structure or substructure caused by the presence of the track.

(f) The inspection of all work during its construction or removal, as herein provided, which may be required by the President of the Borough or the Commissioner of Water Supply, Gas and Electricity.

6. Before the construction or removal shall be begun, the said Charles Werbelovsky shall obtain permits to do the work from the President of the Borough and from the Commissioner of Water Supply, Gas and Electricity. He shall perform all the duties which may be imposed by those officials as conditions of such permits, provided such conditions are not inconsistent with the provisions of this consent. He shall submit to those officials working plans which shall include and show in detail the method of construction of the track and the mode of protection or changes in the subsurface structures required by the construction of the track.

Upon the completion of the work, the said Charles Werbelovsky shall furnish to the President of the Borough a plan of such character as said official may direct, showing accurately and distinctly the location of the track, also the location and dimensions of substructures encountered during the progress of the work. The depth below the street surface of the new structure and of the subsurface structures encountered must be shown, also their location with reference to the nearest curb-line and the nearest curb-line intersection.

7. The said Charles Werbelovsky shall—

(a) Station flagman at such points as may be designated by the President of the Borough for the protection of the public.

(b) Erect, maintain and operate gates across the said street for the protection of the public as may be directed by the President of the Borough and at such location as the said official may determine.

(c) If so directed by the President of the Borough, maintain gongs in connection with the said track, similar to the gongs maintained at ordinary railroad crossings, warning of the approach of trains.

The track shall be constructed and operated in the latest improved manner of railroad construction and operation and solely upon the terms and according to the lines and surveys to be approved by the President of the Borough. The rails shall be laid with the tops thereof flush with the surface of the roadway, and the roadway shall be graded and drainage provided as shall be directed and approved by the President of the Borough. The said Charles Werbelovsky shall cause to be constructed two catch basins, one in each gutter, immediately south of the proposed track, under the supervision and direction and to the satisfaction of the President of the Borough. The character of the rails and other parts of the construction shall also be approved by the said official and the track shall be maintained in good condition by the said Charles Werbelovsky throughout the term of this consent.

The said Charles Werbelovsky shall, when so directed, alter the position of or move or protect the said track hereby authorized, entirely at his own expense, whenever it may become necessary for the City to repair or replace any existing structure

or install any new structure within the lines of the said street. If the said Charles Werbelovsky should fail or neglect to do so when directed, the City shall have the right to break through or remove all or any portion of the said track hereby authorized and the said Charles Werbelovsky shall pay the City the expense of such work.

8. The track shall be constructed, maintained and operated subject to the supervision and control of the proper authorities of The City of New York who have jurisdiction over such matters under the Charter of The City of New York.

9. The said Charles Werbelovsky shall at all times keep the entire street between the rails of the track and for a distance of two feet beyond the rails on either side thereof free and clear from ice and snow.

10. The said Charles Werbelovsky shall pave and keep in permanent repair the portion of the surface of the street between the rails of the track and for a distance of two feet on either side thereof, under the supervision of the proper local authorities and whenever required by them to do so, and in such manner as they may prescribe, and The City of New York shall have the right to change the material or character of the pavement, and, in that event, the said Charles Werbelovsky shall be bound to replace the existing pavement between the rails of the track and for a distance of two feet on either side thereof with such changed or altered pavement and in the manner directed by the proper City officials, at his own expense, and the provisions as to repairs herein contained shall apply to such changed or altered pavement.

11. This consent is subject to whatever right, title or interest the owners of abutting property or others may have in or to said street.

12. The said Charles Werbelovsky shall assume all liability for damages to persons or property occasioned by reason of the construction, maintenance and operation of the track authorized by this consent, including damages occasioned by any act or omission of The Long Island Railroad Company in connection with such operation, and the City shall assume no liability whatsoever to either persons or property on account of the same. And the said Charles Werbelovsky shall repay to the City any damages which the City shall be compelled to pay by reason of any act, omission or default of the said Charles Werbelovsky or of The Long Island Railroad Company. And to insure that the City shall be saved harmless from any damages by reason of the construction, maintenance or operation of said track, the said Charles Werbelovsky shall, within sixty (60) days after the date of approval of this consent by the Mayor and before anything is done in exercise of the rights conferred hereby, furnish to the Comptroller of The City of New York a surety bond, satisfactory to the said official, conditioned in the penal sum of ten thousand dollars ($10,000), which bond shall be renewed from time to time during the term of this consent; and in the event of the said Charles Werbelovsky failing to furnish such bond within the time herein specified, or failing to renew the said bond in the event of its expiration during the term of this consent, this consent shall immediately terminate and become null and void. Nothing contained in this section shall affect or prejudice the right of the City to have recourse, pursuant to section 14, to the security deposit required by that section.

13. This consent is granted upon the further and express condition that the provisions of the Railroad Law applicable thereto and all laws or ordinances now in force or which may hereafter be adopted shall be strictly complied with.

14. This consent is upon the express condition that the said Charles Werbelovsky, within sixty (60) days after its approval 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 one thousand dollars ($1,000), either in money or securities, to be approved by the said official, which fund shall be security for the faithful performance of the terms and conditions of this consent. In case of default in the performance by the said Charles Werbelovsky of any of the terms or conditions of this consent, The City of New York shall have the right to cause the work to be done and the materials to be furnished for making the changes or repairs after ten (10) days' notice in writing and shall collect the reasonable cost thereof from said fund without legal proceedings, or in case of default in the payment of the charge for the privilege shall collect the same from such fund, with interest, after ten (10) days' notice in writing to the said Charles Werbelovsky.

In case of any draft so made upon the security bond, the said Charles Werbelovsky shall, upon thirty (30) days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of one thousand dollars ($1,000), and in default of the payment thereof the consent hereby given may be cancelled and annulled, at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or proceeding or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

15. The said Charles Werbelovsky shall give notice, in writing, to the President of the Borough and to the Commissioner of Water Supply, Gas and Electricity of intention to begin the work hereby authorized at least forty-eight hours before such work commences. The said Charles Werbelovsky shall also give to the Board of Estimate and Apportionment notice, in writing, of the date on which the work is commenced and also the date on which the same is completed not later than ten (10) days after such dates.

16. The construction of the structure hereby authorized shall be commenced and completed on or before October 1, 1918, otherwise this consent shall be forfeited forthwith and without any proceedings, either at law or otherwise, for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment.

17. This consent shall be null and void unless the said Charles Werbelovsky shall duly execute an instrument in writing, wherein said Charles Werbelovsky shall accept this consent and shall promise, covenant and agree to conform to, abide by and perform all the terms, conditions and requirements in this consent fixed and contained, and file said instrument with the Board of Estimate and Apportionment of The City of New York within thirty (30) days after the approval of this consent by the Mayor; provided, however, that such time may be extended by the Board of Estimate and Apportionment.

And the said Charles Werbelovsky shall promise, covenant and agree in said instrument to hold The City of New York harmless from all damages to persons or property which may result from the construction, use, maintenance or operation of the track hereby authorized.

Which was adopted by the following vote:

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

Fifth Avenue, Between 60th Street and 99th Street, Borough of Manhattan—Amendment of Building Zone Resolution (Cal. No. 130).

(On November 2, 1917 (Cal. No. 59), the petition in this matter was referred to the Committee on the City Plan.)

The Secretary presented a petition, dated October 26, 1917, from the Fifth Avenue Association, requesting the amendment of Height District Map, Sections Nos. 5, 6 and 8, to change above area from a 1½ times height district to a 1 times height district; and the following report of the Committee on the City Plan:

November 27, 1917.

Board of Estimate and Apportionment:

Gentlemen—On November 2, 1917 the Board received and referred to the Committee on the City Plan the petition of the Fifth Avenue Association requesting an amendment to Height District Map Sections Nos. 5, 6 and 8, so as to change from a one and one-half times height district to a one times height district the property on Fifth Avenue between 60th Street and 99th Street, Borough of Manhattan.

Under the present Zone plan substantially all residential sections of Manhattan below 181st Street are in a one and one-half times height district. This limits buildings at the street line to one and one-half times the width of the widest street on which they abut. The maximum height, however, at the street line is fixed at 150 feet, and as Fifth Avenue is a 100-foot street, 150 feet is at the present height limit along Fifth Avenue. This height limit of 150 feet also applies to all buildings within 100 feet of Fifth Avenue on the narrower side streets. In the case of a corner building, however, the 150-foot height may be continued on the side street for a depth of 150 feet. If this section of Fifth Avenue is changed to a one times height district, the maximum height at the street line will be reduced to 100 feet and this 100-foot limit would apply 100 feet back on the narrower side streets, and in the case of a corner building fronting on Fifth Avenue it would apply 150 feet back from Fifth Avenue.

The Zone plan does not provide a flat limit, but permits buildings after reaching the height limit at the street line to go higher, provided such higher portions of the building are set back in a prescribed ratio. In the one and one-half times height district the building must set back one foot for every three feet of increased height, and in the one times height district it must set back one foot for every two feet of increased height. The present height limit of 150 feet at the street line permits the erection of the ordinary twelve-story apartment house. The proposed height limit of 100 feet would limit the height of apartment houses on Fifth Avenue in this section to eight or nine stories. Two or more additional stories might, however, be added by the use of the mansard or setback.

At the request of the Committee the President of the Borough of Manhattan held a public hearing on this proposed change. At the hearing evidence was presented that a considerable number of property owners on Fifth Avenue and on the side streets near Fifth Avenue, were in favor of the proposed change. A number of property owners on Fifth Avenue, however, entered a protest against the proposed change. Those who protested were for the most part owners of unimproved or partially improved property. Statements were submitted that the erection of a number of high apartments on Fifth Avenue had already caused a reduction in the value of neighboring property, both on Fifth Avenue and on the side streets. As yet but few high apartments have been erected, but unless the present height limit is changed, it seems evident that more high apartments will be erected, and that the values of other residential property both on the avenue and on the side streets will be greatly depreciated. Various owners on the side streets favored the proposed change, as under the existing rule they are limited to one and one-half times the width of a 60-foot street or 90 feet, while apartments may be built on the avenue to a height of 150 feet. The proposed limit of 100 feet for the avenue would more nearly equalize the height limit for this section.

Your Committee recommends that the Board fix a day for a public hearing on a proposed amendment to Height District Map Sections Nos. 5, 6 and 8 so as to include within a one times height district the area on both sides of Fifth Avenue within 100 feet thereof between The Plaza and East 60th Street on the south, and the southerly line of East 99th Street and its westerly extension on the north, Borough of Manhattan. Respectfully submitted,

JOHN PURROY MITCHEL, Mayor, Chairman; MARCUS M. MARKS, President, Borough of Manhattan; LEWIS H. POUNDS, President, Borough of Brooklyn; DOUGLAS MATHEWSON, President, Borough of The Bronx; MAURICE E. CONNOLLY, President, Borough of Queens; CALVIN D. VAN NAME, President, Borough of Richmond, Committee on the City Plan.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby fixes Friday, December 14, 1917, at 10.30 o'clock a. m., and Room 16, City Hall, Borough of Manhattan, City of New York, as the time and place for a public hearing on a proposed amendment to Height District Map Sections Nos. 5, 6 and 8, so as to include within a one times height district the area on both sides of Fifth Avenue within 100 feet thereof between The Plaza and East 60th Street on the south, and the southerly line of East 99th Street and its westerly extension on the north, Borough of Manhattan.

Which was adopted by the following vote:

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

Glenwood Road, Between Remsen Avenue and East 85th Street, Borough of Brooklyn—Amendment of Building Zone Resolution (Cal. No. 131).

(On September 21, 1917 (Cal. No. 194), the petition in this matter was referred to the Committee on the City Plan.)

The Secretary presented a petition, dated June 25, 1917, of property owners, requesting amendment of building restrictions to permit the building and maintenance of stores on Glenwood Road, between Remsen Avenue and East 85th Street, Borough of Brooklyn; and the following report of the Committee on the City Plan:

November 27, 1917.

Board of Estimate and Apportionment:

Gentlemen—On September 21, 1917, the Board received and referred to the Committee on the City Plan the petition of property owners requesting an amendment to Use District Map Section No. 23 so as to change from a residence district to a business district the property on both sides of Glenwood Road between Remsen Avenue and East 85th Street, Borough of Brooklyn.

At the request of the Committee the President of the Borough of Brooklyn held a public hearing on the proposed change. No one appeared in opposition.

As the change seems to be consistent with the general purposes of the Zone Plan, your Committee recommends that the Board fix a day for a public hearing on a proposed amendment to Use District Map, Section No. 23, so as to include within a business district all the area not now so included on both sides of Glenwood Road within 100 feet thereof, between East 85th Street and a line parallel to Remsen Avenue and 100 feet easterly therefrom measured at right angles, Borough of Brooklyn.

Respectfully submitted, JOHN PURROY MITCHEL, Mayor, Chairman; MARCUS M. MARKS, President, Borough of Manhattan; LEWIS H. POUNDS, President, Borough of Brooklyn; DOUGLAS MATHEWSON, President, Borough of The Bronx; MAURICE E. CONNOLLY, President, Borough of Queens; CALVIN D. VAN NAME, President, Borough of Richmond; Committee on the City Plan.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby fixes Friday, December 14, 1917, at 10.30 o'clock a. m., and Room 16, City Hall, Borough of Manhattan, City of New York, as the time and place for a public hearing on a proposed amendment to Use District Map, Section No. 23, so as to include within a business district all the area not now so included on both sides of Glenwood Road within 100 feet thereof, between East 85th Street and a line parallel to Remsen Avenue and 100 feet easterly therefrom measured at right angles, Borough of Brooklyn.

Which was adopted by the following vote:

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

President, Borough of Brooklyn—Approval of Award of Contract (Cal. No. 132).

The Secretary presented a communication, dated November 28, 1917, from the President of the Borough of Brooklyn requesting permission to award contract to Thomas Dwyer for the construction of the battery room on the south side of the Central Library Building, Brooklyn.

(On November 28, 1917, this communication was transmitted by the Secretary of the Board to the Bureau of Contract Supervision for report.)

The matter was laid over one week (December 7, 1917).

All City Departments—Regulation of Military Service of Civil Employees (Cal. No. 133).

The Secretary presented the following:

City of New York, Office of the Mayor, November 30, 1917.

To the Honorable the Board of Estimate and Apportionment:

Gentlemen—I deem it wise at this time to call the attention of the Board of Estimate and Apportionment to the enclosed instructions to be distributed at my direction to all department heads of the City government by the Mayor's Advisory Committee on War Service concerning the enlistment in the United States Army of City employees who are of conscript age, in view of the fact that the second contingent will soon be drafted and that enlistments in the United States Army of registered men will not be permitted after December 15, except as to certain medical and dental students. Respectfully, JOHN PURROY MITCHEL, Mayor.

The Mayor's Advisory Committee on War Service, November 28, 1917.

Dear Sir—The Mayor has been advised by Adjutant General McCain, U. S. Army, that the voluntary enlistment in the army of registered men is forbidden from and after December 15, 1917, except as to certain medical and dental students.

It further appears that the order of calling for the second draft will be determined not only by the roll numbers established at the capsule drawing in Washington on July 20, 1917, but also by the new classification based upon the questionaire for the second draft. The distribution of the questionaire will commence on December 15th.

The Mayor has directed his Advisory Committee on War Service to notify you that upon the request of a city employee, approved by you, he will approve, pursuant to the provisions of the Fenner Law (chapter 435, Laws of 1917), the applications of registrants of conscript age for enlistment in the army, even though it may be necessary to employ a substitute.

This present modification of the instructions set forth in the Mayor's letters of May 18th and July 27th, 1917, indicating the conditions under which his approval would be granted for the enlistment of city employees in the federal or state military or naval service does not apply to those employees above the conscript age nor to the enlistment in federal or state units other than the U. S. Army.

Attention is likewise directed to the fact that municipal employees of conscript age, whose applications for enlistment in the U. S. Army (excluding the military service of the state and federal or state naval service) have heretofore been disapproved, may, in accordance with the terms of the present instructions, submit a new application to the Mayor for permission to enlist in the U. S. Army. Yours very truly,

LEONARD M. WALLSTEIN (Chairman), Commissioner of Accounts; SHEPARD A. MORGAN, Deputy Comptroller, Department of Finance; GEORGE L. TIRRELL, Director, Bureau of Personal Service; PAUL C. WILSON, Assistant Secretary to the Mayor; the Mayor's Advisory Committee on War Service.

Which were ordered printed in the Minutes and filed.

The Board adjourned to meet at 2.30 o'clock P. M. on November 30, 1917.

JOSEPH HAAG, Secretary.

BOARD OF ESTIMATE AND APPORTIONMENT.

Minutes of Meeting of Board of Estimate and Apportionment, Held in Room 16, City Hall, Friday, November 30, 1917, at 2.30 o'Clock P. M.

The Board met in pursuance of an adjournment.

Present—John Purroy Mitchel, Mayor; William A. Prendergast, Comptroller; Marcus M. Marks, President, Borough of Manhattan; Lewis H. Pounds, President, Borough of Brooklyn; Douglas Mathewson, President, Borough of The Bronx, and Maurice E. Connolly, President, Borough of Queens.

The Mayor, Hon. John Purroy Mitchel, presided.

Fifth Avenue Coach Company; New York Motor Bus Company, Inc. (Cal. No. 1).

(This matter was continued from the meeting held this a. m. (Cal. No. 127.)

William H. Page, counsel for the Fifth Avenue Coach Company, appeared.

The President of the Borough of Queens raised the point of order that the meeting was not an adjourned meeting, but the Board had simply taken a recess and the adoption of the resolution proposed at the morning session would require twelve votes in the affirmative.

The Chair declared the point of order not well taken.

Cornelius M. Sheehan appeared on behalf of Mayor-Elect John F. Hylan and stated the matter should be considered at a regular meeting of the Board.

The resolution offered at the morning session entering the contract granting the franchise to the Fifth Avenue Coach Company on the minutes and ordering same advertised, pursuant to law and fixing December 28, 1917, as the date for hearing, was then adopted by the following vote:

Affirmative—The Mayor, The Comptroller and the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx—11.

Present and Not Voting—The President of the Borough of Queens.

MATTERS CONSIDERED BY UNANIMOUS CONSENT.

The following matters not on the calendar for this meeting were considered by unanimous consent:

Department of Water Supply, Gas and Electricity—Retirement of William Tyler, Stationary Engineer (Cal. No. 2).

The Secretary presented a communication, dated November 26, 1917, from the Commissioner of Water Supply, Gas and Electricity, transmitting application for retirement of William Tyler, Stationary Engineer in that department.

Which was referred to the Committee on Salaries and Grades.

Department of Water Supply, Gas and Electricity—Appropriation for Installation of Water Main in Annadale Road, Borough of Richmond, for Supply of City Water (Cal. No. 3).

The Secretary presented a report of the Commissioner of Water Supply, Gas and Electricity, relative to the communication from Albert F. Richards and seven other property owners of Annadale Road, Borough of Richmond, for an appropriation to install a water main in Annadale Road, and stating that he has made application for $8,800 for this purpose and the department is prepared to advertise the contract as soon as funds are available.

(The request of the Commissioner of Water Supply, Gas and Electricity for the above appropriation was transmitted on November 12, 1917, by the Secretary of the Board to the Bureau of Contract Supervision for report to the Committee on Corporate Stock Budget.)

(On November 23, 1917 (Cal. No. 119), the above matter was referred to the Commissioner of Water Supply, Gas and Electricity, for report.)

The matter was referred to the Committee on Corporate Stock Budget.

On motion, the Board adjourned, to meet Friday, December 7, 1917, at 10.30 o'clock A. M.

JOSEPH HAAG, Secretary.

DEPARTMENT OF FINANCE.

WARRANTS MADE READY FOR PAYMENT IN DEPARTMENT OF FINANCE THURSDAY, DECEMBER 13, 1917.

Below is a statement of warrants made ready for payment on the above date, showing therein the Department of Finance voucher number, the dates of the invoices or the registered number of the contract, the date the voucher was filed in the Department of Finance, the name of the payee and the amount of the warrant.

Where two or more bills are embraced in the warrant, the dates of the earliest and latest are given, excepting that, when such payments are made under a contract, the registered number of the contract is shown in the place of the second invoice date

Where the word "final" is shown after the name of the payee, payment will not be made until thirty days after the completion and acceptance of the work, but all of the other warrants mentioned will be forwarded through the mail unless some reason exists why payment is to be made in person, in which event written notice will be promptly given to the claimant.

In making a written or verbal inquiry at this office for any of the above mentioned warrants, it is requested that reference be made by the Department of Finance voucher number.

WILLIAM A. PRENDERGAST, Comptroller.

Finance Voucher No.	Invoice Dates or Contract Number.		Received in Department of Finance.	Name of Payee.	Amount.
				Armory Board.	
83658	3-29-17		9-13-17	Chemo Co.	$37 50
114053	3-19-17		6- 7-17	Chemo Co.	15 00
117154	3-17-17		8-31-17	Chemo Co.	37 50
83660	4-26-17		6- 7-17	Chemo Co.	37 50
142977		31946	11-30-17	Pilcher & Tachau	449 35
142976		48400	11-30-17	John F. Schmadeke, Inc.	1,301 40
142988	10- 9-17		11-30-17	T. E. Quinn	102 00
142989	10- 2-17		11-30-17	T. E. Quinn	398 00
				Bellevue and Allied Hospitals.	
145895		48505	12- 8-17	Henry Kelly & Sons	$46 96
145894		48499	12- 8-17	Conron Bros. Co.	15 25
143140	8-30-17.10- 3-17		11-30-17	John Greig	310 81
143830	10- 1-17		12- 7-17	James T. Dougherty	26 63
				Department of Plant and Structures.	
145515	11-28-17		12- 7-17	Wilson & Co.	$32 70
145521	11-14-17.11-15-17		12- 7-17	Oriental Rubber & Supply Co., Inc.	38 37
145555	12- 1-17		12- 7-17	William Murphy	20 75
145552	11-28-17		12- 7-17	A. F. Brombacher & Co.	24 00
145553	11-16-17		12- 7-17	Samuel Noller	14 00
145554	12- 1-17		12- 7-17	Nassau Harness Co.	14 90
145551	11-30-17		12- 7-17	A. P. Dienst Co., Inc.	15 21
				County Court, Queens County.	
145920	11-12-17.11-26-17		12- 8-17	Heilbut & Kleefeld	$63 00
145922	12- 1-17		12- 8-17	The Diamond Towel Supply Co.	1 50
145923	12- 9-17		12- 8-17	The Eagle Spring Water Co.	1 80
				County Court, Kings County.	
145567	11-27-17		12- 7-17	The Home Talk Publishing Co.	$27 50
				City Magistrates' Courts.	
146065			12-10-17	Frank Oliver, Chief Clerk	$200 00
146066			12-10-17	Frank Oliver, Chief Clerk	14 65
146067			12-10-17	Frank Oliver, Chief Clerk	45 64
145570	12- 1-17		12- 7-17	New York Towel Supply Co.	34 48
145571	11-30-17		12- 7-17	J. W. Cleary	2 00
				Court of Special Sessions.	
145992			12-10-17	Frank W. Smith, Chief Clerk	$100 00
				Court of General Sessions.	
145952			12- 8-17	Edward R. Carroll	$51 41
				City Court of The City of New York.	
145989	11-30-17		12-10-17	Knickerbocker Towel Supply Co.	$9 10
145988	11-30-17		12-10-17	Knickerbocker Ice Co.	22 00
145987	11-30-17		12-10-17	Berkshire Products Co., Inc.	13 50
				Surrogates' Court, New York County.	
145563	9-30-17.11-30-17		12- 7-17	Knickerbocker Towel Supply Co.	$62 50
				County Clerk, Richmond County.	
145835	12- 6-17		12- 7-17	G. W. Bromley & Co.	$30 00
				Hunter College.	
145148	11-12-17		12- 6-17	Bloomingdale Brothers	$21 40
145151	7- 2-17. 8- 1-17		12- 6-17	Herman Auskulat	52 06
				Board of City Record.	
145884	10-29-17.11-19-17		12- 7-17	Elliott Fisher Company	$5 84
145883	9-30-17		12- 7-17	Harry Harris	3 00
145885	11- 5-17		12- 7-17	L. Nelson & Son	17 50
145878	9-10-17.12- 1-17		12- 7-17	Wilson Stamp Co.	17 34
145877	10- 1-17		12- 7-17	The Peerless Towel Supply Co.	27 69
145876	10- 2-17		12- 7-17	Burns Bros. Ice Corporation	6 50
145881	10- 1-17		12- 7-17	Michael Bradley	10 75
142892	4-30-17		11-30-17	Dispatch Press, Inc.	1,109 55
145875	10- 1-17		12- 7-17	Eagle Spring Water Co.	1 20
142893	11- 5-17		11-30-17	Stillman Appellate Printing Company	325 55
				Board of Elections.	
143059	11-10-17		11-30-17	Reimers and O'Donnell	$260 68
143020	11- 6-17		11-30-17	The New York Herald	10,438 33
143027			11-30-17	The Evening Mail	11,267 23
143035				The Staten Islander	457 27
143036			11-30-17	The Staten Island World	457 27
143022			11-30-17	The Sun	12,724 25
143018			11-30-17	New York American	12,087 33
143039			11-30-17	The Bronx Record & Times	278 07
143028			11-30-17	Bronx National Bank, Assignee of the Evening Bronx	1,927 38
143045			11-30-17	The Staten Islander	176 04
143044			11-30-17	The Staten Island World	176 04
143034			11-30-17	The Argus	1,453 73
143042			11-30-17	The Argus	249 60
143038			11-30-17	Evening Telegram	1,222 10
143043			11-30-17	The Daily Star	333 84
143033			11-30-17	The Daily Star	1,217 58
143030			11-30-17	The Westchester Globe	1,919 19
143031			11-30-17	State Securities Co., Inc., Assignee of the North Side News	1,917 83
143040			11-30-17	The North Side News	558 48
143049			11-30-17	The North Side News	79 17
143029			11-30-17	The Mount Vernon Trust Co., Assignee of the Bronx Record & Times	1,927 38
143047	10-27-17		11-30-17	The Morning Telegraph	134 64
143026	11- 7-17		11-30-17	The Morning Telegraph	10,167 70
143046	10-30-17		11-30-17	The Sun	164 64
143019	11- 7-17		11-30-17	New York Evening Journal	12,317 22
143037			11-30-17	The Sun	1,700 82
143024			11-30-17	New Yorker Staats Zeitung	9,952 64
143025			11-30-17	The Globe	13,755 00
143023	11- 7-17		11-30-17	The Jewish Morning Journal	10,010 76
				Teachers' Retirement Board.	
144678			12- 5-17	Wilson Stamp Co.	$6 05
144659	9-21-17		12- 5-17	William Bratter & Co.	29 50
144660	9-28-17		12- 5-17	William Bratter & Co.	22 80
144673	11-20-17		12- 5-17	William Bratter & Co.	33 75
144680			12- 5-17	Wilson Stamp Co.	5 40
144672	11- 7-17		12- 5-17	William Bratter & Co.	22 00
				Department of Education.	
142801		46304	11-30-17	James I. Newman	$540 00
145390		41310	12- 8-17	Samuel E. Hunter	5 74
145395		46510	12- 7-17	Kalt Lumber Co.	40 04
145364		46754	12- 7-17	The Fleischmann Co.	13 20
145410		46508	12- 7-17	Arthur C. Jacobson & Sons	8 48
145392		46510	12- 7-17	Kalt Lumber Co.	38 54
145399	9-14-17	41635	12- 7-17	The Macmillan Co.	20
145178	6-20-17		12- 6-17	A. Pearson's Sons	28 00
145181	9-15-17		12- 6-17	Lennon & Company	69 75
145398		47378	12- 7-17	The Macmillan Co.	4 25
145367		46542	12- 7-17	J. W. Buckley Rubber Co.	8 51
145375		41667	12- 7-17	Charles E. Merrill Co.	52 20
145180	7-31-17		12- 6-17	Hyman Bros.	42 00
143754		45635	12- 4-17	S. Tuttle's Son & Co.	28 31
145136	9- 6-17		12- 6-17	John F. Ferguson	42 00
142798		48191	11-30-17	I. Langner	585 00
142808		45520	11-30-17	A. W. King	1,035 00
142806		48120	11-30-17	I. Langner	720 00
142809		45938	11-30-17	Narragansett Machine Co.	4,453 00
142807		46933	11-30-17	Frank Tracy	3,352 50
142962		45927	11-30-17	M. B. Brown Printing & Binding Co.	3,593 05
142969		47230	11-30-17	D. C. Heath & Co.	453 43
142968		41644	11-30-17	D. C. Heath & Co.	3,111 72
142967		41665	11-30-17	Newson & Co.	606 21
142963		41629	11-30-17	American Book Company	9,058 34
142966		47236	11-30-17	Charles Scribner's Sons	485 85
142965		41652	11-30-17	Educational Publishing Co.	348 82
142789		48218	11-30-17	Craig & Brown, Inc.	1,035 00
142790		48218	11-30-17	Craig & Brown, Inc.	165 00
142791		48037	11-30-17	Joseph A. Graf	1,440 00
142794		37825	11-30-17	The Manhattan Supply Company	1,735 55
142888		37159	11-30-17	National Regulator Co.	600 00

Finance Voucher No.	Invoice Dates or Contract Number.		Received in Department of Finance.	Name of Payee.	Amount.
143003		48351	11-30-17	The Pathescope Co. of America, Inc...	602 00
143002		48351	11-30-17	The Pathescope Co. of America, Inc...	636 75
142876	9-15-17		11-30-17	Alexander R. Boyce, Inc.	123 28
143141		47427	11-30-17	Bramhall-Deane Co.	1,190 00
142799		47117	11-30-17	Joseph A. Lee	505 50
142797		47672	11-30-17	J. M. Knopp	450 00
142796		48044	11-30-17	Samuel Rosen	1,696 50
142800		47115	11-30-17	B. Diamond	969 50
142795		48239	11-30-17	Ohlhausen & Veit	1,251 00
142804		47907	11-30-17	National Regulator Co.	1,498 50
142811		46016	11-30-17	New York Construction Co.	495 00
142810		47602	11-30-17	Commercial Construction Co.	1,530 00
142812		46213	11-30-17	Emerson Building Co.	2,769 71
142793		44969	11-30-17	The Terrace Co., assignee of Ziff Bros.	450 00
142890		48226	11-30-17	Julius Haas & Sons, Inc.	720 00
145607	7-27-17		12- 7-17	John F. Ferguson	19 00
145095	6-30-17		12- 6-17	A. B. Dick Company	31 25
145098	7-31-17		12- 6-17	The Weis Manufacturing Co.	50 00
145386		46526	12- 7-17	M. J. Tobin	5 89
142891		48062	11-30-17	Frank Nebeling	458 00
145125	9-22-17.	9-29-17	12- 6-17	E. Friedman, assignee of Henry M. Silkiss	60 00
145072	9-17-17		12- 6-17	Commercial Trust Co. of N. Y., assignee of Atlantic Show Case Co.	48 00
145080	9- 7-17		12- 6-17	Leopold Einhorn, assignee of American Ornamental Iron Works	24 00
145121	7-14-17		12- 6-17	Morris Levi & Co.	24 50
145183	8-31-17		12- 6-17	Shaw, Walker Co.	75 00
145610	9-24-17		12- 7-17	Lignum Carpenter Works	56 00
145612	9-21-17		12- 7-17	Fr. Jos. Unger	19 00
145621	9-15-17		12- 7-17	Hugh J. Casey	38 00
145639	7-20-17		12- 7-17	A. Silberberg	92 00
145138	7-31-17		12- 6-17	John F. Ferguson	96 00
145096	5-30-17		12- 6-17	Yawman & Erbe Mfg. Co.	35 55
145301	7-10-17.	9-20-17	12- 7-17	Hammacher, Schlemmer & Co.	48 70
143755		47514	12- 4-17	The Oliver Typewriter Co.	17 00
144058	9-19-17		12- 4-17	Clarence S. Nathan, Inc.	28 42
144053	10- 2-17		12- 4-17	Peerless Manifold Book Co.	64 75
145721	9-27-17	44500	12- 7-17	Ginn & Co.	51 00
145722		46548	12- 7-17	Favor, Ruhl & Co.	1 26
145374		46520	12- 7-17	The Montauk Bank, assignee of Saverno Products Co., Inc.	53 95
145391		46520	12- 7-17	Saverno Products Co., Inc.	19 00
145383		46520	12- 7-17	Saverno Products Co., Inc.	11 01
				Department of Finance.	
145933	11-30-17		12- 8-17	Walter Curtis	$2 50
145934	10- 1-17		12- 8-17	The Diamond Towel Supply Co.	8 50
145937	11-15-17		12- 8-17	Tower Mfg. and Novelty Co.	4 55
145946	11-21-17.	11-22-17	12- 8-17	Powers Accounting Machine Co.	10 70
145930	12- 3-17		12- 8-17	D. H. Edwards	2 25
145839	12- 1-17		12- 7-17	William Messing	14 58
				Fire Department.	
144930	10-17-17.	10-23-17	12- 6-17	Magneto Sales Company	$32 65
144728	11- 2-17		12- 5-17	Julius Fowl	37 50
146008			12-10-17	Robert Adamson, Fire Commissioner ..	175 00
144710			12- 5-17	John Greig	29 65
				Department of Health.	
145338	11- 1-17		12- 7-17	Sprague Electric Works	$80 00
145318	10-29-17		12- 7-17	D. Levin	28 00
145351	10-18-16		12- 7-17	John Bellmann	82 50
145349	11- 5-17		12- 7-17	E. Leitz, Inc.	43 00
145345	10-19-17		12- 7-17	Merck & Co.	46 00
145344	11- 4-17		12- 7-17	F. S. Banks & Co.	87 90
145355	10-29-17		12- 7-17	Henry Bainbridge & Co.	17 61
145342	10-31-17		12- 7-17	Knickerbocker Ice Company	58 13
146122	10-15-17		12-10-17	C. H. Reynolds & Sons	9 75
146129	10-22-17		12-10-17	Meyer, Denker, Sinram Co.	9 45
146128	11-11-17		12-10-17	Meyer, Denker, Sinram Co.	9 45
146123	10- 9-17		12-10-17	Meyer, Denker, Sinram Co.	9 45
145341	10-31-17		12- 7-17	L. Mundet & Son, Inc.	58 00
145325	9-10-17		12- 7-17	The Tablet and Ticket Co.	30 00
145334	11- 9-17		12- 7-17	Library Bureau	33 25
145353	10-16-17		12- 7-17	Bausch & Lomb Optical Co.	39 00
145666	4-12-17		12- 7-17	F. A. Hardt & Co.	6 00
144820		48320	12- 6-17	Frank J. Lennon Co.	58 83
145642	10-27-17		12- 7-17	Adams, Flanigan Co.	1 95
145643	10-18-17		12- 7-17	Conron Bros. Company	7 95
145675	1- 2-17		12- 7-17	Baker, Voorhis & Co.	3 00
145676	10- 5-17		12- 7-17	J. H. Spanjer & Co.	2 50
145677	11- 1-17		12- 7-17	Henry Romeike, Inc.	3 02
24428		38790	1-15-17	The H. B. Smith Co., or Tallmadge W. Foster, attorney	716 30
73366	7-14-17			John Wanamaker, New York	48 50
				Law Department.	
146044	10-26-16		12-10-17	Jere W. Kennedy	$40 00
144645	10-27-17		12- 5-17	Joseph C. Trotter	8 20
144640	10-19-17		12- 5-17	Richard W. Ryan	31 00
				Miscellaneous.	
120574	8-20-17		9-25-17	Samuel Schmalheiser	$18 00
147183			12-13-17	John J. Sharkey	9 50
147182			12-13-17	Caroline P. Bridson	26 44
147181			12-13-17	Thomas Terracino	500 00
147180			12-13-17	Otto Kraus	43 86
147179			12-13-17	Samuel J. Belfer, or Belfer & Belfer, attorneys	200 13
145973	11-21-17		12-10-17	Brown Brothers	4 50
145974	11-14-17		12-10-17	Jessie Tarbox Beals, Inc.; A. Tennyson Beals	26 00
145972	11-10-17		12-10-17	J. H. Spanjer & Co.....	24 00
145943	11-17-17		12- 8-17	A. Melnick	20 50
145924	11-30-17		12- 8-17	Nickel Towel Supply	1 00
145926	12- 7-17		12- 8-17	Nicholas Gless	2 00
145925	12- 1-17		12- 8-17	The Gramatan Springs Co., Inc.	60
146246			12-10-17	Maurice A. Pompan	4 50
146247			12-10-17	Charles H. Herbst	3 00
146474			12-11-17	Florence M. Austin	2 50
146473			12-11-17	City Pay Account	5 00
146472			12-11-17	Annie L. Fitch, Executrix of the Estate of Joseph Fitch, Deceased	136 11
146245			12-10-17	State Board of Dental Examiners	150 00
146470			12-11-17	Martha Finkelstein	6 00
146471			12-11-17	E. H. Terrill	3 00
146248			12-10-17	Julius Riedler	3 00
146907				Patrick Kelly	9 61
146908				James H. Norris	61 26
146909				James H. Norris	105 71
146910				Mary A. Coughlin	39 40
146911				John Kerin	64 62
146912				State Industrial Commission	100 00
146913				Thomas Fox	80 48
146915				James Goodwin	100 00
146916				Joseph Seymour	23 62
146914				Isadore Kowalsky	53 85
146917				Michael McKeon	127 70
146906				Mary Handy Casey	61 56
				National Guard and Naval Militia.	
146990				Charles C. Clearwater	$96 25
146992				George W. Davenport	3 40
147005			12-12-17	C. W. Tompkins	45 98
147003			12-12-17	Captain John J. Roche	13 99
147002			12-12-17	Lieut. William J. Rivers	2 00
147009			12-12-17	White Plains Produce Market	8 67
147008			12-12-17	White Plains Fish & Oyster Market...	10 50
147007			12-12-17	Washburne Pharmacy	23 09
146999			12-12-17	W. H. Marshall	2 60
146998			12-12-17	A. J. Koch	15 49
146997			12-12-17	Allen H. Kipp	1 75
146996			12-12-17	Wm. Karpf	4 30
146994			12-12-17	Eberle Bros.	60 62
146988			12-12-17	Armour & Co.	71 81
146989				George W. Briggs	10 74
146993			12-12-17	Andrew Davey, Inc.	29 62
				Bronx Parkway Commission.	
143151	10-20-17.	11- 8-17	11-30-17	Standard Oil Co. of New York.....	$266 90
143154	10-31-17		11-30-17	The Wilson & Adams Co.....	218 48
				Department of Parks.	
145248			12- 6-17	Louis Frisse	$19 00
145245			12- 6-17	William J. Bloeth	30 25
144987	11- 5-17		12- 6-17	S. Jacobs & Sons	54 00
145860	11-10-17		12- 7-17	Beach Auto Supply Co., Inc.	2 50
145855	12- 3-17		12- 7-17	Oxy Acetylene Equipment Co. of N. Y., Inc.	3 40
145856	12- 3-17		12- 7-17	John M. Wolf Company	1 82
145857	11-21-17		12- 7-17	Thomas W. Kiley & Co.	71 40
145858	11- -17		12- 7-17	J. P. Duffy Company	30 63
145853	11- 3-17		12- 7-17	L. Best Co., Inc.	9 17
145851	11-17-17		12- 7-17	James F. O'Rourke Manure Co., Inc. ..	70 00
145850	11-28-17		12- 7-17	Almond W. Barnes	12 00
145849	11-17-17		12- 7-17	J. W. Gasteiger & Son	62 37
145859	11-30-17		12- 7-17	The Smith-Worthington Co.	7 00
145870	11-15-17		12- 7-17	Arthur C. Jacobson & Sons, Inc.	50 00
145866	11- -17		12- 7-17	J. P. Duffy Company	69 87
145861	11-20-17		12- 7-17	F. Kindt Company, Inc.	16 24
142848		48370	11-30-17	Williams, Gerstle Eng. Co.	3,078 00
146082			12-10-17	New York Botanical Garden	8,356 01
146081			12-10-17	William A. Fraser	2 00
146080			12-10-17	Thomas White	1 65
146079			12-10-17	James J. Foy	2 76
141432		49047	11-26-17	Brooklyn Alcatraz Asphalt Co.	8,138 99
133384	10- 8-17		11- 1-17	Frymier & Hanna Co.	110 10
				Police Department.	
145737	12- 1-17		12- 7-17	Wm. Burtenshaw & Son Co.	$30 00
				President of the Borough of Manhattan.	
144576			12- 5-17	William A. Prendergast, Comptroller of The City of New York, trustee for account of Street Opening Fund	$6,903 63
				President of the Borough of The Bronx.	
146139	12- 5-17		12-10-17	Defiance Manufacturing Co.	$8 00
146138	11-30-17		12-10-17	Schildwachter Ice Co.	37 80
146137	11-26-17		12-10-17	Underwood Typewriter Co., Inc.	2 40
146140	12- 4-17		12-10-17	J. Schapiro	65
146166			12-10-17	Arthur J. Largy, Superintendent	7 80
146163			12-10-17	J. Stewart Wilson, Supt. of Highways.	109 50
146164			12-10-17	Mortimer Tubridy, Clerk in Charge ..	13 79
146162			12-10-17	John C. Hume, Topl. Engineer	17 25
146165			12-10-17	Charles T. Ulman, Chief Clerk	58 40
				President of the Borough of Brooklyn.	
143120		48307	11-30-17	Rosenthal Engineering Contracting Co., Inc.	$13,779 82
143119		47569	11-30-17	Fredburn Construction Corporation, assignee of Louis H. Friedman	9,022 32
143121		47619	11-30-17	Callahan, Kingsley Co., Inc.	9,090 00
143123		47927	11-30-17	B. Picone & Son	4,513 81
143118		47149	11-30-17	Frank J. Gallagher	3,845 80
145956			12- 8-17	Thomas F. Moran, Accountant	14 15
				President of the Borough of Queens.	
145805	11-22-17		12- 7-17	W. F. Sheehan Co., Inc.	$13 00
145791	4-30-17.	6-30-17	12- 7-17	Strang Auto Garage Co., Inc.	31 31
145786	11-30-17		12- 7-17	Richmond Hill Garage and Machine Co., Inc.	17 02
145782	11- 1-17		12- 7-17	Star Towel Supply Co.	27 73
145783	10-31-17		12- 7-17	Jacob Pfeffer	3 12
145787	11- 1-17		12- 7-17	Charles J. Brown	2 44
145788	10-31-17		12- 7-17	Strang Auto Garage Co., Inc.	8 77
145790	7-31-17.	8-31-17	12- 7-17	Strang Auto Garage Co., Inc.	93 65
145794	10-31-17		12- 7-17	Strang Auto Garage Co., Inc.	5 19
145800	11-20-17		12- 7-17	The Prest-o-Lite Co., Inc.	23 00
145798	11-12-17		12- 7-17	Ely Auto Equipment Company	17 90
145795	5- 1-17		12- 7-17	Elmhurst Bridge Garage	5 00
145802	11- 9-17		12- 7-17	The Long Island Hardware Company.	12 40
145801	10-11-17		12- 7-17	The Long Island Hardware Company.	15 00
145803	6- 2-17		12- 7-17	The Good Roads Machinery Company, Inc.	35 50
145790	11- 1-17		12- 7-17	Endurance Tire Sales Co.	7 25
145748	10-31-17		12- 7-17	The Long Island Hardware Company..	6 50
145761	10-26-17		12- 7-17	The Universal Car Co.....	4 60
145765	11-21-17		12- 7-17	Damato & Miele	98 57
145768	11-22-17		12- 7-17	Thomas Walsh	5 00
143004		47882	11-30-17	Peace Brothers	3,961 00
146182			12-10-17	Joseph Colletti, Inspector of Complaints	13 30
145773	11-23-17		12- 7-17	Cross, Austin & Ireland Lumber Co....	4 13
145747	11-14-17		12- 7-17	James H. Stansbury, Inc.	11 20
145754	11- 3-17		12- 7-17	The Goulds Manufacturing Co.....	3 25
145751	11-23-17		12- 7-17	Imperial Paint Company	8 45
145750	11- 5-17		12- 7-17	John Simmons Co.	1 15
145749	11-16-17		12- 7-17	The Long Island Hardware Company..	5 04
145757	11- 3-17		12- 7-17	William Menchen	18 00
145756	10-30-17		12- 7-17	United Welding & Manufacturing Company, Inc.	3 00
145755	11- 9-17		12- 7-17	Weldrite Company, Incorporated	4 50
145759	11- 1-17		12- 7-17	Luke Kilgallon	15 00
145760	11- 1-17		12- 7-17	Luke Kilgallon	20 00
145762	10-31-17		12- 7-17	Hillside Garage	2 25
145763	9-26-17		12- 7-17	Joseph A. Blihar	5 00
145764	7- 1-17		12- 7-17	Charles J. Brown	1 40
145766	11-30-17		12- 7-17	The Tabulating Machine Company	69 00
145769	11-16-17		12- 7-17	The Eagle Spring Water Co.....	3 60
145770	11- 1-17		12- 7-17	Star Towel Supply Co., Inc.	1 56
				President of the Borough of Richmond.	
142999		47097	11-30-17	Joseph Johnson's Sons	$35 40
146022	11- 9-17		12-10-17	Andrew Jones	6 00

Finance Voucher No.	Invoice Dates or Contract Number.	Received in Department of Finance.	Name of Payee.	Amount.
146043	11-15-17	12-10-17	Frank Weber	4 20
146042	12- 1-17	12-10-17	Staten Island Supply Co	5 20
146021	11-20-17	12-10-17	J. A. Snyder & Bro.	23 00
146020	11- 9-17	12-10-17	J. A. Snyder & Bro	55 00
146019	11-21-17	12-10-17	J. A. Snyder & Bro	55 00
146041	10-26-17	12-10-17	Gregg Brothers, Inc.	35 00
142997	45666	11-30-17	Cornelius Vanderbilt	129 72
142996	45736	11-30-17	Uvalde Asphalt Paving Company	660 35
143001	46056	11-30-17	Cornelius Vanderbilt	272 96
146037	11-13-17	12-10-17	New Brighton Coal Yard	10 00
			Department of Public Charities.	
145473	10- 4-17	12- 7-17	Westchester Fish Co., Incorporated	$2 80
145712	2- 2-17.10-19-17	12- 7-17	Oriental Rubber & Supply Company, Inc.	49 43
144442	9-21-17.10-31-17	12- 5-17	Hull, Grippen & Co	58 84
145684	7-29-17.11-14-17	12- 7-17	Stanley & Patterson	10 63
145468	11-30-17	12- 7-17	Borden's Farm Products Company, Inc.	21 14
145488	11- 8-17	12- 7-17	Henry Livezey	1 15
145224	11-14-17	12- 6-17	Consolidated Dental Mfg. Co.	25 34
144440	10-27-17.11- 3-17	12- 5-17	Cornell Motor Car Co	45 85
145453	11-14-17	12- 7-17	The Smith Worthington Co.	31 50
145038	48406	12- 6-17	Henry Livezey	46 00
145540	10-30-17	12- 7-17	Institution Equipment Co., Inc.	74 30
145437	9-25-17	12- 7-17	Sunset Soap Dye Co., Inc.	45 00
145710	10-31-17.11-20-17	12- 7-17	James T. Dougherty	93 00
146179	9-29-17.10- 2-17	12-10-17	B. Nicoll & Company	50 00
145697	11-13-17	12- 7-17	Brewer & Co	50 90
142904	9-21-17.11-12-17	11-30-17	L. Crocco & Sons	122 76
142863	48512	11-30-17	Richman & Samuels	455 30
142860	48510	11-30-17	Frank J. Murray Co., Inc	1,136 03
142816	7-28-17	11-30-17	Claflin's, Incorporated	228 25
142898	9-11-17.10-23-17	11-30-17	John Bellmann	121 75
142903	9-27-17	11-30-17	Nathan Strauss, Inc.	288 05
142913	10- 4-17	11-30-17	Westchester Fish Co.	152 56
142918	9-29-17	11-30-17	Conron Bros. Company	583 50
142857	48397	11-30-17	Pattison & Bowns	8,514 66
142865	48496	11-30-17	Mutual McDermott Dairy Corp	245 77
142868	48403	11-30-17	Borough Hay & Grain Co	554 50
142919	6-14-17	11-30-17	Swift & Company, Inc	349 84
142858	48499	11-30-17	Conron Bros. Company	2,571 00
146177		12-10-17	Frederick J. Kenney, Chemist	6 90
145168		12- 6-17	Edward M. Corbett, Chaplain	3 81
145163		12- 6-17	W. B. Cornell, Medical Director	87 91
145460	11-13-17	12- 7-17	M. H. Hall	20 00
142889	48424	11-30-17	W. R. Ostrander & Co., assignee of Morris Levi & Co	900 00
142805	48238	11-30-17	Frank Nebeling	810 00
142864	48511	11-30-17	Mutual McDermott Dairy Corp	10,843 02
145455	6-25-17	12- 7-17	F. N. Du Bois & Co	28 00
142974	10-25-17.11-12-17	11-30-17	A. L. A. Himmelwright and H. F. J. Porter	138 59
140711	45681	11-24-17	Donn Barber	825 70
140712	47185	11-24-17	Donn Barber	1,142 77
			Register, Bronx County.	
145929	11-30-17	12- 8-17	Yale Towel Supply, Inc	$7 00
145927	12- 1-17	12- 8-17	The Gramatan Springs Co., Inc	6 00
			Department of Street Cleaning.	
142954	6-26-17. 8-31-17	11-30-17	United States Realty & Improvement Co.	$200 21
142935	8-18-17	11-30-17	Firestone Tire & Rubber Co., Inc	105 59
142938	11- 9-17	11-30-17	Standard Oil Co. of New York	160 80
142941	7-21-17	11-30-17	The Gwilliam Company	108 80
142949	11- 8-17	11-30-17	Joseph Elias & Co	101 97
142957	2-10-17. 6-19-17	11-30-17	Manning, Maxwell & Moore, Inc	894 90
142932	1- 4-17. 3-30-17	11-30-17	Welsbach Gas Lamp Co	180 25
142939	11- 8-17	11-30-17	Bearings Service Company	236 16
147276		12-13-17	John J. O'Brien, Chief Clerk	103 05
147275		12-13-17	John J. O'Brien, Chief Clerk	140 55
			United States Volunteer Life Saving Corps.	
143069	11-26-17	11-30-17	Browning, King & Company	$6 00
145818	11-22-17	12- 7-17	Hull, Grippen & Co	$14 70
			Department of Water Supply, Gas and Electricity.	
145821	10-26-17	12- 7-17	H. Slavin	8 20
145827	11- 8-17	12- 7-17	William B. Chidwick	2 75
144588	11-15-17	12- 5-17	Thos. F. Tuohy & Co	87 50
145831		12- 7-17	New York Telephone Company	32 35
144598	10-18-17	12- 7-17	Oriental Rubber & Supply Co., Inc	64 70
144602	9-29-17	12- 5-17	L. S. Winne & Co	63 44
145814	10- 1-17.10-23-17	12- 7-17	Autocar Sales Company	8 85
145815	11-14-17	12- 7-17	Keuffel & Esser Co	24 75
145823	11- 7-17	12- 7-17	Charles G. Spitzer	5 42
143108	11-15-17	11-30-17	Knight & De Micco, Inc.	50 00
143414	10-26-17	11-30-17	Charles F. Clarke	113 70
143075	11- 5-17	11-30-17	Hull, Grippen & Co	140 85
142959	48399	11-30-17	Gavin Rowe	1,865 13
143109	11- 1-17	11-30-17	E. F. Keating Co	110 00
143080	9-11-17	11-30-17	Frank McAllister	653 76
142960	46370	11-30-17	Welsbach Street Ltg. Company of America	13,472 18
143112	11- 1-17	11-30-17	Arnold Hoffman & Co., Inc.	767 75
143077	11- 3-17	11-30-17	R. & O. Tire Co	318 95
142961	48029	11-30-17	United States Cast Iron Pipe & Foundry Co.	5,616 68
145813	11-20-17	12- 7-17	Lenox Sand & Gravel Co	23 00
145812	11- 5-17	12- 7-17	Church E. Gates & Company, Inc.	50 00
145807	11-15-17	12- 7-17	Joseph Johnson's Sons	45 00
145810	11- 9-17	12- 7-17	Charles W. Wolf	11 00
145811	9-19-17	12- 7-17	Canfield Supply Company	14 83

VOUCHERS RECEIVED IN DEPARTMENT OF FINANCE THURSDAY, DECEMBER 13, 1917.

A statement is herewith submitted of all vouchers filed in the Department of Finance on this date, in which is shown the Department of Finance voucher number, the date of the invoices or the registered number of the contract, the name of the payee and the amount of the claim. Where two or more bills are embraced in one voucher the date of the earliest is given, excepting that when such vouchers are submitted under a contract the registered number of the contract is shown instead.

WILLIAM A. PRENDERGAST, Comptroller.

Finance Voucher No.	Invoice Date or Contract Number.	Name of Payee.	Amount.
		Board of Aldermen.	
147401		M. B. Brown P. & B. Co.	$3 00
147402		Robt. A. Doyle	5 25
		Board of Parole.	
147545	4- 6-17	Shaw, Walker Co	276 00
		Board of Coroners.	
147310		Boulevard Renting Co	48 00
147311	10-11-17	North End Coach and Auto Co	71 00
147329	11-30-17	Nickel Towel Supply	2 90
147330	11-30-17	Remington Typewriter Co	1 95
147331	1-30-17	Berkshire Products Co	75
		Municipal Civil Service Commission.	
147192	12-10-17	Geo. H. Eberle	9 00
147193		John F. Kavanagh	11 16
147194		United Electric Service Co	6 90
147195		Leon A. Merrill	10 38
		Surrogate's Court, Bronx County.	
147191		Edward N. Patterson	22 91
		Supreme Court, Queens County.	
147309		Chas. J. Schneller	10 00
		Board of City Record.	
147196	10- 9-17	Wm. Bratter & Co	368 65
147197	11-14-17	Wm. Bratter & Co	251 90
147198	10-29-17	Wm. Bratter & Co	304 25
147348	11-19-17	Wm. Bratter & Co	124 75
147349	10-29-17	Clarence S. Nathan	386 80
147350	11-14-17	M. B. Brown P. & B. Co	6,097 54
147351	8- 3-17	M. B. Brown P. & B. Co	712 03
147352	11-14-17	M. B. Brown P. & B. Co	964 27
147353	11-14-17	M. B. Brown P. & B. Co	698 75
147354	11- 5-17	M. B. Brown P. & B. Co	205 45
		Department of Correction.	
147520	11- 3-17	Hodgman Rubber Co	1 35
147521	11- 5-17	The E. R. Mill and Lumber Co	89 00
147522	11-10-17	Buck Bros.	4 70
147523	11-17-17	Pittsburgh Plate Glass Co	5 80
147524		J. M. Kohlmeier	1 35
147525	11-16-17	Hull, Grippen & Co	1 66
147526	11-26-17	Duparquet, Huot & Moneuse	6 00
147527	11- 8-17	Buck Bros.	5 16
147528	8-13-17	General Naval Stores Co	18 84
147529	9- 9-17	Smith, Worthington Co	4 25
147530	11-30-17	G. Haussler & Bro	4 60
147531	10-21-17	Stanley & Patterson	68 17
147532	11- 1-17	Conklin & Cummins	807 96
147533	1-15-17	McCrea & Pelton	5 30
147534	11- 9-17	W. R. Ostrander & Co	12 70
147535	10-24-17	R. H. Long Machinery Co	1 50
147536	11- 3-17	Buffalo Specialty Co	5 55
147537	11- 5-17	B. F. Goodrich Co	75
147538	7-31-17	Bowler, Holmes & Hecker Co	36 47
147539	11-20-17	Staney & Patterson	4 50
147540	11-10-17	Standard Auto Supply Co	11 55
147541	11- 1-17	Wm. Dauphin	30 00
147542	11-30-17	J. & J. Marcus	10 45
147543	11-30-17	Kipp Wagon Co	11 05
		Board of Elections.	
147327	11-30-17	Clynta Water Co	2 40
147328	11-23-17	Hutchinson Office Specialties Co., Inc.	15 00
147326	12-12-17	Harry W. Taylor	73 85
147315		Harry W. Taylor	246 46
147316		P. Belford & Son	5,258 00
147317	11-30-17	North Side Storage Warehouse Co.	677 10
147318	11-29-17	John J. Donovan	105 00
147319	11-20-17	Fred Gottschaldt	81 00
147320	11-20-17	Fared Scott	96 00
147321	11-20-17	Abner A. Wood	96 00
147322	11-20-17	Antonio Joseph	82 50
147323	11-17-17	Floyd W. Decker	10 00
147324	11-20-17	P. A. Snyder	12 00
147325	11-17-17	John C. Swade	8 00
		Board of Estimate and Apportionment.	
147184		Tilden Adamson	$77 15
147178	12- 7-17	A. Rudolph	7 00
147177		Sanborn Map Co.	136 00
		Department of Education.	
147230	9-24-17	The Baker & Taylor Co	$1 18
147231		Beckley, Cardy Co.	51 67
147232	10-10-17	Bullock & Gross	63 00
147233	10- 1-17	Abraham & Strauss	1 40
147234	6-22-17	Schrock & Squires	26 60
147235	7-24 17	Saverno Products Co	48
147236	9-12-17	The Syndicate Trading Co.	15 50
147237	10- 5-17	Sibley, Pitman Electric Corp.	14 03
147238	9-19-17	Underwood Typewriter Co.	30 00
147239	9-28-17	Toch Bros.	6 60
147202	10-23-17	The Crowell Pub. Co	61 00
147203	9-12-17	Kroepke Co.	207 00
147204	9-14-17	A. Pearson's Sons	612 50
147205	9- 5-17	Brooklyn Window Shade Co.	56 31
147206	8-21-17	T. W. & C. B. Sheridan	262 50
147207	7-24-17	H. Portnof, Inc.	129 50
147208	8- 6-17	Interboro Guarantee Roofing Co.	198 00
147209	9-15-17	B. Diamond	996 00
147210		B. E. Gfroerer	465 00
147211	9-27-17	Doncourt Constr. Co	40 00
147212	6-30-17	Morris, Levi & Co	115 00
147213		Hanson Bros.	121 00
147214	9-28-17	F. A. Sharrotte	67 50
147215	10-19-17	Stanley & Patterson	102 48
147199	9-17-17	Ernest W. Newman	440 00
147200	9-24-17	Bronx Engineering Co	206 75
147201		P. J. Charles	220 00
147216		Tower Mfg. & Nov. Co	14 60
147217	7-16-17	Winterroth & Co	26 00
147218		Schilling Piano Co	36 00
147219	6-12-17	Stanley & Patterson	14 43
147220	9- 4-17	The Macmillan Co	334 50
147221	10-10-17	Geo. W. Millar & Co	15 58
147222	9-14-17	E. B. Latham & Co	23 13
147223	7-17-17	Saml. Gabriel Sons & Co	15 00
147224	9-24-17	W. & L. E. Gurley	1 40
147225	9- 8-17	Louis De Jonge & Co	10 00
147226	10-11-17	The Universal Co.	180 00
147227	6-28-17	Wm. Bratter & Co	46 80
147228	9-28-17	J. Franklin Burke & Co., Inc.	32 00
147229	10- 5-17	Bade Bros.	9 00
		Department of Finance.	
147185		Robert B. McIntyre	$38 38
147186		Sidney H. Goodacre	20 85
147187		Albert C. Baur	30 85
147188		Misses F. S. & I. B. Johnson	3 90
147189	12- 1-17	Multicolor Sales Co	13 20
147190		New Amsterdam Gas Co	4 20
147312		Saml. S. Bisgyer	8 75
147313		Clifford G. Pearce	13 25
147314		The Western Union Tel. Co.	15 40
		Commissioner of Jurors, New York County.	
147365		Knickerbocker Ice Co	$3 60
147366	11-30-17	Berkshire Products Co., Inc.	4 80
147367		Timothy Foley	3 96
147368	12- 1-17	A. Schneider	1 20
147369		Fredk. Obyrne	37 90
		Miscellaneous.	
147179		Samuel J. Belfer	$200 13
147180		Otto Kraus	43 86
147181		Thomas Terracino	500 00
147182		Caroline P. Birdson	26 44
147183		John J. Sharkey	9 50
147240		Abraham H. Sarasohn	1 50
147241	12- 4-17	Earl Irwin et al	300 00
147242	12- 7-17	George H. Harris	50 00
147243	12- 4-17	Edward J. Reilly *	250 00
147244	12- 7-17	Stephen Merritt Burial & Cremation Co.	50 00
147245	12- 7-17	Edward P. Beckett	50 00
147246	12- 4-17	Vincent Gilroy et al	500 00
147247		The Equitable Trust Co. of New York	8 12
147248	12- 8-17	Joseph Hoy	1,927 78
147249		John Fitzgerald	1,178 09
147250		Adolf J. Rudolf et al	4,130 75
		Adolf J. Rudolf et al	42 15
147251	12- 8-17	Elizabeth K. Buhler	3,280 41
147252		Herman Segal	10 00
147253		Rose Lee	5 00
147254		Peter Brady	53 68
147255		Wm. E. Gorton	65 17
147256		New York Life Ins. & Trust Co.	1,500 00
147257		Lamar Hardy	750 00
147258		Reber B. Makinson	8 25
147259		Louis Goldstein	14 95
147260		Joe Balzarini	25 00
147283		Wm. A. Prendergast, as Comptroller, and Milo R. Maltbie, as Chamberlain	650,000 00
147284		Wm. A. Prendergast, as Comptroller, and Milo R. Maltbie, as Chamberlain	1,000,000 00

Finance Voucher No.	Invoice Date or Contract Number.	Name of Payee.	Amount.
147285		Wm. A. Prendergast, as Comptroller, and Milo R. Maltbie, as Chamberlain	750,000 00
147286		Wm. A. Prendergast, as Comptroller, and Milo R. Maltbie, as Chamberlain	500,000 00
147287		Wm. A. Prendergast, as Comptroller, and Milo R. Maltbie, as Chamberlain	300,000 00
147288		Wm. A. Prendergast, as Comptroller, and Milo R. Maltbie, as Chamberlain	500,000 00
147289		Wm. A. Prendergast, as Comptroller, and Milo R. Maltbie, as Chamberlain	18,932 36
147290		Wm. A. Prendergast, as Comptroller, and Milo R. Maltbie, as Chamberlain	26,430 00
147291		Wm. A. Prendergast, as Comptroller, and Milo R. Maltbie, as Chamberlain	17,907 53
147292		Wm. A. Prendergast, as Comptroller, and Milo R. Maltbie, as Chamberlain	6,708 20
147293		Wm. A. Prendergast, as Comptroller, and Milo R. Maltbie, as Chamberlain	3,706 86
147294		Wm. A. Prendergast, as Comptroller, and Milo R. Maltbie, as Chamberlain	12,369 85
147361		Brooklyn Athenaeum and Reading Room	2,375 00
147279		Asylum of the Sisters of St. Dominic	8,757 57
147280		American Female Guardian Society and Home for the Friendless	2,537 39
147281		Howard Orphanage and Industrial School	2,889 05
147282		Industrial School Assn. of Brooklyn, E. D.	2,419 28
147283		Knickerbocker Hospital	927 25
147284		Misericordia Hospital	883 10
147285		N. Y. Infirmary for Women and Children	379 80
147286		St. Anthony's Hospital	7,373 50
147287		Seton Hospital, N. Y. City.	11,723 50
147288		The Society of the Lying-in Hospital, City N. Y.	1,775 69
		Brooklyn Public Library.	
147403		Brooklyn Public Library	4,473 96
147400		Brooklyn Public Library	21,212 57
		Department of Parks, Borough of The Bronx.	
147362	48395	M. L. Bird	867 00
		M. L. Bird	3,549 25
147363	46637	East River Mill and Lumber Co.	587 00
		Department of Parks, Boroughs of Manhattan and Richmond.	
147404	40151	McKim, Mead & White	774 83
147405	37211	The Barber Asp. Pav. Co.	1,484 39
147406	37248	The Barber Asp. Pav. Co.	1,408 06
147407	33505	The Barber Asp. Pav. Co.	50 36
147408	48152	Jos. L. Brennan	1,785 38
147409	47656	Lenox Sand and Gravel Co.	666 21
147410	47633	Chas. J. Daly	131 05
147389		Jos. E. Savage	61 60
147390		The N. Y. Public Library	2,686 04
147391		New York Aquarium	959 02
147392		New York Aquarium	1,319 07
147393		American Museum of Nat. History	14,852 19
147394		American Museum of Nat. History	205 95
147395		American Museum of Nat. History	2,186 09
147396		Morris Mayer	33 43
147397		American Museum of Nat. History	1,094 20
147398		Kolb Portable Building Co.	26 34
147399		J. A. Hannan	30 00
		Police Department.	
147356	12- 4-17	Arthur Woods	17 50
147357	11-16-17	Edward A. M. Mietzel	15 70
147358	11-30-17	Louis Emmerich	4 92
147359	11-23-17	Robert P. Gray	4 90
147360	12-12-17	Edward J. Healey, Jr.	8 00
		Department of Plant and Structures.	
147371	42791	Pullman Automatic Ventilator Mfg. Co.	200 00
147370	46981	New York Tel. Co.	28 11
		New York Tel. Co.	2 25
		New York Tel. Co.	59 62
		New York Tel. Co.	4 54
147372	12- 5-17	A. F. Brombacher & Co.	15 40
147373	11-30-17	Manhattan Sand Co.	39 45
147374	11-16-17	Independent Pneumatic Tool Co.	30 00
147375	11-30-17	Egleston Bros. & Co.	36 00
147376	12- 1-17	Henry W. Sharkey	30 00
147377	12- 1-17	Washington Bulkey, Inc.	690 00
147378	7-20-17	James Campbell	15 00
		President of the Borough of Manhattan.	
147509	6-19-17	Lloyd, Garrett Co.	20 00
147510	10-23-17	Astoria Contr. Co.	172 70
147511	11- 2-17	The Barber Asphalt Pvg. Co.	9 30
147512	9- 8-17	The Eastern Paving Co.	25 35
147341	31003	Sicilian Asp. Pav. Co.	3,935 81
147342	47629	Astoria Cont. Co.	468 00
		Astoria Cont. Co.	15,915 60
147343	47742	W. J. Fitzgerald	1,144 07
147344	36055	Dayton Hedges	287 07
147345	48210	Cleveland Trinidad Pav. Co.	6,227 52
		Cleveland Trinidad Pav. Co.	2,816 03
147346	47204	U. S. Drainage & Irrigation Co.	7,753 36
147347	45990	Old Colony Const. Co.	19,324 75
147487	11-19-17	McKesson & Robbins	5 50
147488	11-19-17	Standard Oil Co. of N. Y.	9 00
147489	11-19-17	N. Y. Frame & Picture Co.	7 50
147490	11-19-17	Autocar Sales Co.	9 00
147491	10-24-17	A. J. Bates & Co.	15 00
147492	5- 1-17	Henry Frank, Jr.	11 80
147493	11-21-17	A. P. Dienst Co.	4 60
147494	5-16-17	Annin & Co.	8 25
147495	8-10-17	M. Eberhart & Son Co.	6 48
147496	11-19-17	Bissel Carpet Sweeper Co.	6 00
147497	11-14-17	Crane Co.	44 86
147498	11-14-17	H. A. Rogers Co.	2 59
147499	4-10-17	M. Eberhart & Son Co.	115 69
147500	10- 1-17	M. Eberhart & Son Co.	22 25
147501	11-10-17	Fredk. Roeber	68 40
147502	11-10-17	P. J. Kearns Contr. Co.	142 28
147503	9-13-17	The Aztec Asphalt Co.	87 16
147504	11-12-17	The Eastern Paving Co.	11 38
147505	9-10-17	The Aztec Asphalt Co.	175 58
147506	10- 8-17	Michael J. Rooney	337 76
147507	9-20-17	Lithoprint Co.	49 80
147508	11-19-17	Jacob Mattern & Sons	102 16
		President of the Borough of The Bronx.	
147513	46910	The Hastings Pav. Co.	$1,251 47
147514	46910	The Hastings Pav. Co.	615 97
147515	47855	New York & New Jersey Const. Co.	3,314 15
147516	47056	Geo. V. Slack & Co., Inc.	4,527 52
147517	44910	Di Menna & Del Balso	76 34
147518	47573	Jas. Buckley	50 00
147519	45639	N. Y. & N. J. Const. Co.	18,769 33
		President of the Borough of Brooklyn.	
147546	47569	Louis H. Friedman	$2,478 60
147547	46282	Adams, Britz & Co.	1,923 75
147548	48314	E. Ghelardi Cont. Co.	4,904 33
147549	47096	Harry Klein	2,293 85
147550	46954	Newman & Carey Subway Const. Co.	13,404 36
		President of the Borough of Richmond.	
147440	12-30-17	Gregg Bros.	$80 36
147441	10-26-17	S. Haber	135 00
147442	11-21-17	The Texas Co.	501 50
147443	11-19-17	Jas. Thompson & Sons	11 00
147444	11-19-17	Jos. Johnson's Sons	67 92
147445	5-18-17	Jos. Johnson's Sons	90 00
147446	10-30-17	Otto Woehrle	10 00
147447	11- 7-17	Andrew Jones	6 00
147448	11-21-17	D. J. Ryan & Co.	10 00
147449	11-12-17	Mrs. H. Strachan	4 00
147450	4-30-17	The Staten Island Rapid Transit Ry.	348 00
		Public Service Commission.	
147364	44944	Lawrence C. Manuell	$2,456 40
147556	46261	Snare & Triest Co.	268 12
147557	47859	Snare & Triest Co.	224 64
		Snare & Triest Co.	207 36
147558	46071	Kaufman & Garcey	6,191 31
147559	43974	A. L. Guidone & Son, Inc.	847 19
147560	47911	The Terry & Tench Co., Inc.	24,182 77
147561	45725	Thos. J. Buckley Const. Co., Inc.	11,281 37
147562	48382	D. C. Serber	6,580 31
147563	47960	J. H. Burton & Co., Inc.	39,985 59
		J. H. Burton & Co., Inc.	160 00
147564	46132	Engel & Hevenor	25,000 00
147551		F. W. Carpenter	26 20
147552		L. F. Kohler	1 90
147553		George L. Ducas	756 76
147554		A. I. Raisman	13 54
147555		N. Y. Telephone Co.	2 50
		Department of Public Charities.	
147437	48595	Nathan Strauss, Inc.	$765 30
147438	45150	Benj. W. Levitan	453 82
147439	47597	Albert Winternitz	16,337 67
147426	42880	Chas. Meads & Co.	726 72
147427	46597	Almirall & Co., Inc.	4,950 00
147428	46269	Edw. F. Stevens, Renwick, Aspinwall & Tucker	165 00
147429	46485	Edward G. Butterfield	1,777 43
147430	45681	Donn Barber	44 44
147431	48499	Conron Bros. Co.	415 64
147432	48502	Grand Central Market	2,577 27
147433	48510	Frank J. Murray Co., Inc.	4,211 88
147434	48511	Mutual McDermott Dairy Corp.	3,931 70
147435	47967	Westchester Fish Co.	1,043 58
147436	47646	Henneberger & Herold	5,917 23
		Commissioner of Records, New York County.	
147544	12- 1-17	Direct-Line Telephone Co.	6 00
		Register, Kings County.	
147295	1-12-17	Edward T. O'Loughlin	80 00
		Sheriff, New York County.	
147411		Goldie L. Eckstein	15 65
147412		Knickerbocker Ice Co.	2 21
147413		N. Bass & Co.	1 05
147414	12- 1-17	Nauss Bros. Co.	102 07
147415	12- 1-17	D. F. Crorker	32 92
147416	11-30-17	Fred Luhring	18 00
147417	11-17-17	Greenhut & Co.	52 58
147418	11-30-17	Franco-American Baking Co.	32 10
147419	12- 5-17	Eagle Spring Water Co.	3 90
147420		Jacob Meyers	21 15
147421	11-30-17	Union Towel Supply Co.	12 50
147422		Knickerbocker Ice Co.	2 00
147423		Burns Bros. Ice Corp.	10 83
147424	11- 1-17	John T. Stanley Co.	1 00
147425	11-19-17	Greenhut Co.	12 11
		Department of Street Cleaning.	
147275		John J. O'Brien	140 55
147276		John J. O'Brien	103 05
		Board of Water Supply.	
147296	12- 1-17	Central Hudson Gas & Elec. Co.	1,305 88
147297		The New York Times	275 50
147298	12- 3-17	Cornwall Telephone Co.	5 05
147299		Sidney K. Clapp	60 10
147300		Charles M. Clark	72 64
147301		R. W. Gilkey	27 79
147302		William B. Hoke	107 05
147303		George G. Honnes	161 34
147304		Ernst Jonson	47 05
147305		J. Howard Williams	41 14
147306		Forsyth & Davis	90 85
147307		Freeman Pub. Co.	373 40
147308	11-26-17	The Leader Co.	8 15
		Department of Water Supply, Gas and Electricity.	
147273	46391	The New York Edison Co.	1,757 80
147274	46366	The New York Edison Co.	3,536 50
147261	46390	The Flatbush Gas Co.	8,093 85
		The Flatbush Gas Co.	69 30
147262	46359	Brooklyn Union Gas Co.	4,624 52
		Brooklyn Union Gas Co.	1,580 39
		Brooklyn Union Gas Co.	561 31
147263	46389	The Bronx Gas and Electric Co.	246 10
147264	46391	The New York Edison Co.	12 18
147265	46360	The East River Gas Co. of L. I. City	358 28
147266	46363	Jamaica Gas Light Co.	70 04
147267	46365	Newtown Gas Co.	138 94
147268	46367	New York and Queens Gas Co.	95 70
147269	46367	New York and Queens Gas Co.	160 80
147270	46393	Queens Borough Gas and Electric Co.	201 20
147271	46393	Queens Borough Gas and Electric Co.	318 90
147272	46371	Woodhaven Gas Light Co.	29 72
147451	48397	Pattison & Bowns	21,911 61
147452	48295	M. Levin Decorating Co.	630 53
147453	47194	New York Tel. Co.	1,834 33
147454	48324	Geo. Morgan	1,170 00
147456		Town of Philipstown, Putnam Co., N. Y.	1,001 71
147457	11- 1-17	Nickel Towel Supply	5 12
147458	10- 1-17	Hull, Grippen & Co.	2 60
147459	10- 1-17	Hull, Grippen & Co.	21 45
147460	10- 1-17	E. F. Keating Co.	71 81
147461	10- 1-17	Topping Bros.	13 25
147462	10-25-17	Universal Electric Stage Lighting Co.	4 50
147463	11- 1-17	Thomas L. Lantry	12 50
147464	10-27-17	Louis D. Gregory	696 90
147465	11- 7-17	Commissioner of Public Works	41 40
147466	10- 1-17	Eimer & Amend	13 47
147455		G. E. Rodman	243 70
147467	11-13-17	Eaton, Kelley Co.	48 00
147468	11- 1-17	Teller & Tappen	37 00
147469	11-19-17	F. F. Fuhrman	4 00
147470	11-30-17	Remington Typewriter Co.	56 95
147471		Stanley & Patterson, Inc.	85 20
147472	11-26-17	Eugene Dietzgen Co.	27 36
147473	9-22-17	Fairbanks, Morse & Co.	37 50
147474	11- 8-17	R. Young Bros. Feed Co.	31 75
147475		F. S. Gassaway, Inc.	36 40
147476	11- 8-17	Hull, Grippen & Co.	2 90
147477	7-16-17	National Meter Co.	5 30
147478		A. & W., Auburn Prison	26 00
147479		Stuyvesant Garage	16 31
147480		The B. F. Goodrich Rubber Co.	89 78
147481	10- 1-17	Oriental Rubber & Supply Co., Inc.	19 26
147482	10- 6-17	Patterson Bros.	29 39
147483	11-30-17	Saverno Products Co., Inc	2 50
147484	10-31-17	Geo. V. Sloat, Inc.	4 80
147485	11-30-17	Detroit Cadillac Motor Car Co.	6 35
147486	10-23-17	Standard Oil Co. of N. Y.	125 00

DEPARTMENT OF FINANCE.

Abstract of Transactions for Week Ended Nov. 10, 1917.

Deposited in the City Treasury.

To the Credit of the City Treasury	$7,074,840 30
To the Credit of the Sinking Funds	568,053 85
Total	$7,642,894 15

Warrants Registered for Payment.

Appropriation Accounts, "A" Warrants	$3,024,069 79
Special Revenue Bond Fund Accounts, "B" Warrants	112,243 55
Corporate Stock Fund Accounts, "C" Warrants	656,226 71
Special and Trust Fund Accounts, "D" Warrants	158,637 30
Total	$3,951,179 35

Stock and Bonds, Etc., Issued.

Corporate Stock Notes	$500,000 00
Special Revenue Bonds	504,900 00
General Fund Bonds	3,500,000 00
Tax Notes	250,000 00
Total	$4,754,900 00

Stock and Bonds, Etc., Redeemed.

Stock of former Corporations now included in The City of New York	$195,800 00
Corporate Stock	34,000 00

Revenue Bonds	25,000 00
Special Revenue Bonds	4,900 00
Assessment Bonds	300,200 00
Total	$559,900 00

Suits, Court Orders, Etc., Filed.

Queens Boulevard, order confirming report; Christian J. Francis, judgment and demand; National Surety Co. (2), certified copy of order; William Siericho, certified copy of order, award P. 567, etc., Pierce ave.; Morris M. Becher, certified copy of order; Ralph W. Carroll, certified copy of order, transcripts of judgment, $1,695, $95.27; Edgar M. Andrews et al., certified copy of order, award, P. 217A, Hancock st.; Anna M. O. Hartung, certified copy of order, award, P. 81, Wyckoff ave.; Dennis Shugrue, certified copy of order, award, P. 246-7, Roosevelt ave.; Pan-O-Lite Grease & Oil Co., Inc., certified copy of order; Robert W. Waddingham, certified copy of order, awards, P. 134A, Union st.; Percival Wilds, Trustee, and Morris Jacobowitz, summons and complaint; Harry Fitzharris, certified copy of order; Annie L. Haggerty and another, summons and complaint; George R. Simpson and another, certified copy of order, counsel fees; Isaac Lepkowitz, certified copy of order, $1,000, surety; Evelyn Douglass et al., certified copy of order, fine, $5; Regnie Stern, certified copy of order; Mary L. Day, summons and complaint.

Affirmative Claims Filed.

Brown, Walter F., and Schmitt, Robert W.; damages. Rutt Co.; injury to horse. Ryshpan, Reuben, and Millie, Tonko; damages. Clements, M.; shut off tap. Glucksman, E.; shutting off water. Bergen, Frank J.; Glucksman, Eugene; Kaplan & Co., B. D.; Appell, Albert J.; Rohman, M. L., and Crawford, Chas. A.; shut off taps. Hartgrave, Arthur M.; Pace, Canio; Bloomingdale Bros., and Larraldo, Peter; damages. Sorazi, Contracting Co.; expenses. Goetschins & Co., L. W.; Mayer, Jos. H.; Adams Express Co.; Volk Co., Albert A.; Bushwick House Wrecking Company; Mortonde, Jerry, and Carroll, Kathleen, E.; damages. Sarnoff, Ray; damages. Reeves, H.; shut off screwcock. Klein, J.; expenses. Ernest, Philip; shut off cock. Inter-Continental Construction Company; expenses. Hewey, Chas. H.; shut off water.

Claims Filed.

Tithill, H. H.; damages. Foley, Wm. J.; loss of rent. Rasche, August K.; expenses; Krikorian, Tatios, J.; damages. Saunders, Mary A.; personal injury. Wise, Sarah Morris, and Gordon, Minnie L.; damages. Roehr Publishing Co.; Brooklyn Citizen; Brooklyn Daily Times; Brooklyn Union Publishing Co.; Brooklyn Daily Eagle; advertising. Porter, H. F. J.; services. Cantor, Charles I.; damages. N. Y. Mutual Gas Light Co.; gas. Crouze, Herman; re real estate. Levine, Lillie; personal injuries. Mileti & Alberti; Ramsdell, E. Benjamin; Lean, A. S.; Wilson & Co., Inc.; Vernon Bros. & Co.; Tollner, Hugo, Jr.; Yasko, Jos. Michael, and Levy, Ephraim B.; damages. Cox Contracting Co., P. T.; labor, etc. Carter, James; damages. Taylor, Isidore H.; refund. Central Union Gas Co.; gas. Harkness, Geo. E.; burial. N. Y. & Queens Gas Co.; gas. Bergman, Max; personal injuries. Porter, H. F. J.; services; standard Gas Light Co. of N. Y.; gas. Long, John G.; damages. Forella, Louis; amount due. Nicchia, Joseph; re property. Lane, J. Wessley, and Hill, Lester W.; burial. Northern Union Gas Co., gas. Butler, Inc., James; damages. MacDonald, Sarah; personal injuries. Forella, Louis; Ridgewood Highlands Bldg. & Developing Company; amount due. Wheeler, Rensie E.; Turner, Harry H.; Degnon Contracting Co.; damages. Levy, Ben; refund.

Tax Applications Filed.

Meyer, Frederick, personal tax; Bopp, Adolph, water charges; Lazansky, Alois, re taxes; Westminster Heights Co., re assessment; Goldenberg, Mrs. Annie, First German Presb. Church, Gassen, Betty, and Hyams, Joseph, re taxes; Hottenroth, Frederick W., re assessment; Towers, Thos. J., re taxes.

Claims Disposed Of.

Anna Carlson, Clarence Clay, Oestreicher & Propper, H. Leifheit, C. Wallace, Dannemiller Coffee Co., G. Feuerfile and Ferrari Genaro, damages; Geo. Hauser, repairs; John Kuhn, damages; Staten Island World, printing; Manhattan Supply Co., supplies; Josephine De Castelvacchio, damages; J. W. Gasteiger & Son, forage; Wm. D. Moore & Sons, Inc., refund; Sherman National Bank, work; P. J. Duffy, extra work; J. R. Bldg. Co., Inc., refund; E. F. Conrad, M. Tsimis & Bros., Rosenbaum Mfg. Co. and Ferdinand Ruedi, damages; H. F. J. Porter, services; The White Co. (2), labor, etc.; Scranton & Wyoming Coal Co., Inc., coal; Anna R. Kane, Isabella F. Tracey and Ellen Evero, services; Chas. H. Herbst, refund; Thos. O. Lowe, repairs; Odle J. Whitlock, damages; Ludwig Lutz, services.

Affirmative Claims Disposed Of.

Wm. C. Arnold, expenses; Nelson Bros. Coal Co. and Bernard J. Lynch, damages; H. M. Fleischman and John L. Knight, expenses; Peter Doelger Brewing Co., damages; H. S. & S. O. Crystal, expenses; Harlem Dairy Product Co., damages; Frank B. Lasett, expenses; Monahan Express Co. and Wheeler Motor Car Co., damages; J. H. Lawrence, Sidney A. Berry, M. Collins and Abraham George, expenses; Adams Express Co., damages; A. D. Linderman, expenses.

Tax Applications Disposed Of.

New York Institution for Education of Blind and Cong. Wisdom of Man of Plonsk, water charges; disposed by Water Department. Genl. Platers Supply Co., Inc., personal taxes; denied. Estate of Louise N. Grace, personal taxes; Edith M. Thomas, taxes; granted.

Approval of Sureties.

The Comptroller approved of the adequacy and sufficiency of the sureties on the following proposals, viz:

Armory Board—Plumbing work at old 8th Regiment Armory; Altman Plumbing Co.; National Surety Co., surety. Heating work; Raisler Heating Co.; National Surety Co., surety.

Bellevue and Allied Hospitals—Potatoes; L. Hamburger; Fidelity & Deposit Co. of Maryland, surety. Supplies: Shults Bread Co.; the Fidelity & Casualty Co., surety. Conron Bros. Co.; International Fidelity Insurance Co., surety. Richman & Samuels; U. S. Fidelity & Guaranty Co., surety. S. E. Hunter; U. S. Guarantee Co., surety. J. D. Stout & Co.; U. S. Guarantee Co., surety. L. DeGroff & Son; U. S. Guarantee Co., surety. J Bellmann; U S Guarantee Co., surety. S. E. Hunter; U. S. Guarantee Co., surety. D. Isaacs, U. S. Guarantee Co., surety.

President, Borough of Brooklyn—Regulating, etc., Snediker ave.: Borough Asp. Co.; National Surety Co., and Globe Indemnity Co., sureties. Regulating, etc., West 36th st., Cranford Co.; Fidelity & Deposit Co. of Maryland, and American Surety Co. of N. Y., sureties.

Department of Correction—Repairs to coal dock, Blackwell's Island: A. N. Spooner & Son, Inc.; U. S. Fidelity & Guaranty Co., surety.

Department of Docks and Ferries—Dredging, W. 46th st., North River: Morris and Cummings; National Surety Co., and Globe Indemnity Co., sureties.

Department of Education—Electrical work: P. S. 37, Queens; Commercial Const. Co.; National Surety Co., surety. P. S. 38, Queens; T. F. Jackson, Inc.; New Amsterdam Casualty Co., surety. P. S 36, Queens; N. Y. Const. Co.; National Surety Co., surety. Heating work, Flushing High School; E. Rietzler Co.; Fidelity & Deposit Co. of Maryland, surety.

Fire Department—Cables; The Okonite Co.; Fidelity & Deposit Co. of Maryland, surety.

Department of Health—Potatoes; S. E. Hunter; U. S. Guarantee Co., surety.

President, Borough of Manhattan—Repaving 4th ave., etc.; W. J. Fitzgerald; National Surety Co., and Globe Indemnity Co., sureties. Repaving, etc., Broadway, etc.; W. J. Fitzgerald; National Surety Co., and Globe Indemnity Co., sureties.

Police Department—Repairs to 276th Precinct station house; Burke Bros. Const. Co.; New Amsterdam Gas Co., surety.

Department of Public Charities—Supplies: G. W. Van Boskerck & Son; Aetna Casualty & Surety Co, surety. F. J. Murray Co.; American Surety Co. of N. Y., surety. C. F. Mattlage; Hartford Accident & Indem. Co., surety. Circle X. Dairy Co.; National Surety Co., surety. Swift & Co.; National Surety Co., surety. A. Krayer; National Surety Co., surety. Grand Central Market; National Surety Co., surety. H. Kelly Sons; Globe Indemnity Co., surety.

President, Borough of Queens—Sewers: Woodhaven ave.; Ganford Co., Inc.; U. S. Fidelity & Guaranty Co., surety. Metropolitan ave.; Angelo Paino; U. S. Fidelity & Guaranty Co., surety.

President, Borough of Richmond—For Sanitary sewer, Bush ave. (Bay View ave.); Joseph Johnson Sons; Globe Indemnity Co., surety. Sidewalks, University pl.; Cornelius Vanderbilt; U. S. Fidelity & Guaranty Co., surety.

Department of Street Cleaning—Removing snow; T. Calandriello; Royal Indemnity Co., surety.

Board of Water Supply—Erecting buildings, Catskill Aqueduct; J. E. Butterworth; Maryland Casualty Co., surety.

Opening of Proposals.

The Comptroller by representative attended the opening of proposals at the following departments, viz.:

President, Borough of Brooklyn—Constructing sewers and basins in various streets; regulating, etc., 54th st.

Department of Education—Fire protection work various schools, Brooklyn and Manhattan; alterations, etc., P. S. 20, Bronx; retaining walls, etc., P. S. 48, Bronx; furniture, P. S. 83, Brooklyn.

Fire Department—Blankets, etc.; motor gasoline and automobile supplies; painting various fireboats.

Department of Parks—Improving playground, 1st ave.

SHEPARD A. MORGAN, Deputy and Acting Comptroller.

DEPARTMENT OF FINANCE.

Abstract of Tranactions for Week Ended Nov. 24, 1917.

Deposited in the City Treasury.

To the Credit of the City Treasury	$9,558,795 94
To the Credit of the Sinking Funds	374,324 36
Total	$9,933,120 30

Warrants Registered for Payment.

Appropriation Accounts, "A" Warrants	$1,262,116 47
Special Bond Fund Accounts, "B" Warrants	216,747 17
Corporate Stock Fund Accounts, "C" Warrants	1,327,960 62
Special and Trust Fund Accounts, "D" Warrants	309,892 05
Total	$3,116,716 31

Stock and Bonds, Etc., Issued.

Corporate Stock Notes	$1,550,000 00
Special Revenue Bonds	1,010,000 00
Assessment Bonds	250,000 00
Tax Notes	250,000 00
Total	$3,060,000 00

Stock and Bonds, Etc., Redeemed.

Stock of former Corporations now included in The City of New York.	$21,000 00
Corporate Stock	29,000 00
Revenue Bonds	61,500 00
Assessment Bonds	54,130 00
Total	$165,630 00

Suits, Court Orders, Etc., Filed.

Lake St., etc., and Van Pelt St., etc., certified copy of order; Reilly Bros. Co., transcript of judgment, $27.20; Rose Marsch, notice of judgment; Walter M. Brophy, Jr., Francis K. Pendleton, Bertha Klein and Chas. Dannenbaum, certified copy of order; Pittston Coal Co., notice, bankrupt; A. W. J. Pohl et al., and Henry C. Fischer, certified copy of order; Millie Rubinstein, transcript of judgment, $1,384.70; Torkel Larsen and Samuel Eisenberg, notice, bankrupt; St. Rose of Lima R. C. Church and George Gein, certified copy of order; Christian J. Francis, transcript of judgment, $6,174.80; May L. Kelly and Margaret M. Bergsina, certified copy of order; Manhattan Co., notice of annual meeting; Edith P. Gehring, summons and notice.

Tax Applications Disposed Of.

To cancel taxes: Alois Lazansky, denied; Department of Taxes, granted. Re water charges: Jose Rinaldo and J. M. Haywood, granted; Madison Ave. Reform Church and Mrs. Tonora Butler, denied. To cancel assessments: City Real Estate Co. and John Vlachakis, denied; Rev. Percy B. Wightman, granted. Parsonage exemption: Evangelical Lutheran Church, denied. Re taxes: Department of taxes (5), granted.

Affirmative Claims Disposed Of.

Expenses: John Corfeill, $6.88; Mr. Rosenfeld, $6.88; Postal Ins. Co., $1.88; Meyer Luden, $4.20; Truchsees & Rosenthal, $1.95; Mr. Guth, $6.49; Lord & Taylor, $12.38; John McColgan Estate, $15.12; Bannard Friend, $22.75; D. Powers, $8.63; W. J. Flynn, $6.13; A. Newman, $5. For damages: Thompson Bros., $20.62; Louis Rabiner, $5.50; Albert A. Volk Co., $13.53; N. Y. Telephone Co., $20.51; Ray Sarnoff, $13.53; Millie Tonko, $53.23. For pavements: Armory Holding Co., $203. Contract: Horie, Wm. J., U. S. Fidelity & Guaranty Co., $438.75. Locating Taps: E. Duklauer, $6. Shutting off taps: A. J. Doody, $5.63; Isaac Hooper, $6.88; G. A. Darling, $6.88. Damages to Hydrant: Sheffield Farms Dairy Co., $63.95. Restoring Asphalt Pavement: R. A. Wilthers, $49.50; G. W. J. Wolf, $9; Frank Woytisek, $94.50; Samuels Tischler, $4; T. J. Tracy, $8; Henry Vorbach, $20; Frank Walhley, $36; C. L. Weeks, $99; James White, $8; Charles Wibbs, $52; J. H. Steinmitz, $13.50; W. J. Teltee, $18; Alexander Thompson, $22.50; B. M. Thompson, $8; E. Sexton, $64; A. C. Siebert, $67.50; M. J. Smythe, $9; Wm. A. Soler, $126; F. Steiger, Jr., $36; L. Sehaedel, $36; A. Schmidt, $12; T. E. A. Schnester, $8.50; O. J. Schwartzker, $27; R. T. Seiffert, $112.50; M. Sexton, $2.25; Henry J. Robinson, $40.50; Robert J. Rofrano, $28; J. J. Rowan, $4; H. B. Ruther, $2.25; George Ryan, $1.50; J. T. Pratt, $13.50; H. C. Price, $13.50; Samuel Rochman, $49.50; E. J. Reardon, $4.50; Philip Reilly, $13.50; G. H. Paul, $4.50; K. C. Polatschek, $24; N. N. Powers, $8; E. J. O'Connell, $3; T. J. O'Reilly, $9; J. D. Page, $36; John Petterson, $8; H. Marx, $45; William Mellon, $3.50; W. C. McNevin, $9; C. F. Mander, $9; Adam McKee, $4; John McMillian, $4; J. McMillian, $292; T. F. Lang, $3.50; T. J. Leary, $9; Samuel Lesher, $2; J. McCormack, $9; T. A. Klenke, $4; F. Koener, $16; S. H. Lavelle, $2; John N. Johnson, $4; H. S. Kearing, $9; Thomas J. Kelly, $22.50; M. J. Kenny, $31.50; W. D. Jackson, $18; H. Jaffee, $9; Fred Harrison, $36; Henry Haas, $13.50; Charles Havnum, $20; D. C. Hoffmann, $4; Joseph Holluntin, $26; J. J. Harrigan, $85.50; John Graham, $31.50; P. Green, $81; Charles Greenbaum, $38.50; William Guilfoyle, $32; W. J. Hallrow, $2.25; C. Hamner, $4.50; W. J. Fetter, $4.50; John F. Frawley, $3; S. Fuchs, $22.50; Daniel T. Gateson, $10.25; Maurice A. Dooley, $13.50; W. R. Dowdesworth, $40.50; C. Duetchberger, $18; John Elder, Jr., $63; J. T. Elliott, $4; E. Farrell, $1.50; J. W. Cuthbertson, $4.75; T. R. Delaney, $3.75; E. L. Donahue, $4.50; P. A. Craig, $4.50; Thomas Cunningham, $1; W. T. Curren, $12; Fred A. Buser, $12; J. J. Carr, $45; D. Carroll, $27; F. J. Clark, $4; Samuel Clush, $108; Martin P. Collins, $16; G. H. Coppin, $13.50; David Priest, $20; I. J. Brown, $33; C. E. Breihof, $9; W. R. Bracken, $1.50; Jacob Bellak, $18; Beaver Bros., $40; J. B. Barry, $144, $13.50; G. J. Anderson, $76.50, $9, $18; A. W. Reynolds, $13.50, $22.50, $36, $18; John T. Mullen, $9, $22.50, $85.50; G. W. Martin, $45, $2.50; B. A. McGuire, $18, $9, $8.25; John Harrison, $3.75, $4.50; G. F. Goetz, $40.50, $12; H. Farrell, $4, $9; Peter Doyle, $8, $4; Davis Contracting Co., $16.50, $189; Owen Costello, $40, $22.50, $147; J. W. Burns, $13.50, $4; Charles Brien, $9, $8; J. Berliner, $45, $140; Mrs. Wilhelmina Fulton, $200; Mary Giere, $30.61.

Claims Disposed Of.

Central Union Gas Co. of N. Y., gas; Julius Kendler, refund; Fred. F. Newell, services; Myron F. Geary, damages; Antonio Groliose, personal injury; Lesser Bros. and Benjamin Levy, refund; Mrs. Mary Bauer, services; Abraham Lipton, refund; John W. Madden and Howard M. Scott, burial; Maurice A. Pompon and Julius Riedler (2), refund; John Schlitz, burial; Jos. E. Brady, services; Carmine Monteforte, damages; Margaret Foley, rent; Emma R. Steiner, services; Roehr Pub. Co., Brooklyn Citizen, Brooklyn Daily Times, Brooklyn Union Pub. Co. and Brooklyn Daily Eagle, advertising; Fannie L. Carter, Fannie G. Link, Samuel Horowitz, Scherenbeck & Albers and Mary E. Bickart, damages.

Claims Filed.

Sarasohn, Abraham H., refund; Bonneau, Mrs. M., damages; Hedges, Dayton, amount retained; Frank, Max, Hills, Grace, and Goldman, Heide & Unger, refund; Levy, Ephraim B. (2), damages; Elliott, Fisher Co., amount due; The Newtown Gas Co., The Jamaica Gas Light Co., The Woodhaven Gas Light Co., Richmond Hill and Queens County Gas Light Co., The Flatbush Gas Co. and The Brooklyn Union Gas Co., gas; Levine, M. Carl, refund; Varley, Margaret, personal injuries; Varley, John, loss of services; St. Nicholas Ave. Presbyterian Church, damages;

Carl, Christian, closing of road; Ward's Military Band, railroad fares; Asmussen, J. H., and Beckett, Edward P., burial; Pogue, Pollack, Herman C., Levin, Harry, and Hartstein, Benjamin A., refund; Papae & Co., Inc., expenses; Gregory, Dr. M. S., and Kirby, Dr. Geo. H., services; Borough Realty Co., Perry's Brooklyn Delivery and Giebel, Mrs. Betty, damages; Eagan & Leke, burial; Govern, Hugh, refund; Steiner, Emma R., amount due; Novello, Charles, refund; Schwartz, John J., personal injuries; Keegan, John J., repairs; Consolidated Gas Co. of N. Y. (10), restoration of street pavements; Berg, Frank H., Jr., damages; Wolf Laboratories, Inc., labor, etc.; Simmons Co., John, balance due; Stevenson, Clarissa, and Koch, Mrs. George, personal injuries; Merritt, Stephen, burial; Collins, William T., and Seely, Louis F., refund; Romeike, Henry, Inc., press clippings; Meagher, Anna, personal injuries; Schmitt, Caroline and Alexander, damages; Ferguson, Agnes, personal injuries; Wolff, A., damages; Murray, John, injuries to horse.

Taxes and 221-A Applications Filed.

Tax Department, re taxes; Woodhaven First Presbyterian Church, 221-A; Zion Hebrew Free School, cancel assessment; Tax Department (4), re taxes; Elliott, Gilbert, cancel taxes; trustees of the Sailor's Snug Harbor of the City of New York, 221-A; Shilo African M. E. Zion Church, cancel taxes; St. Michael's Church, and Katz, Charne, cancel water charges; N. Y. City Society of Methodist Episcopal Church (2), 221-A; Linden Hill Cemetery, cancel assessment; Tax Department (2), re taxes; Perez, Angel, Silliman, R. D., and Congregation Sharei Thora of Flatbush, cancel assessments; East Chester Syndicate Co., refund taxes; Tax Department, re taxes.

Approval of Sureties.

The Comptroller approved of the adequacy and sufficiency of the sureties on the following proposals, viz.:

Armory Board—Alterations to old 8th Regiment Armory; Werner Huberty Co., National Surety Co., Globe Indemnity Co. and Hartford Accident & Ind. Co., sureties.

President, Borough of The Bronx—Broken trap rock; The N. Y. Trap Rock Co., National Surety Co., surety.

President, Borough of Brooklyn—Regulating, etc., 78th st.; John Buonielio, Royal Indemnity Co., surety. Sewer basin, Atlantic ave. and Hopkinson ave.; E. Ghelardi Cont. Co., Inc., Aetna Casualty & Surety Co., surety. Sewer basin, 21st ave.; Caponi Cont. Co., Inc., Mass Bonding & Ins. Co., surety. Broken trap rock: Frank J. Gallagher, Aetna Casualty & Surety Co., surety. Grading Sheridan ave.; Grimm Const. Co., Royal Indemnity Co., surety. Sewer, 72nd st.; Carmine Petracca, Royal Indemnity Co., surety. Sewer basin, 54th st.; Joseph Jennings, Aetna Casualty & Surety Co., surety.

College of the City of New York—Waterproofing stadium; Minivax Co., National Surety Co., surety.

Department of Docks and Ferries—Rip-rap stone; Bouker Cont. Co., National Surety Co., surety.

Department of Education—Electrical work P. S. 13 and 30, Bronx; T. F. Jackson, New Amsterdam Casualty Co., surety.

Fire Department—Automobile supplies; C. E. Miller, The American Surety Co. of N. Y., surety. Blue prints; Fulton Blue Print Co., National Surety Co., surety.

Department of Health—Milk; Mutual-McDermott Dairy Co., National Surety Co., surety. Cleaning materials; Granite City Soap Co., National Surety Co., surety. Furniture: J. S. Barron & Co., U. S. Guarantee Co., surety. John Wanamaker, Aetna Casualty & Surety Co., surety. F. A. Hall, Fidelity & Casualty Co., surety. Cleaning materials; Armour & Co., The Guarantee Co. of North America, surety.

President, Borough of Manhattan—Sewer, Cedar st.; Jos. J. Haiduven, National Surety Co., surety. Paving, etc., Riverside Drive Service st.; The Asphalt Const. Co., National Surety Co., and London & Lancashire Ind. Co., sureties.

Department of Parks—Improving playground in First ave.; T. Crimmins Contg. Co., U. S. Fidelity & Guaranty Co., surety.

Department of Public Charities—Meats; Armour & Co., The Guarantee Co. of North America, surety. Milk; Mutual-McDermott Dairy Co., National Surety Co., surety.

President, Borough of Queens—Regulating, etc., 4th st.; Welsh Bros. Cont. Co., Inc., National Surety Co., surety. Regulating, etc., Newtown rd.; Welsh Bros. Cont. Co., Inc., National Surety Co., surety.

Department of Street Cleaning—Forage; G. N. Reinhardt & Co., International Fidelity Ins. Co., surety. Removal of snow; Snow Contracting Co., U. S. Fidelity & Guaranty Co., and Globe Indemnity Co., sureties. Forage; T. M. Blake, Mass. Bonding & Ins. Co., surety. Removing snow and ice; Rosenthal Eng. & Contg. Co., U. S. Fidelity & Guaranty Co., and Globe Indemnity Co., sureties.

Department of Water Supply, Gas and Electricity—Castings; Ornamental Foundry Co., Md. Casualty Co., surety.

Opening of Proposals.

The Comptroller, by representative, attended the opening of proposals at the following departments, viz:

Department of Correction—Alterations, plumbing and heating, to Jefferson Market Prison.

Department of Docks and Ferries—Repairs to the Municipal Ferryboat "Queens."

Fire Department—Installing electric light system in Engine Companies 237 and 246; furnishing motor gasoline and five two-section 65-foot aerial hook and ladder trucks; furnishing and delivering corn broom.

President, Borough of Manhattan—Regulating, grading and repaving various streets.

Department of Parks—Constructing playground building, etc., First ave., between 67th and 68th sts., Manhattan; new skylight, addition H, Metropolitan Museum or Art.

Department of Public Charities—Drugs, chemicals and miscellaneous hospital supplies; poultry.

E. D. FISHER, Deputy and Acting Comptroller.

Park Board.

Stated Meeting, 3 p. m., Thursday, Nov. 8, 1917.

Present—Commissioners Ingersoll (Acting President), Whittle, Weier.

Sealed bids were received for all labor and materials necessary and required for improving the playground on the west side of 1st ave., between 67th and 68th sts., Manhattan.

A communication was received from Commissioner Weier enclosing copy of letter received from Nelson P. Lewis, Chief Engineer, Board of Estimate and Apportionment, as follows:

"October 30, 1917.

"The Local Boards of the Newtown and Jamaica Districts at a joint meeting have initiated a proceeding for the acquisition of title to Park lane from Myrtle ave. to Union Turnpike. While this resolution was adopted on March 30, 1916, the Board of Estimate and Apportionment, in the absence of proof of urgency, has not yet acted upon it. This street borders Forest Park for its entire distance and all of the land within the street lines appears to be owned either by the City or by the Kew Gardens Corporation. According to a plan sent to me by the Kew Gardens Corporation with a schedule of areas, the area of the land owned by that corporation amounts to 274,441 square feet, while that owned by the City is 259,946 square feet. The former, however, includes that portion of Hamilton place between Park lane and St. Ann's ave., with an area of 13,038 square feet. The cost of the acquisition of this street would naturally be imposed upon the immediately abutting property and, if its area be deducted, the land within the limits of Park lane owned by the Kew Gardens Corporation would be 261,403 square feet, or 1,457 square feet more than the area owned by the City.

"The Kew Gardens Corporation has under date of October 29 addressed a communication to the Board of Estimate and Apportionment, from which I quote the following:

"'The Kew Gardens Corporation proposes and binds itself to dedicate or convey to The City of New York for the purposes of a public street by sufficient and appropriate deed the area owned by it within the lines of the intended street, provided the Park Board or other proper authorities dedicate or release the remaining area from park lands for the purposes of the street within a reasonable period. According to our computation the area of the land within the lines of the intended street which we so offer exceeds the remaining area controlled by the Park Department.

"'Should this proposition be accepted it will apparently accomplish the full purpose of the proceeding without necessitating the delay and expense of condemnation proceedings, the cost of which must be borne entirely by our corporation and the City, as these two corporations are the sole owners of the land to be taken.

"'This offer shall be revocable if not accepted within three months from its date.'

"This is signed by the President and attested by the Assistant Secretary of the Corporation and bears its seal.

"If proceedings were to be instituted the City would undoubtedly be obliged to pay one-half the cost, while I am not sure that it would receive one-half of the awards for land taken, owing to the fact that the land taken from the City would be from the large undivided tract held as Forest Park, while that taken from the Kew Gardens Corporation is from a much more limited area, and my observation is that a commission or even the court would be disposed to make a less liberal award to the City than to private owners. While the tender above referred to makes no mention of the short block of Hamilton place, the map submitted with it indicates that this also is to be ceded.

"In reporting upon this offer to the Board of Estimate and Apportionment I do not think that I could recommend its acceptance or a favorable recommendation to the Commissioners of the Sinking Fund for a transfer of jurisdiction unless there is before the Board of Estimate and Apportionment the written consent of the Park Board for such a transfer of jurisdiction for the park lands within the lines of Park lane to the jurisdiction of the Borough President for street purposes. I respectfully request that the Park Board consider this matter, and, if they agree to such a surrender of land now within the limits of the Forest Park to street purposes, a communication to that effect be sent to the Board of Estimate and Apportionment and I be advised of such intention before submitting my report to the Board of Estimate and Apportionment.

"You will observe from the plan that the Kew Gardens Corporation proposes to convey to the City the land lying northwest of Park lane between Metropolitan ave. and the curve in Park lane to the southwest of Metropolitan ave., which would be a slight addition to Forest Park and would make its boundary conform with those of Park lane.

"A print of the map referred to is forwarded to you under separate cover.

"Yours very truly, (Signed) NELSON P. LEWIS, Chief Engineer."

Commissioner Weier offered the following:

Whereas, The Local Boards of the Newtown and Jamaica Districts have initiated proceedings for the acquisition of title to Park lane from Myrtle ave. to Union Turnpike, in the Borough of Queens; and

Whereas, The Kew Gardens Corporation has addressed a communication to the Board of Estimate and Apportionment in which it proposes and binds itself to dedicate or convey to The City of New York for the purpose of a public street the area known by it within the lines of the intended street, provided the City will dedicate or release the remaining area from the lands now a part of Forest Park; and

Whereas, Said portion of Forest Park is no longer required for park purposes; and

Whereas, The lands thus offered by the said Kew Gardens Corporation appear to exceed in area the lands which the City would dedicate under the above proposal; and

Whereas, It is the opinion of the Park Board that it would be an advantage to Forest Park and a convenience to the public to have this section of Forest Park bounded by a street; and

Whereas, It would appear to be more economical to secure the necessary land by the method here outlined rather than by condemnation proceedings;

Be It Resolved, That this Board approves of the carrying out of the above plan and consents to the necessary transfer of jurisdiction of Park Lands within the proposed lines of Park lane to the President of the Borough of Queens for street purposes.

Resolved Further, That copies of this resolution be transmitted to the Secretary to the Board of Estimate and Apportionment, and that the Chief Engineer of that Board be informed of the action taken in response to his letter of Oct. 30, addressed to Park Commissioner John E. Weier of the Borough of Queens.

Which was adopted by full vote.

Time was extended on the following contracts:

Sixty working days: P. J. Duffy, June 15, for constructing a concrete bulkhead along the water front of Corlear's Hook Park, Manhattan.

To Nov. 1, 1917: Chilton Paint Company, paints, oils, etc., Bronx office.

Contract Executed—Oct. 29, Frank J. Lennon Co., 131st st. and 12th ave., forage, Manhattan, $2,960.30; surety, International Fidelity Insurance Company of Jersey City.

LOUIS W. FEHR, Secretary.

Special Meeting, 2.15 p. m., Friday, Nov. 16, 1917.

Mr. Robert F. Volentine, who had been appointed a Commissioner of Parks, and President, Park Board, appeared and presented his certificate of appointment.

Present — Commissioners Volentine (President), Whittle, Ingersoll.

Time was extended on contract of Joseph L. Brennan, for repaving cement walks of Battery Park, Manhattan, Aug. 24, thirty days.

Contract Awarded—Improving the playground on the west side of 1st ave., between 67th and 68th sts., Manhattan. Bid received Nov. 8.

LOUIS W. FEHR, Secretary.

Stated Meeting, 3 p. m., Thursday, Nov. 22, 1917.

Present — Commissioners Volentine, (President), Ingersoll, Weier.

Bids Received—Manhattan: 1. General construction of a playground building at 1st ave., between 67th and 68th sts. 2. Plumbing for playground building at 1st ave., between 67th and 68th sts. 3. New skylight construction over armor hall, Addition H, Metropolitan Museum of Art.

Contracts Awarded—New skylight over armor hall, Addition H, Metropolitan Museum of Art, Manhattan. General construction of playground building at 1st ave., between 67th and 68th sts., Manhattan.

Contract Executed—Nov. 22, Thomas Crimmins Cont. Co., 444 E. 69th st. Playground, 67th and 68th sts., 1st ave., Manhattan, $19,999.05; surety, U. S. Fidelity and Guaranty Company.

LOUIS W. FEHR, Secretary.

Special Meeting, 3 p. m., Friday, Nov. 30, 1917.

Contract Awarded—Plumbing for the playground building at 1st ave., between 67th and 68th sts., Manhattan.

LOUIS W. FEHR, Secretary.

Borough of The Bronx.

Report for Week Ended Dec. 5, 1917, Exclusive of Bureau of Buildings.

Permits Issued—Sewer connections and repairs, 11; water connections and repairs, 46; laying gas mains and repairs, 16; placing building material on public highway, 1; crossing sidewalk with team, 2; miscellaneous, 45; total, 121.

Money Received and Deposited with City Chamberlain—Permits for sewer connections, $20; permits for restoring and repaving streets, $648.93; inspection and overhead charges, $1.50; sales of maps, $12.30; total, $682.73; security deposits, received on account of permits and transmitted to Comptroller, $137.

Laboring Force Employed—Bureau of Sewers and Highways, Maintenance: Foremen, 41; Assistant Foremen, 2; teams, 42; carts, 21; Mechanics, 52; Laborers, 450; Drivers, 4. Bureau of Construction: Foremen, 1; Laborers, 7. Bureau of Public Buildings and Offices: Foremen, 1; Assistant Foremen, 1; Mechanics, 6; Laborers, 27; Cleaners, 40; Watchmen, 3; Attendants, 11. Topographical Bureau: Laborers, 3; Driver, 1. Administration: Mechanics, 1; Laborers, 4.

Contracts Entered Into—Broken trap rock, stone, etc., the New York Trap Rock Co., 17 Battery pl., city; National Surety Co., surety; $4,578. Sewers, etc., Rhinelander ave., Anita Construction Co., 2975 Marion ave.; National Surety Co. and London and Lancashire Indemnity Co., sureties; $271,720.42.

DOUGLAS MATHEWSON, President.

BUREAU OF BUILDINGS.

Report for Week Ended Dec. 1, 1917.

Plans filed: For new buildings, 8; estimated cost, $100,000; for alterations, 4; estimated cost, $16,250. Unsafe cases filed, 9; violation cases filed, 36; unsafe notices issued, 12; violation notices issued, 47; violation cases forwarded for prosecution, 2; complaints lodged with the Bureau, 33; pieces of iron and steel inspected, 44.

ROBERT J. MOOREHEAD, Superintendent.

Report for Week Ended Dec. 8, 1917.

Plans filed: For new buildings, 3; estimated cost, $4,400; for alterations, 9; estimated cost, $47,650. Unsafe cases filed, 13; violation cases filed, 55; unsafe notices issued, 20; violation notices issued, 69; violation cases forwarded for prosecution, 1: complaints lodged with the Bureau, 25; pieces of iron and steel inspected, 132.

ROBERT J. MOOREHEAD, Superintendent.

Borough of Manhattan.

Report for Week Ended Nov. 17, 1917.

Division of Audit and Accounts—Orders numbers 3696 to 3793, inclusive, were issued; 97 requisitions were received and acted upon; 4 requisitions, including 66 vouchers, amounting to $111,514.60, were drawn on the Comptroller.

Contracts Awarded—Receiving basins, northeast and southeast corners 192d st., etc., G. E. Connolly, 220 E. 89th st., surety, National Surety Co.; paving, 192d st., Davney Asphalt Co., 52 Vanderbilt ave.,

sureties, U. S. Fidelity & Guaranty Co. and Fidelity & Deposit Co. of Maryland; repaving, 161st st., Davney Asphalt Co., 52 Vanderbilt ave., sureties, U. S. Fidelity & Guaranty Co. and Fidelity & Deposit Co. of Maryland.

Cashier's Office—Restoring and repaving, special fund (water, sewer openings, etc.), $10,201.79; shed permits, $49; sewer connections, $150; lost cart sign, $1; prints, $6.90; special security deposits, $200; S-564, $154.07; miscellaneous purposes, $25; vault permits, $62.58.

Permits Issued—To place building material on streets, 13; to construct street vaults, 8; to construct sheds, 5; for curbs, 13; for subways, steam mains, electrical and various connections, 186; for railway construction and repairs, and to reset poles, 15; to repair sidewalks, 38; for sewer connections, 62; for water services, 10; for miscellaneous purposes, 9.

Division of Sidewalks—Obstructions removed from various streets and avenues, 10; inspections made, 787; notices served, 217; street signs erected, 25; miscellaneous signs cleaned, repaired, removed, etc., 295.

Inspection Division, Bureau of Highways—Linear feet gutters cleaned, 13,300; square yards dirt roadways regulated and repaved, 1,500; linear feet crosswalk relaid, 56; square yards of pavement repaired, 35,818.

Repairs to Sewers—Linear feet of sewer built, 210; linear feet of sewer cleaned, 15,042; linear feet of sewer examined, 145,082; basins cleaned, 351; basins examined, 92; manhole heads set, 2; basin hoods put in, 7; basin covers put on, 1; basins relieved, 11; manholes examined, 4; manhole covers put on, 22; cubic feet of brickwork built, 1,459; linear feet of sewer relieved, 2,550; basin grates put in, 7; cuts opened and refilled, 9.

Laboring Force Employed—Repaving and renewal of pavements: Foremen, Inspectors and Mechanics, 170; Laborers, 389; teams, 14; carts, 50. Division of Sidewalks: Foremen, Inspectors and Mechanics, 4; Laborers, 4; teams, 1; carts, 1. Sewers, maintenance, cleaning, etc.: Foremen, Inspectors and Mechanics, 49; Laborers, 124; carts, 37. Cleaning public buildings, baths, etc.: Bath Attendants, 218; Cleaners, 276.

MARCUS M. MARKS, President.

BUREAU OF BUILDINGS.

Report for Week Ended Dec. 1, 1917.

Plans filed: For new buildings, 1; estimated cost, $86,000; for alterations, 38; estimated cost, $98,750. Buildings reported as unsafe, 39; other violations of law reported, 89; exit orders, 6.

Borough of Brooklyn.

Abstract of Minutes of a Duly Advertised Meeting of the Local Board of the Heights District, Meeting Held Nov. 7, 1917 (*Postponed from Oct.* 30, 1917, *there having been no quorum*).

The roll was called and the following members answered to their names: Edmund W. Voorhies, Commissioner of Public Works, presiding; Alderman Cunningham. Alderman Browne and Hogan absent.

Approval of minutes of meeting held Dec. 14, 1916.

The Secretary presented the following petitions for consideration:

1. Bay st. To construct a sewer in Bay st. from Otsego st. to Columbia st.

Alderman Cunningham moved the adoption of the proposition, which was duly seconded by Commissioner Voorhies, and unanimously adopted.

2. Bay st. To lay a granite pavement on Bay st. from Otsego st. to Columbia st. Report adds regulating, grading, setting curb and laying sidewalks.

On motion of Alderman Cunningham, duly seconded, a resolution initiating proceedings for this improvement was unanimously adopted. Same to read: To regulate, grade, set curbs, lay sidewalks where necessary and lay a permanent granite block pavement.

3. Van Brunt st. To construct two sewer basins on Van Brunt st. as follows: At the northwest corner of Reid st. and on the easterly side of Van Brunt st., opposite Reid st., at the expense of the owner or owners of lots fronting into the portions of the streets draining into said basins. Estimated cost, $500; assessed valuation, $100,200.

On motion of Commissioner Voorhies, duly seconded, a resolution initiating proceedings for this improvement was unanimously adopted.

On motion of Commissioner Voorhies, the meeting adjourned.

ERIC H. PALMER, Secretary of the Borough.

Abstract of Minutes of a Duly Advertised Meeting of the Local Board of the New Lots District, Held Oct. 25, 1917.

The roll was called and the following members answered to their name: Edmund W. Voorhies, Commissioner of Public Works, presiding; Aldermen Haubert and Moore. Alderman Drescher absent.

Minutes of the meeting held Sept. 12, 1917, approved.

The Secretary presented the following petitions for consideration:

1. Campus pl. Sewer in Campus pl., between Hemlock and Crescent sts.

On motion of Commissioner Voorhies, duly seconded, a resolution initiating proceedings for this improvement was unanimously adopted.

2. Malta st. To construct a sewer in Malta st., between Hegeman ave. and Vienna ave., and the necessary outlet in Vienna ave. from Malta st. to Williams ave. and in Williams ave. from Vienna ave. to Fresh Creek Basin. Form of resolution: To construct sewers in Malta st. from Hegeman ave. to Vienna ave. and an outlet storm water sewer in Vienna ave. from Malta st. to Louisiana ave. Appearances in favor: Simon David, Philip Smith, Anna Flon and I. Livien.

On motion of Commissioner Voorhies, duly seconded, a resolution initiating proceedings for this improvement was unanimously adopted.

3. Stone ave. From Hegeman ave. to Vienna ave: (a) Regulating, grading, curbing and sidewalks; (b) sewer; (c) paving. Limits suggested. From New Lots ave. to Deehan ave. for (a) and (c).

On motion of Commissioner Voorhies, duly seconded, three (3) resolutions were adopted as follows: (a) Regulating, etc., from New Lots to Deehan ave.; (b) Sewer, from Hegeman ave. to Deehan ave.; (c) Paving, from New Lots ave. to Deehan ave.

4. Van Sinderen ave. Sewer in Van Sinderen ave., between Sutter ave. and Blake ave.

On motion of Commissioner Voorhies, duly seconded, a resolution initiating proceedings for this improvement was unanimously adopted.

5. Woodbine st. To pave Woodbine st. from Irving ave. to Knickerbocker ave.

On motion of Alderman Haubert a resolution initiating proceedings for this improvement was unanimously adopted, paving to be permanent asphalt.

6. Dumont ave. To reconsider resolution adopted by the New Lots Local Board on Sept. 12, 1917, to lay a permanent asphalt pavement on Dumont ave. from Cleveland st. to Linwood st.

Motion to reconsider adopted.

On motion of Commissioner Voorhies, duly seconded, a resolution initiating proceedings to lay a permanent asphalt on Dumont ave. from Elton st. to Linwood st. was unanimously adopted.

On motion, meeting adourned.

ERIC H. PALMER, Secretary of the Borough.

Abstract of Minutes of a Duly Advertised Meeting of the Local Boards of the Flatbush and New Lots Districts, in Joint Session. Meeting Held Oct. 25, 1917.

Minutes of meeting held April 9, 1917, approved.

The roll was called and the following members answered to their names: Edmund W. Voorhies, Commissioner of Public Works, presiding; Aldermen Squiers, Haubert and Moore. Absent: Aldermen Ryan and Drescher. Alderman Smith excused, account of taking part in Liberty Loan parade.

The Secretary presented the following petition for consideration:

1. Superstructures of Sewage Pumping Station. To construct superstructures of the Sewage Pumping Station to be located within the marginal area for water front improvement between Flatlands ave. and Paerdegat Basin.

On motion of Commissioner Voorhies, duly seconded, a resolution initiating proceedings for this improvement was unanimously adopted.

2. Mechanical Equipment, etc. To furnish and install Mechanical Equipment of the Sewage Pumping Station to be located within the marginal area for water front improvement between Flatlands ave. and Paerdegat Basin.

On motion of Alderman Haubert, duly seconded, a resolution initiating proceedings for this improvement was unanimously adopted.

3. Temporary Sewage Treatment Plant. To furnish and install temporary Sewage Treatment Plant to be located within the marginal area for water front improvement between Flatlands ave. and Paerdegat Basin.

On motion of Commissioner Voorhies, duly seconded, a resolution initiating proceedings for this improvement was unanimously adopted.

On motion of Alderman Squiers, the meeting adjourned.

ERIC H. PALMER, Secretary of the Borough.

Changes in Departments, Etc.

DEPARTMENT OF PARKS.

MANHATTAN AND RICHMOND.

Services Ceased—Cora Woelpper, 21 Dominick st., Cottage Attendant, at $660 per annum, Dec. 6; William Moylett, 423 E. 78th st., Plumber, at $5.50 a day, Dec. 7.

Appointed—Frank Lavin, 258 W. 65th st., Climber and Pruner, at $2.50 a day, Dec. 5.

BRONX.

Services Ceased—John Collins, 8 W. Burnside ave., Blaster, Dec. 8.

QUEENS.

Services Ceased — Frank A. Leach, Climber and Pruner, $2.50 a day, Dec. 10.



OFFICIAL DIRECTORY.

Unless otherwise stated, the Public Offices of the City are open for business from 9 a. m. to 5 p. m.; Saturday, 9 a. m. to 12 noon.

CITY OFFICES.

MAYOR'S OFFICE.
City Hall. Telephone, 1000 Cortlandt.
John Purroy Mitchel, Mayor.
Theodore Rousseau, Secretary.
Samuel L. Martin, Executive Secretary.
Paul C. Wilson, Assistant Secretary.
Bureau of Weights and Measures.
Municipal Building, 3d floor. Telephone, 1498 Worth.
Fred. H. Tighe, Deputy and Acting Commissioner.

COMMISSIONER OF ACCOUNTS.
Municipal Building, 12th floor. Telephone, 4315 Worth.
Leonard M. Wallstein, Commissioner of Accounts.

BOARD OF ALDERMEN.
Clerk's Office, Municipal Building, 2nd floor. Telephone, 4430 Worth.
P. J. Scully, Clerk.
President of the Board of Aldermen.
City Hall. Telephone, 6770 Cortlandt.
Frank L. Dowling, President.

BOARD OF AMBULANCE SERVICE.
Municipal Building, 10th floor. Ambulance Calls, 3100 Spring. Administration Offices, 748 Worth.

ARMORY BOARD.
Municipal Building, 8th floor. Telephone, 594 Worth.
C. D. Rhinehart, Secretary.

ART COMMISSION.
City Hall. Telephone, 1197 Cortlandt.
John Quincy Adams, Assistant Secretary.

BOARD OF ASSESSORS.
Municipal Building, 8th floor. Telephone, 29 Worth.
William C. Ormond, Chairman.
St. George B. Tucker, Secretary.

BELLEVUE AND ALLIED HOSPITALS.
26th st. and 1st ave. Telephone, 8800 Madison Square.
Dr. John W. Brannan, President.
J. K. Paulding, Secretary

CENTRAL PURCHASE COMMITTEE.
Municipal Building, 12th floor. Telephone, 4227 Worth.

BUREAU OF THE CHAMBERLAIN.
Municipal Building, 8th floor. Telephone, 4227 Worth.
Milo R. Maltbie, Chamberlain.

BOARD OF CHILD WELFARE.
City Hall. Telephone, 4127 Cortlandt.
Harry L. Hopkins, Secretary.

CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.
Municipal Building, 2nd floor. Telephone, 4430 Worth.
P. J. Scully, City Clerk.

BOARD OF CITY RECORD.
Supervisor's Office, Municipal Building, 8th floor. Distributing Division, 96 Reade st. Telephone, 3490 Worth.
Joseph N. Ouail, Supervisor.

DEPARTMENT OF CORRECTION.
Municipal Building, 24th floor. Telephone, 1610 Worth.
Burdette G. Lewis, Commissioner.

DEPARTMENT OF DOCKS AND FERRIES.
Pier "A," North River. Telephone, 300 Rector.
R. A. C. Smith, Commissioner.

DEPARTMENT OF EDUCATION.
Board of Education.
Park ave. and 59th st. Telephone, 5580 Plaza.
Stated meetings of the Board are held at 4 p. m. on the first Monday in February, the second Wednesday in August and the second and fourth Wednesdays in every month, except August.
William G. Willcox, President.
A. Emerson Palmer, Secretary.

BOARD OF ELECTIONS.
General Office and Office of the Borough of Manhattan, Municipal Building, 18th floor. Telephone, 1307 Worth.
Edward F. Boyle, President.
Moses M. McKee, Secretary.
Other Borough Offices.
The Bronx.
368 E. 148th st. Telephone, 336 Melrose.
Brooklyn.
435-445 Fulton st. Telephone, 1932 Main.
Queens.
64 Jackson ave., L. I. City. Telephone, 3375 Hunters Point.
Richmond.
Borough Hall, New Brighton, S. I. Telephone, 1000 Tompkinsville.
All offices open from 9 a. m. to 4 p. m., Saturdays to 12 noon.

BOARD OF ESTIMATE AND APPORTIONMENT.
Municipal Building, 13th floor. Telephone, 4560 Worth.
Joseph Haag, Secretary.
Bureau of Records and Minutes.
Municipal Building, 13th floor. Telephone, 4560 Worth. Joseph Haag, Secretary.
Office of the Chief Engineer.
Municipal Building, 13th floor. Telephone, 4560 Worth. Nelson P. Lewis, Chief Engineer.
Bureau of Public Improvements.
Municipal Building, 13th floor. Telephone, 4560 Worth. Nelson P. Lewis, Chief Engineer.
Bureau of Franchises.
Municipal Building, 13th floor. Telephone, 4563 Worth. Harry P. Nichols, Engineer.
Bureau of Contract Supervision.
Municipal Building, 13th floor. Telephone, 4560 Worth. Central Testing Laboratory, 125 Worth st. Telephone, 3088 Franklin. Tilden Adamson, Director.
Bureau of Personal Service.
Municipal Building, 13th floor. Telephone, 4560 Worth. George L. Tirrell, Director.

DEPARTMENT OF FINANCE.
Municipal Building, 5th floor. Telephone, 1200 Worth.
William A. Prendergast, Comptroller.
Deputy Comptrollers, 7th floor. Edmund D. Fisher, Albert E. Hadlock, Shepard A. Morgan, Hubert L. Smith.
Receiver of Taxes.
Manhattan—Municipal Building. 2nd floor, Telephone, 1200 Worth.
Bronx—177th st. and Arthur ave. Telephone, 140 Tremont.
Brooklyn—236 Duffield st. Telephone, 7056 Main.
Queens—5 Court Square, L. I. City. Telephone, 3386 Hunters Point.
Richmond—Borough Hall, St. George. Telephone, 100 Tompkinsville.
William C. Hecht, Receiver of Taxes.
Collector of Assessments and Arrears.
Manhattan—Municipal Building, 3d floor. Telephone, 1200 Worth.
Bronx—177th st. and Arthur ave. Telephone, 47 Tremont.
Brooklyn—503 Fulton st. Telephone, 8340 Main.
Queens—Municipal Building, Court Square, L. I. City. Telephone, 1553 Hunters Point.
Richmond—Borough Hall, St. George. Telephone, 1000 Tompkinsville.
Daniel Moynahan, Collector.

FIRE DEPARTMENT.
Municipal Building, 11th floor. Telephone, 4100 Worth.
Brooklyn, 365 Jay st. Telephone, 7600 Main.
Robert Adamson, Commissioner.

DEPARTMENT OF HEALTH.
Centre and Walker sts., Manhattan. Telephone, 6280 Franklin.
Burial Permit and Contagious Disease offices always open.
Bronx, 3731 Third ave. Brooklyn, Flatbush ave., Willoughby and Fleet sts. Queens, 372 Fulton st., Jamaica. Richmond, 514 Bay st., Stapleton.
Haven Emerson, Commissioner.
Alfred E. Shipley, Secretary.

BOARD OF INEBRIETY.
300 Mulberry st. Telephone, 2990 Spring.
Board meets first Wednesday in each month at 4 p. m.
Charles Samson, Secretary.

LAW DEPARTMENT.
Office of Corporation Counsel.
Main office, Municipal Building, 16th floor. Telephone, 4600 Worth.
Lamar Hardy, Corporation Counsel.
Brooklyn office, 153 Pierrepont st. Telephone, 2948 Main.
Bureau of Street Openings.
Main office, Municipal Building, 15th floor. Telephone, 1380 Worth.
Brooklyn office, 166 Montague st. Telephone, 5916 Main.
Queens office, Municipal Building, L. I. City. Telephone, 3886 Hunters Point.
Bureau for the Recovery of Penalties.
Municipal Building, 15th floor. Telephone, 4600 Worth.
Bureau for the Collection of Arrears of Personal Taxes.
Municipal Building, 17th floor. Telephone, 4600 Worth.

DEPARTMENT OF LICENSES.
Main office, 49 Lafayette st. Telephone, 4490 Franklin.
George H. Bell, Commissioner.
Brooklyn—381 Fulton st. Telephone, 1497 Main.
Richmond—Borough Hall, New Brighton. Telephone, 1000 Tompkinsville.
Division of Licensed Vehicles—517-519 W. 57th st. Telephone, 6387 Columbus.
Public Employment Bureau — Men's departments, 128 Leonard st. Women's departments, 53 Lafayette st. Telephone, 6100 Franklin. Branch Offices: 157 E. 67th st., Manhattan; Telephone, 2001 Plaza. 436 W. 27th st., Manhattan, Telephone 1937 Chelsea. 12 W. 11th st., Manhattan; Telephone, 8065 Chelsea. 85 Java st., Brooklyn; Telephone, 3274 Greenpoint.

MUNICIPAL CIVIL SERVICE COMMISSION.
Municipal Building, 14th floor. Telephone, 1580 Worth.
Benjamin Patterson, President.
Robert W. Belcher, Secretary.

MUNICIPAL REFERENCE LIBRARY.
Municipal Building, 5th floor. Telephone, 1072 Worth. 9 a. m. to 5 p. m.; Saturday, to 1 p. m.

DEPARTMENT OF PARKS.
Municipal Building, 10th floor. Telephone, 4850 Worth.
Robert F. Volentine, Commissioner, Manhattan and Richmond.
Borough of Brooklyn.
Litchfield Mansion, Prospect Park, Brooklyn. Telephone, 2300 South.
Raymond V. Ingersoll, Commissioner.
Borough of The Bronx.
Zbrowski Mansion, Claremont Park. Telephone, 2640 Tremont.
Thomas W. Whittle, Commissioner.
Borough of Queens.
The Overlook, Forest Park, Richmond Hill, L. I. Telephone, 2300 Richmond Hill.
John E. Weier, Commissioner.
PARK BOARD.
Municipal Building, 10th floor. Telephone, 4850 Worth. Robert F. Volentine, President; Louis W. Fehr, Secretary.

PAROLE COMMISSION.
Municipal Building, 24th floor. Telephone, 2254 Worth.
Thomas R. Minnick, Secretary.

DEPARTMENT OF PLANT AND STRUCTURES.
Municipal Building, 18th floor. Telephone, 380 Worth.
F. J. H. Kracke, Commissioner.

EXAMINING BOARD OF PLUMBERS.
Municipal Building, 9th floor. Telephone, 1800 Worth.
Janet A. G. Hahn, Clerk.

POLICE DEPARTMENT.
240 Centre st. Telephone, 3100 Spring.
Arthur Woods, Commissioner.

DEPARTMENT OF PUBLIC CHARITIES.
Principal office, Municipal Building, 10th floor. Telephone, 4440 Worth.
John A. Kingsbury, Commissioner.
Brooklyn and Queens. 327 Schermerhorn st., Brooklyn. Telephone, 2977 Main.
Bureau of Social Investigation, Pearl and Centre sts. Telephone, 4405 Worth.
Borough of Richmond, Borough Hall, St. George, S. I. Telephone, 1000 Tompkinsville.

DEPARTMENT OF PUBLIC MARKETS.
Municipal Building.
Henry Moskowitz, Commissioner.

PUBLIC SERVICE COMMISSION.
120 Broadway, 8 a. m. to 11 p. m., every day, including holidays and Sundays. Telephone, 7500 Rector.
Oscar S. Straus, Chairman.
James B. Walker, Secretary.

BOARD OF REVISION OF ASSESSMENTS.
Municipal Building, 7th floor. Telephone, 1200 Worth.
John Korb, Jr., Chief Clerk.

COMMISSIONERS OF SINKING FUND.
Office of Secretary, Municipal Building, 7th floor. Telephone, 1200 Worth.
John Korb, Jr., Secretary.

BOARD OF STANDARDS AND APPEALS.
Municipal Building, 9th floor. Telephone, 184 Worth.
Rudolph P. Miller, Chairman.

DEPARTMENT OF STREET CLEANING.
Municipal Building, 12th floor. Telephone, 4240 Worth.
John T. Fetherston, Commissioner.

DEPARTMENT OF TAXES AND ASSESSMENTS.
Municipal Building, 9th floor. Telephone, 1800 Worth.
Lawson Purdy, President.
C. Rockland Tyng, Secretary.

TENEMENT HOUSE DEPARTMENT.
Manhattan and Richmond office, Municipal Building, 19th floor. Telephone, 1526 Worth.
Brooklyn and Queens office, 503 Fulton st., Brooklyn. Telephone, 3825 Main.
Bronx office, 391 E. 149th st. Telephone, 7107 Melrose.
John J. Murphy, Commissioner.

BOARD OF WATER SUPPLY.
Municipal Building, 22nd floor. Telephone, 3150 Worth.
Charles Strauss, President.
George Featherstone, Secretary.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.
Municipal Building, 23d, 24th and 25th floors.
Telephones: Manhattan, 4320 Worth; Brooklyn, 3980 Main: Queens, 3441 Hunters Point; Richmond, 840 Tompkinsville; Bronx, 3400 Tremont.
Brooklyn, 50 Court st. Bronx, Tremont and Arthur aves. Queens, Municipal Building, L. I. City. Richmond, Municipal Building, St. George.
William Williams, Commissioner.

BOROUGH OFFICES.

BOROUGH OF THE BRONX.
President's office, 3d and Tremont aves. Telephone, 2680 Tremont.
Douglas Mathewson, President.

BOROUGH OF BROOKLYN.
President's office, 2d floor, Borough Hall. Telephone, 3960 Main.
Lewis H. Pounds, President.
Commissioner of Public Works, 2d floor, Borough Hall.
Assistant Commissioner of Public Works, 2d floor, Borough Hall.
Bureau of Highways, 5th and 12th floors, 50 Court st.
Bureau of Public Buildings and Offices, 10th floor, 50 Court st.
Bureau of Sewers, 10th floor, 215 Montague st.
Bureau of Buildings, 4th floor, Borough Hall.
Topographical Bureau, 209 Montague st.
Bureau of Substructures, 11th floor, 50 Court st

BOROUGH OF MANHATTAN.
President's office, 20th floor, Municipal Building.
Commissioner of Public Works, 21st floor, Municipal Building.
Assistant Commissioner of Public Works, 21st floor, Municipal Building.
Bureau of Highways, 21st floor, Municipal Building.
Bureau of Public Buildings and Offices, 20th floor, Municipal Building.
Bureau of Sewers, 21st floor, Municipal Building.
Bureau of Buildings, 20th floor, Municipal Building.
Telephone, 4227 Worth.
Marcus M. Marks, President.

BOROUGH OF QUEENS.
President's office, 68 Hunters Point ave., L. I. City.
Telephone, 5400 Hunters Point.
Maurice E. Connolly, President.

BOROUGH OF RICHMOND.
President's office, New Brighton. Telephone, 1000 Tompkinsville.
Calvin D. Van Name, President.

CORONERS.
Manhattan, Municipal Building 2nd floor. Open at all hours of the day and night. Telephone, 3711 Worth
Bronx, Arthur and Tremont aves. Telephone, 1250 Tremont. 8 a. m. to midnight, every day.
Brooklyn, 236 Duffield st. Telephone, 4004 Main. Open at all hours of the day and night.
Queens, Town Hall, Jamaica. 9 a. m. to 10 p. m.; Sundays and holidays, 9 a. m. to 12 noon.
Richmond, 175 Second st., New Brighton. Open at all hours of the day and night.

COUNTY OFFICES.

Unless otherwise stated, the County offices are open for business from 9 a. m. to 4 p. m.; Saturday, 9 a. m. to 12 noon.

NEW YORK COUNTY.

COUNTY CLERK.
County Court House. Telephone, 5388 Cortlandt.
Wm. F. Schneider, County Clerk.

DISTRICT ATTORNEY.
Criminal Courts Building, 9 a. m. to 5.15 p. m.; Saturdays, to 12 noon. Telephone, 2304 Franklin.
Edward Swann, District Attorney.

COMMISSIONER OF JURORS.
280 Broadway. Telephone, 241 Worth.
Frederick O'Byrne, Commissioner.

PUBLIC ADMINISTRATOR.
Hall of Records. Telephone, 3406 Worth.
William M. Hoes, Public Administrator.

COMMISSIONER OF RECORDS.
Hall of Records. Telephone, 3900 Worth.
Charles K. Lexow, Commissioner.

REGISTER.
Hall of Records. Telephone, 3900 Worth.
John J. Hopper, Register.

SHERIFF.
51 Chambers st. Telephone, 4300 Worth.
New York County Jail, 70 Ludlow st.
Alfred E. Smith, Sheriff.

SURROGATES.
Hall of Records. Telephone, 3900 Worth.
John P. Cohalan, Robert Ludlow Fowler, Surrogates.
William Ray De Lano, Chief Clerk.
John F. Curry, Commissioner of Records.

KINGS COUNTY.

COUNTY CLERK.
Hall of Records. Telephone, 4930 Main.
William E. Kelly, County Clerk.

COUNTY COURT.
County Court House. Court open at 10 a. m. daily and sits until business is completed. Part I, Room 23; Part II, Room 10; Part III, Room 14; Part IV. Room 1, Court House. Clerk's Office, Rooms 17, 18, 19 and 22; open daily from 9 a. m. to 5 p. m.; Saturday to 12 noon. Telephone, 4154 Main.
John L. Gray, Chief Clerk

DISTRICT ATTORNEY.
66 Court st., 9 a. m. to 5.30 p. m.; Saturday, to 1 p. m. Telephone, 2954 Main.
Harry E. Lewis, District Attorney.

COMMISSIONER OF JURORS.
381 Fulton st. Telephone, 330-331 Main.
Jacob Brenner, Commissioner.

PUBLIC ADMINISTRATOR.
44 Court st. Telephone, 2840 Main.
Frank V. Kelly, Public Administrator

COMMISSIONER OF RECORDS.
Hall of Records. Telephone, 6988 Main.
Edmund O'Connor, Commissioner.

REGISTER.
Hall of Records. Telephone, 2830 Main.
Edward T. O'Loughlin, Register.

SHERIFF.
50 Court st. Telephone, 6845 Main.
Edward Riegelmann, Sheriff.

SURROGATE.
Hall of Records. Court opens at 10 a. m. Telephone, 3954 Main.
Herbert T. Ketcham, Surrogate.
John H. McCooey, Chief Clerk.

BRONX COUNTY.

COUNTY CLERK.
Civil Records—161st st. and 3d ave. Telephone, 9266 Melrose.
Criminal Branch, 1918 Arthur ave.
James Vincent Ganly, County Clerk.

COUNTY JUDGE.
Bergen Building Annex, Tremont and Arthur aves. Telephone, 3205 Tremont.
Louis D. Gibbs, County Judge.

DISTRICT ATTORNEY.
Tremont and Arthur aves. Telephone, 1100 Tremont.
Francis Martin, District Attorney.

COMMISSIONER OF JURORS.
1932 Arthur ave. Telephone, 3700 Tremont.
John A. Mason, Commissioner.

PUBLIC ADMINISTRATOR.
2808 Third ave. Telephone, 9816 Melrose, 9 a. m. to 5 p. m.; Saturday, to 12 noon.
Ernest E. L. Hammer, Public Administrator.

REGISTER.
1932 Arthur ave. Telephone, 6694 Tremont.
Edward Polak, Register.

SHERIFF.
1932 Arthur ave. Telephone, 6600 Tremont.
James F. O'Brien, Sheriff.

SURROGATE.
Bergen Building Annex, 1918 Arthur ave.
George M. S. Schulz, Surrogate.

QUEENS COUNTY.

COUNTY CLERK.
364 Fulton st., Jamaica. Telephone, 2608 Jamaica.
Alexander Dujat, County Clerk.

COUNTY COURT.
County Court House, L. I. City. Telephone, 596 Hunters Point.
Court opens 10 a. m. Trial Term begins first Monday of each month, except July, August and September, and on Friday of each week.
Clerk's office open 9 a. m. to 5 p. m.; Saturday to 12.30 p. m. Telephone, 551 Jamaica.
County Judge's office always open at 336 Fulton st., Jamaica. Telephone, 551 Jamaica.
Burt Jay Humphrey, County Judge.

DISTRICT ATTORNEY.
County Court House, L. I. City. Telephone, 3871 Hunters Point. 9 a. m. to 5 p. m.; Saturday, to 12 noon.
Denis O'Leary, District Attorney.

COMMISSIONER OF JURORS.
County Court House, L. I. City. Telephone, 963 Hunters Point.
Thorndyke C. McKennee, Commissioner.

PUBLIC ADMINISTRATOR.
362 Fulton st., Jamaica. Telephone, 223 Jamaica.
Randolph White, Public Administrator.

SHERIFF.
County Court House, L. I. City. Telephone, 3766 Hunters Point.
Samuel J. Mitchell, Under Sheriff.

SURROGATE.
364 Fulton st., Jamaica. Telephone, 397 Jamaica.
Daniel Noble, Surrogate.

RICHMOND COUNTY.

COUNTY CLERK.
County Office Building, Richmond. Telephone, 28 New Dorp.
C. Livingston Bostwick, County Clerk.

COUNTY JUDGE AND SURROGATE.
Trial Terms, with Grand and Trial Jury, second Monday of March, first Monday of October.
Trial Terms, with Trial Jury only, first Monday of May, first Monday of December.
Special Terms, without jury, Wednesday of each week, except the last week of July, the month of August and the first week of September.

Surrogate's Court.
Monday and Tuesday of each week at the Borough Hall, St. George, and on Wednesday at the Surrogate's Court at Richmond, except during the session of the County Court. There will be no Surrogate's Court during the month of August.
Surrogate's Court and Office, Richmond. Surrogate's Chambers, Borough Hall, St. George.
J. Harry Tiernan, County Judge and Surrogate.

DISTRICT ATTORNEY.
Borough Hall, St. George. Telephone, 50 Tompkinsville, 9 a. m. to 5 p. m.; Saturday, to 12 noon.
Albert C. Fach, District Attorney.

COMMISSIONER OF JURORS.
Village Hall, Stapleton. Telephone, 81 Tompkinsville.
Edward J. Miller, Commissioner.

PUBLIC ADMINISTRATOR.
Port Richmond. Telephone, 704 West Brighton.
William T. Holt, Public Administrator.

SHERIFF.
County Court House, Richmond. Telephone, 120 New Dorp.
Spire Pitou, Jr., Sheriff.

THE COURTS.

CITY COURT OF THE CITY OF NEW YORK.
City Hall Park. Court opens at 10 a. m. Trial Term, Part I., opens at 9.45 a. m. Telephone, 122 Cortlandt.
Special Term Chambers held from 10 a. m. to 4 p. m.; Saturday, to 12 noon. Clerk's office open from 9 a. m. to 4 p. m.; Saturday, to 12 noon.
Frank J. Goodwin, Clerk.

CITY MAGISTRATES' COURTS.
Boroughs of Manhattan and Bronx.
William McAdoo, Chief City Magistrate, 300 Mulberry st. Telephone, 9420 Spring.
Frank Oliver, Chief Clerk, 300 Mulberry st. Telephone, 9420 Spring.
Edward J. Cooley, Chief Probation Officer, 300 Mulberry st. Telephone, 9420 Spring.
First District—110 White st.
Second District—125 Sixth ave.
Third District—2d ave. and 1st st.
Fourth District—151 E. 57th st.
Fifth District—121st st. and Sylvan pl.
Sixth District—162d st. and Brook ave., Bronx.
Seventh District—314 W. 54th st.
Eighth District—1014 E. 181st st., Bronx.
Twelfth District—1130 St. Nicholas ave.
Night Court for Women—125 Sixth ave.
Night Court for Men—151 E. 57th st.
Domestic Relations Court (Manhattan)—151 E. 57th st.
Domestic Relations Court (Bronx)—1014 E. 181st st., Bronx.
Municipal Term—Room 500, Municipal Building.
Traffic Court—301 Mott st.

Borough of Brooklyn.
William F. Delaney, Deputy Chief Clerk, 44 Court st. Telephone, 7411 Main.
Deputy Chief Probation Officer, 44 Court st. Telephone, 7411 Main.
First District—318 Adams st.
Fifth District—Williamsburgh Bridge Plaza.
Sixth District—495 Gates ave.
Seventh District—31 Snyder ave.
Eighth District—West 8th st., Coney Island.
Ninth District—5th ave. and 23d st.
Tenth District—133 New Jersey ave.
Domestic Relations—402 Myrtle ave.
Municipal Term—2 Butler st.

Borough of Queens.
First District—St. Mary's Lyceum, L. I. City.
Second District—Town Hall, Flushing.
Third District—Central ave., Far Rockaway.
Fourth District—Town Hall, Jamaica.

Borough of Richmond.
First District—Lafayette ave., New Brighton.
Second District—Village Hall, Stapleton.
All courts open daily from 9 a. m. to 4 p. m., except on Saturdays, Sundays and legal holidays, when only morning sessions are held.

COURT OF GENERAL SESSIONS.
Criminal Court Building. Court opens at 10.30 a. m. Clerk's office open from 9 a. m. to 4 p. m., and on Saturdays until 12 noon. Telephone, 1201 Franklin.
Edward R. Carroll, Clerk.

MUNICIPAL COURTS.
The Clerk's offices are open from 9 a. m. to 4 p. m.; Saturday, to 12 noon.
Aaron J. Levy, President, Board of Municipal Court Justices, 264 Madison st., Manhattan. Telephone, 4300 Orchard.

Borough of Manhattan.
First District—146 Grand st. Telephone, 9611 Spring. Additional part is held at the southwest corner of 6th ave. and 10th st. Telephone 2513 Chelsea.
Second District—264-266 Madison st. Telephone, 4300 Orchard.
Third District—314 W. 54th st. Telephone, 5450 Columbus.
Fourth District—207 E. 32d st. Telephone, 4358 Murray Hill.
Fifth District—2565 Broadway. Telephone, 4006 Riverside.
Sixth District—155 E. 88th st. Telephone, 4343 Lenox.
Seventh District—70 Manhattan st. Telephone, 6334 Morningside.
Eighth District—121st st. and Sylvan place. Telephone, 3950 Harlem.
Ninth District—Madison ave. and 59th st. Telephone, 3873 Plaza.

Borough of The Bronx.
First District—Town Hall, 1400 Williamsbridge rd., Westchester. Telephone, 457 Westchester.
Second District—Washington ave. and 162nd st. Telephone, 3042 Melrose.

Borough of Brooklyn.
First District—State and Court sts. Telephone, 7091 Main.
Second District—495 Gates ave. Telephone, 504 Bedford.
Third District—6 Lee ave. Telephone, 556 Williamsburg.
Fourth District—14 Howard ave. Telephone, 4323 Bushwick.
Fifth District—5220 Third ave. Telephone, 3907 Sunset.
Sixth District—236 Duffield st. Telephone, 6166 Main.
Seventh District—31 Pennsylvania ave. Telephone, 904 East New York.

Borough of Queens.
First District, 115 Fifth st., L. I. City. Telephone, 1420 Hunters Point.
Second District—Broadway and Court st., Elmhurst. Telephone, 87 Newtown.
Third District—1908 Myrtle ave., Glendale. Telephone, 2352 Bushwick.
Fourth District—Town Hall, Jamaica. Telephone, 86 Jamaica.

Borough of Richmond.
First District—Lafayette ave. and 2d st., New Brighton. Telephone, 503 Tompkinsville.
Second District—Village Hall, Stapleton. Telephone, 313 Tompkinsville.

COURT OF SPECIAL SESSIONS.
Court opens at 10 a. m.
Part I., Criminal Court Building, Manhattan. Telephone, 3983 Franklin.
Part II., 171 Atlantic ave., Brooklyn. Telephone, 4280 Main.
Part III., Town Hall, Jamaica. Held on Tuesday of each week. Telephone, 2620 Jamaica.
Part IV., Borough Hall, St. George. Held on Wednesday of each week. Telephone, 324 Tompkinsville.
Part V., Bergen Building, Tremont and Arthur aves., Bronx. Held on Thursday of each week. Telephone, 6056 Tremont.
Frank W. Smith, Chief Clerk.

CHILDREN'S COURT.
Adolphus Ragan, Chief Clerk, 137 E. 22nd st. Telephone, 3611 Gramercy.
Bernard J. Fagan, Chief Probation Officer, 137 E. 22nd st. Telephone, 3611 Gramercy.
Parts I. and II. (Manhattan), 137 E. 22nd st. Telephone, 3611 Gramercy. Dennis A. Lambert, Clerk.
Part III (Brooklyn), 102 Court st. Telephone, 8611 Main. Wm. C. McKee, Clerk.
Part IV (Bronx), 355 E. 137th st. Court held on Monday, Thursday and Saturday of each week. Telephone, 9092 Melrose. Michael Murray, Clerk.
Part V (Queens), 19 Flushing ave., Jamaica. Court held on Tuesday and Friday of each week. Telephone, 2624 Jamaica. Sydney Ollendorff, Clerk.
Part VI (Richmond), 14 Richmond Terrace, St. George. Court held on Wednesday of each week. Telephone, 2190 Tompkinsville. Wm. J. Browne, Clerk.

SUPREME COURT—APPELLATE DIVISION.
First Judicial Department.
Madison ave., corner 25th st. Court open from 2 p. m. until 6 p. m. Friday, Motion Day, Court opens at 10 a. m. Motions called at 10 a. m. Orders called at 10.30 a. m. Telephone, 3840 Madison Square.
Alfred Wagstaff, Clerk.
Second Judicial Department.
Borough Hall, Brooklyn. Court meets from 2 p. m. to 5 p. m., excepting that on Fridays Court opens at 10 a. m. Clerk's office open 9 a. m. Telephone, 1392 Main.
John B. Byrne, Clerk.

SUPREME COURT—APPELLATE TERM.
503 Fulton st., Brooklyn. Court meets 10 a. m. Clerk's office opens 9 a. m. Telephone, 7452 Main.
Joseph H. DeBragga, Clerk.

SUPREME COURT—CRIMINAL DIVISION.
Criminal Court Building. Court opens at 10.30 a. m. Clerk's office open from 9 a. m. to 4 p. m.; Saturday, to 12 noon. Telephone, 6064 Franklin.
William F. Schneider, Clerk.

SUPREME COURT—FIRST DEPARTMENT.
County Court House. Court open from 10.15 a. m. to 4 p. m. Telephone, 4580 Cortlandt.

SUPREME COURT—SECOND DEPARTMENT.
Kings County.
Joralemon and Fulton sts. Clerk's office hours, 9 a. m. to 5 p. m. Seven jury trial parts. Special term for trials. Special Term for motions. Special Term (ex-parte business). Court opens at 10 a. m. Naturalization Bureau, Hall of Records. Telephone, 5460 Main.
James F. McGee, General Clerk.
Queens County.
County Court House, Long Island City. Two jury trial parts each month except July, August and first two weeks in September. Motions heard and ex-parte business in Part 1 on court days. Special terms for the trial of issues in January, April, June and October. Clerk's office hours, 9 a. m. to 5 p. m. Saturdays until 12 noon, and during July and August until 2 p. m. Telephone, 3896 Hunters Point.
John D. Peace, Special Deputy Clerk in charge.
Richmond County.
Trial Term held at County Court House, Richmond. Special Term for trials held at Court room, Borough Hall, St. George. Special Term for motions held at Court House, Borough Hall, St. George.
C. Livingston Bostwick, County Clerk.

BOARD MEETINGS.

Board of Aldermen.
The Board of Aldermen meets in the Aldermanic Chamber, City Hall, every Tuesday at 1.30 p. m.
P. J. SCULLY, City Clerk and Clerk to the Board of Aldermen.

Board of Estimate and Apportionment.
The Board of Estimate and Apportionment meets in Room 16, City Hall, Fridays at 10.30 a. m.
JOSEPH HAAG, Secretary.

Commissioners of Sinking Fund.
The Commissioners of the Sinking Fund meet in Room 16, City Hall, on Thursday, every two weeks, at 11 a. m.
JOHN KORB, Jr., Secretary.

Board of Revision of Assessments.
The Board of Revision of Assessments meets in Room 16, City Hall, upon notice of the Secretary.
JOHN KORB, Jr., Secretary.

Board of Appeals.
The Board meets every Tuesday at 2 p. m. in Room 919, Municipal Building.
RUDOLPH P. MILLER, Chairman.

Board of Standards and Appeals.
The Board meets in Room 919, Municipal Building, every Thursday at 2 p. m.
RUDOLPH P. MILLER, Chairman.

Board of City Record.
The Board of City Record meets in the City Hall at call of the Mayor.
JOSEPH N. QUAIL, Supervisor, Secretary.

POLICE DEPARTMENT.

Owners Wanted for Unclaimed Property.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of The City of New York, 72 Poplar st., Brooklyn, for the following property now in custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.
ARTHUR WOODS, Police Commissioner.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of The City of New York, 240 Centre st., Manhattan, for the following property now in custody without claimants: Automobiles, baby carriages, bags, bicycles, boats, cameras, clothing, furniture, jewelry, junk, machinery, merchandise, metals, optical goods, silverware, tools, trunks, typewriters, umbrellas, etc.; also sums of money feloniously obtained by prisoners or found abandoned by Patrolmen of this Department.
ARTHUR WOODS, Police Commissioner.

BELLEVUE AND ALLIED HOSPITALS, FIRE DEPARTMENT, DEPARTMENTS OF WATER SUPPLY, GAS AND ELECTRICITY, CORRECTION, PARKS, BRONX; POLICE, HEALTH, AND PUBLIC CHARITIES.

Proposals.

SEALED BIDS WILL BE RECEIVED BY Bellevue and Allied Hospitals, Fire Department, the Departments of Water Supply, Gas and Electricity, Correction; Parks, Bronx; Police, Health, Public Charities, at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 12.30 p. m.,

THURSDAY, DECEMBER 27, 1917,

FOR FURNISHING AND DELIVERING LUBRICATING AND ILLUMINATING OILS AND GREASES.

The time for the performance of the contract is on or before March 31, 1918.

The amount of security required is thirty per cent. of the contract amount awarded. No bid shall be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Specifications referred to in the schedules may be had upon application at the office of the Bureau of Contract Supervision, Room 1327, Municipal Building, Manhattan.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

BELLEVUE AND ALLIED HOSPITALS, JOHN W. BRANNAN, M. D., President.
FIRE DEPARTMENT, ROBERT ADAMSON, Commissioner.
DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, WILLIAM WILLIAMS, Commissioner.
DEPARTMENT OF CORRECTION, BURDETTE G. LEWIS, Commissioner.
DEPARTMENT OF PARKS, BRONX, THOMAS W. WHITTLE, Commissioner.
POLICE DEPARTMENT. ARTHUR WOODS, Commissioner.
DEPARTMENT OF HEALTH, HAVEN EMERSON, M. D., Commissioner.
DEPARTMENT OF PUBLIC CHARITIES, JOHN A. KINGSBURY, Commissionr. d14,27

☞See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.

BELLEVUE AND ALLIED HOSPITALS, DEPARTMENTS OF PUBLIC CHARITIES, HEALTH, FIRE, POLICE, PLANT AND STRUCTURES, WATER SUPPLY, GAS AND ELECTRICITY, PARKS, QUEENS; CORRECTION, STREET CLEANING, PARKS, MANHATTAN AND RICHMOND; PARKS, BROOKLYN, AND BRONX.

Proposals.

SEALED BIDS WILL BE RECEIVED BY Bellevue and Allied Hospitals, Department of

Public Charities, Department of Health, Fire Department, Police Department, Departments of Plant and Structures, Water Supply, Gas and Electricity; Parks, Queens; Correction, Street Cleaning; Parks, Manhattan and Richmond; Parks, Brooklyn, and Parks, Bronx, at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 12.30 p. m.

THURSDAY, DECEMBER 27, 1917,

FOR FURNISHING AND DELIVERING GASOLINE AND KEROSENE.

The time for the performance of the contract is on or before March 31, 1918.

The amount of security required is thirty per cent. of the contract amount awarded. No bid shall be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Specifications referred to in the schedules may be had upon application at the office of the Bureau of Contract Supervision, Room 1327, Municipal Building, Manhattan.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

BELLEVUE AND ALLIED HOSPITALS, JOHN W. BRANNAN, M. D., President.
DEPARTMENT OF PUBLIC CHARITIES, JOHN A. KINGSBURY, Commissioner.
DEPARTMENT OF HEALTH, HAVEN EMERSON, M. D., Commissioner.
FIRE DEPARTMENT, ROBERT ADAMSON, Commissioner.
POLICE DEPARTMENT, ARTHUR WOODS, Commissioner.
DEPARTMENT OF PLANT AND STRUCTURES, F. J. H. KRACKE, Commissioner.
DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, WILLIAM WILLIAMS, Commissioner.
DEPARTMENT OF PARKS, QUEENS, JOHN E. WEIER, Commissioner.
DEPARTMENT OF CORRECTION, BURDETTE G. LEWIS, Commissioner.
DEPARTMENT OF STREET CLEANING, JOHN T. FETHERSTON, Commissioner.
DEPARTMENT OF PARKS, MANHATTAN AND RICHMOND, ROBERT F. VOLENTINE, Commissioner.
DEPARTMENT OF PARKS, BROOKLYN, RAYMOND V. INGERSOLL, Commissioner.
DEPARTMENT OF PARKS, BRONX, THOMAS W. WHITTLE, Commissioner. d14,27

☞**See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.**

FIRE DEPARTMENT, DEPARTMENTS OF PARKS, BRONX; PARKS, MANHATTAN AND RICHMOND; PARKS, BROOKLYN; WATER SUPPLY, GAS AND ELECTRICITY, CORRECTION, POLICE, BELLEVUE AND ALLIED HOSPITALS, AND PUBLIC CHARITIES.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Fire Department, Department of Parks, Bronx; Parks, Manhattan; Parks, Brooklyn; Water Supply, Gas and Electricity, Correction, Police, Bellevue and Allied Hospitals and the Department of Public Charities, at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 12.30 p. m.,

THURSDAY, DECEMBER 27, 1917,

FOR FURNISHING AND DELIVERING PAINTS, OILS AND VARNISHES.

The time for the performance of the contract is on or before March 31, 1918.

The amount of security required is thirty per cent. of the contract amount awarded. No bid shall be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Specifications referred to in the schedules may be had upon application at the office of the Bureau of Contract Supervision, Room 1327, Municipal Building, Manhattan.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

FIRE DEPARTMENT, ROBERT ADAMSON, Commissioner.
DEPARTMENT OF PARKS, BRONX, THOMAS W. WHITTLE, Commissioner.
DEPARTMENT OF PARKS, MANHATTAN AND RICHMOND, ROBERT F. VOLENTINE, Commissioner.
DEPARTMENT OF PARKS, BROOKLYN, RAYMOND V. INGERSOLL, Commissioner.
DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, WILLIAM WILLIAMS, Commissioner.
DEPARTMENT OF CORRECTION, BURDETTE G. LEWIS, Commissioner.
POLICE DEPARTMENT, ARTHUR WOODS, Commissioner.
BELLEVUE AND ALLIED HOSPITALS, JOHN W. BRANNAN, M. D., President.
DEPARTMENT OF PUBLIC CHARITIES, JOHN A. KINGSBURY, Commissioner. d14,27

☞**See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.**

DEPARTMENTS OF PUBLIC CHARITIES, CORRECTION, WATER SUPPLY, GAS AND ELECTRICITY, BELLEVUE AND ALLIED HOSPITALS, POLICE DEPARTMENT AND FIRE DEPARTMENT.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Departments of Public Charities, Correction, Water Supply, Gas and Electricity, Police and Fire, and Bellevue and Allied Hospitals, at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 12.30 p. m.,

THURSDAY, DECEMBER 27, 1917,

FOR FURNISHING AND DELIVERING CLOTHING, DRY GOODS, NOTIONS, ETC.

The time for the performance of the contract is on or before March 31, 1918.

The amount of security required is thirty per cent. of the contract amount awarded. No bid shall be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Specifications referred to in the schedules may be had upon application at the office of the Bureau of Contract Supervision, Room 1327, Municipal Building, Manhattan.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

DEPARTMENT OF PUBLIC CHARITIES, JOHN A. KINGSBURY, Commissioner.
DEPARTMENT OF CORRECTION, BURDETTE G. LEWIS, Commissioner.
DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, WILLIAM WILLIAMS, Commissioner.
BELLEVUE AND ALLIED HOSPITALS, JOHN W. BRANNAN, M. D., President.
FIRE DEPARTMENT, ROBERT ADAMSON, Commissioner. d14,27

☞**See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.**

BELLEVUE AND ALLIED HOSPITALS, DEPARTMENTS OF PUBLIC CHARITIES, CORRECTION, HEALTH.

Proposals.

SEALED BIDS WILL BE RECEIVED BY Bellevue and Allied Hospitals, and the Departments of Public Charities, Correction and Health, at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 12.30 p. m.,

THURSDAY, DECEMBER 27, 1917,

FOR FURNISHING AND DELIVERING STOCK FRUITS AND VEGETABLES.

The time for the performance of the contract is on or before March 31, 1918.

The amount of security required is thirty per cent. of the contract amount awarded. No bid shall be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Specifications referred to in the schedules may be had upon application at the office of the Bureau of Contract Supervision, Room 1327, Municipal Building, Manhattan.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

BELLEVUE AND ALLIED HOSPITALS, JOHN W. BRANNAN, M. D., President.
DEPARTMENT OF PUBLIC CHARITIES, JOHN A. KINGSBURY, Commissioner.
DEPARTMENT OF CORRECTION, BURDETTE G. LEWIS, Commissioner.
DEPARTMENT OF HEALTH, HAVEN EMERSON, M. D., Commissioner. d14,27

☞**See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.**

SEALED BIDS WILL BE RECEIVED BY Bellevue and Allied Hospitals and the Departments of Public Charities, Correction and Health, at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 12.30 p. m.,

THURSDAY, DECEMBER 27, 1917,

FOR FURNISHING AND DELIVERING CANNED GOODS AND GROCERIES.

The time for the performance of the contract is on or before March 31, 1918.

The amount of security required is thirty per cent. of the contract amount awarded. No bid shall be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Specifications referred to in the schedules may be had upon application at the office of the Bureau of Contract Supervision, Room 1327, Municipal Building, Manhattan.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

BELLEVUE AND ALLIED HOSPITALS, JOHN W. BRANNAN, M. D., President.
DEPARTMENT OF PUBLIC CHARITIES, JOHN A. KINGSBURY, Commissioner.
DEPARTMENT OF CORRECTION, BURDETTE G. LEWIS, Commissioner.
DEPARTMENT OF HEALTH, HAVEN EMERSON, M. D., Commissioner. d14,27

☞**See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.**

BELLEVUE AND ALLIED HOSPITALS, FIRE DEPARTMENT, DEPARTMENT OF PARKS, MANHATTAN AND RICHMOND; PARKS, BRONX; PARKS, BROOKLYN; STREET CLEANING, AND WATER SUPPLY, GAS AND ELECTRICITY.

Proposals.

SEALED BIDS WILL BE RECEIVED BY Bellevue and Allied Hospitals and the Departments of Fire; Parks, Manhattan and Richmond; Parks, Bronx; Parks, Brooklyn; Street Cleaning, and Water Supply, Gas and Electricity, at the office of the Central Purchase Committee, Room 1220 Municipal Building, Manhattan, until 12.30 p. m.,

THURSDAY, DECEMBER 27, 1917,

FOR FURNISHING AND DELIVERING LUMBER.

The time for the performance of the contract is on or before March 31, 1918.

The amount of security required is thirty per cent. of the contract amount awarded. No bid shall be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Specifications referred to in the schedules may be had upon application at the office of the Bureau of Contract Supervision, Room 1327, Municipal Building, Manhattan.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

BELLEVUE AND ALLIED HOSPITALS, JOHN W. BRANNAN, M. D., President.
FIRE DEPARTMENT, ROBERT ADAMSON, Commissioner.
DEPARTMENT OF PARKS, BRONX, THOMAS W. WHITTLE, Commissioner.
DEPARTMENT OF PARKS, MANHATTAN AND RICHMOND, ROBERT F. VOLENTINE, Commissioner.
DEPARTMENT OF STREET CLEANING, JOHN T. FETHERSTON, Commissioner.
DEPARTMENT OF PARKS, BROOKLYN, RAYMOND V. INGERSOLL, Commissioner.
DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, WILLIAM WILLIAMS, Commissioner. d14,27

☞**See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.**

BELLEVUE AND ALLIED HOSPITALS, DEPARTMENTS OF PUBLIC CHARITIES, POLICE, CORRECTION, HEALTH, PARKS, MANHATTAN AND RICHMOND; PARKS, BRONX; WATER SUPPLY, GAS AND ELECTRICITY, AND FIRE.

Proposals.

SEALED BIDS WILL BE RECEIVED BY Bellevue and Allied Hospitals and the Departments of Public Charities, Police, Correction, Health; Parks, Manhattan and Richmond; Parks, Bronx; and the Department of Water Supply, Gas and Electricity and Fire Department, at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 12.30 p. m.,

THURSDAY, DECEMBER 27, 1917,

FOR FURNISHING AND DELIVERING CLEANING MATERIALS AND COMPOUNDS.

The time for the performance of the contract is on or before March 31, 1918.

The amount of security required is thirty per cent. of the contract amount awarded. No bid shall be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Specifications referred to in the schedules may be had upon application at the office of the Bureau of Contract Supervision, Room 1327, Municipal Building, Manhattan.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

BELLEVUE AND ALLIED HOSPITALS, JOHN W. BRANNAN, M. D., President.
DEPARTMENT OF PUBLIC CHARITIES, JOHN A. KINGSBURY, Commissioner.
POLICE DEPARTMENT, ARTHUR WOODS, Commissioner.
DEPARTMENT OF CORRECTION, BURDETTE G. LEWIS, Commissioner.
DEPARTMENT OF HEALTH, HAVEN EMERSON, M. D., Commissioner.
DEPARTMENT OF PARKS, MANHATTAN AND RICHMOND, ROBERT F. VOLENTINE, Commissioner.
DEPARTMENT OF PARKS, BRONX, THOMAS W. WHITTLE, Commissioner.
DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, WILLIAM WILLIAMS, Commissioner.
FIRE DEPARTMENT, ROBERT ADAMSON, Commissioner. d14,27

☞**See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.**

BOARD OF WATER SUPPLY.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Board of Water Supply, at its offices, 22d floor, Municipal Building, Park Row, Centre and Chambers sts., New York City, until 11 a. m., on

THURSDAY, JANUARY 3, 1918,

for

CONTRACT A 1.

FOR PRINTING.

An approximate statement of the quantities of the various items of work and further information are given in the Information for Bidders, forming part of the contract. At the above place and time the bids will be publicly opened and read. The award of the contract, if awarded, will be made by the Board as soon thereafter as practicable. The Board reserves the right to reject any and all bids.

A bond in the sum of thirty-five per cent. (35%) of the total amount of the contract will be required for the faithful performance of the contract.

No bid will be received and deposited unless accompanied by a certified check upon a National or State Bank drawn to the order of the Comptroller of The City of New York, to the amount of Five Hundred Dollars ($500).

Pamphlets containing information for bidders, forms of bid and contract, specifications, etc., can be obtained at the above address, at the office of the Secretary, upon application in person or by mail, by depositing the sum of Five Dollars ($5) in cash or its equivalent for each pamphlet. This deposit will be refunded upon the return of the pamphlets in acceptable condition within thirty days from the date on which bids are to be opened.

The contract will terminate on the completion of all editions under way Dec. 31, 1918.

For further particulars apply to the office of the Principal Assistant Engineer at the above address.

CHARLES STRAUSS, President; CHARLES N. CHADWICK, JOHN F. GALVIN, Commissioners, Board of Water Supply.

GEORGE FEATHERSTONE, Secretary. d14,j3

NOTE—See General Instructions to Bidders on last page, last column, of the "City Record," so far as applicable hereto and not otherwise provided for.

DEPARTMENT OF HEALTH.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Board of Health of the Department of Health, Centre and Walker sts., Manhattan, until 10.30 a. m., on

THURSDAY, DECEMBER 27, 1917,

FOR FURNISHING AND DELIVERING FORAGE TO THE MUNICIPAL SANATORIUM AT OTISVILLE, ORANGE COUNTY NEW YORK.

The time for the performance of the contract is during the month of December, 1917.

The amount of security required is thirty (30) per cent. of the contract amount awarded.

No bid will be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half (1½) per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder for the entire contract.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Blank forms and further information may be obtained at the office of the Chief Clerk of the Department of Health, Centre and Walker sts., Manhattan.

HAVEN EMERSON, M. D., President; ALFRED E. SHIPLEY, M. D., Secretary.

Dated, Dec. 14, 1917. d14,27

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

DEPARTMENTS OF PUBLIC CHARITIES, HEALTH, PARKS, BRONX; POLICE, PARKS, QUEENS; WATER SUPPLY, GAS AND ELECTRICITY, PARKS, MANHATTAN AND RICHMOND; CORRECTION, PLANT AND STRUCTURES AND PARKS, BROOKLYN.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Departments of Public Charities, Health; Parks, Bronx; Police; Parks, Queens; Water Supply, Gas and Electricity, Fire; Parks, Manhattan and Richmond; Correction, Plant and Structures, and Parks, Brooklyn, at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 12.30 p. m.,

THURSDAY, DECEMBER 27, 1917,

FOR FURNISHING AND DELIVERING FORAGE.

The time for the performance of the contract is on or before March 31, 1918, as stated in the schedule.

The amount of security required is thirty per cent. of the contract amount awarded. No bid shall be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder on each zone, item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Specifications referred to in the schedules may be had upon application at the office of the Bureau of Contract Supervision, Room 1327 Municipal Building, Manhattan.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

DEPARTMENT OF PUBLIC CHARITIES, JOHN A. KINGSBURY, Commissioner
DEPARTMENT OF HEALTH, HAVEN EMERSON, M. D., Commissioner.
DEPARTMENT OF PARKS, BRONX, THOMAS W. WHITTLE, Commissioner.
POLICE DEPARTMENT, ARTHUR WOODS, Commissioner.
DEPARTMENT OF PARKS, QUEENS, JOHN E. WEIER, Commissioner.
DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, WILLIAM WILLIAMS, Commissioner.
FIRE DEPARTMENT, ROBERT ADAMSON, Commissioner.
DEPARTMENT OF PARKS, MANHATTAN AND RICHMOND, ROBERT FOSTER VOLENTINE, Commissioner.
DEPARTMENT OF CORRECTION, BURDETTE G. LEWIS, Commissioner.
DEPARTMENT OF PLANT AND STRUCTURES, F. J. H. KRACKE, Commissioner.
DEPARTMENT OF PARKS, BROOKLYN, RAYMOND V. INGERSOLL, Commissioner. d14,27

☞**See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.**

BOROUGH OF RICHMOND.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the President of the Borough of Richmond, at Borough Hall, St. George, New Brighton, S. I., until 12 noon, on

THURSDAY, DECEMBER 27, 1917,
Borough of Richmond.

NO. 1. FOR SHOEING THE HORSES AT STABLE "A," SWAN ST., TOMPKINSVILLE, S. I.

The Superintendent's estimate of the quantity and quality of the material, and the nature and extent, as near as possible, of the work required is as follows: Shoeing 31 draft horses, per month; shoeing 7 driving horses, per month.

The time for the completion of the work and the full performance of the contract is Jan. 1, 1918, to Dec. 31, 1918.

The amount of security required is Three Hundred Dollars ($300).

NO. 2. FOR SHOEING THE HORSES IN STABLE "B," CLOVE RD., WEST NEW BRIGHTON, S. I.

The Superintendent's estimate of the quantity and quality of the material, and the nature and extent, as near as possible, of the work required is as follows: Shoeing 26 draft horses per month; shoeing 3 driving horses, per month.

The time for the completion of the work and the full performance of the contract is Jan. 31, 1918, to Dec. 31, 1918.

The amount of security required is Two Hundred and Fifty Dollars ($250).

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the said President. Other information may be obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

CALVIN D. VAN NAME, President.
Dated, Dec. 12, 1917. d14,27

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

COMMISSIONER OF RECORDS, COUNTY OF NEW YORK.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Commissioner of Records of the County of New York, at Room 715, Hall of Records, Manhattan, until 12 noon, on

WEDNESDAY, DECEMBER 26, 1917,

FOR FURNISHING AND INSTALLING METALLIC CASE SECTIONS WITH STEEL SHELVES AND STEEL BASES THEREFOR; STEEL FILING CUPBOARDS AND STEEL SHELVES THEREFOR; AND SPECIAL STEEL SHELVING TO FIT EXISTING FILE CASES; ALL FOR THE OFFICE OF THE CLERK OF THE COUNTY OF NEW YORK, IN THE HALL OF RECORDS BUILDING, BOROUGH OF MANHATTAN, CITY OF NEW YORK, AS SHOWN ON PLANS OR AS MAY BE NECESSARY TO COMPLETE THE WORK IN A FIRST-CLASS AND PROPER MANNER; ALL TO BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND DRAWINGS PREPARED BY THE COMMISSIONER OF RECORDS OF THE COUNTY OF NEW YORK.

The time allowed for doing and completing the work will be sixty (60) consecutive calendar days.

The security required will be thirty per cent. (30%) of the total amount for which the contract will be awarded.

Each bid must be accompanied by a deposit of not less than one and one-half per cent. (1½%) of the amount of the bid, in cash or certified check payable to the order of the Comptroller of The City of New York.

Bidders must state a lump sum for the above contract, as the contract is entire and for the complete job.

Plans and drawings may be seen and blank forms of the contract and specifications may be obtained at the office of the Commissioner of Records, County of New York, Room 715, Hall of Records, Manhattan.

CHARLES K. LEXOW, Commissioner of Records, New York County. d14,26

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

DEPARTMENTS OF CORRECTION, AND PUBLIC CHARITIES.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Departments of Public Charities and Correction, at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 12.30 p. m.,

THURSDAY, DECEMBER 27, 1917,

FOR FURNISHING AND DELIVERING YEAST.

The time for the performance of the contract is on or before March 31, 1918.

The amount of security required is thirty per cent. of the contract amount awarded. No bid shall be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Specifications referred to in the schedules may be had upon application at the office of the Bureau of Contract Supervision, Room 1327, Municipal Building, Manhattan.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

DEPARTMENT OF PUBLIC CHARITIES, JOHN A. KINGSBURY, Commissioner.

DEPARTMENT OF CORRECTION, BURDETTE G. LEWIS, Commissioner. d14,27

☞See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.

DEPARTMENTS OF PARKS, BRONX; PUBLIC CHARITIES, PARKS, MANHATTAN AND RICHMOND; CORRECTION, WATER SUPPLY, GAS AND ELECTRICITY AND FIRE.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Departments of Parks, Bronx; Public Charities; Parks, Manhattan and Richmond; Correction, Water Supply, Gas and Electricity, and Fire, at the office of the Central Purchase Committee, Room 1220, Municipal Building, Manhattan, until 12.30 p. m.,

THURSDAY, DECEMBER 27, 1917,

FOR FURNISHING AND DELIVERING CORDAGE, ROPE AND OAKUM.

The time for the performance of the contract is on or before March 31, 1918.

The amount of security required is thirty per cent. of the contract amount awarded. No bid shall be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Specifications referred to in the schedules may be had upon application at the office of the Bureau of Contract Supervision, Room 1327, Municipal Building, Manhattan.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

DEPARTMENT OF PARKS, BRONX, THOMAS W. WHITTLE, Commissioner.

DEPARTMENT OF PUBLIC CHARITIES, JOHN A. KINGSBURY, Commissioner.

DEPARTMENT OF PARKS, MANHATTAN AND RICHMOND, ROBERT F. VOLENTINE, Commissioner.

DEPARTMENT OF CORRECTION, BURDETTE G. LEWIS, Commissioner.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, WILLIAM WILLIAMS, Commissioner.

FIRE DEPARTMENT, ROBERT ADAMSON, Commissioner. d14,27

☞See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.

BOROUGH OF MANHATTAN.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the President of the Borough of Manhattan, at Room 2032, Municipal Building, Manhattan, until 2 p. m., on

THURSDAY, DECEMBER 27, 1917,

NO. 1. FOR THE CONSTRUCTION OF RECEIVING BASIN AT THE SOUTHEAST CORNER OF MADISON AVE. AND 42ND ST. AND AT FIVE (5) OTHER POINTS, TOGETHER WITH ALL WORK INCIDENTAL THERETO. (CHARGE TO C. F. M.—25.)

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:

Item 1—6 receiving basins (Types "A," "B," "C" or "G"), complete.
Item 2—1 shallow inlet (Type "C"), complete.
Item 3—7 linear feet of gutter drain, complete.
Item 4—145 linear feet of 8-inch to 12-inch vitrified pipe basin connection, complete.
Item 5—18 linear feet of 8-inch to 12-inch cast iron pipe basin connection, complete.
Item 6—100 pounds miscellaneous structural iron and steel in place.
Item 7—15 cubic yards of rock (Class "A") excavated and removed.
Item 8—10 cubic yards of rock (Class "B") excavated and removed.
Item 9—1 cubic yards of brick masonry.
Item 10—2 cubic yards of concrete (Class "A").
Item 11—5 cubic yards of extra earth excavation.
Item 12—6 linear feet of curb reset in concrete.
Item 13—450 square feet of concrete sidewalk pavement laid.
Item 14—30 square yards of restoration of permanent roadway pavement, all kinds.
Item 15—1,000 feet, B. M., of timber and planking for bracing and sheeting.
Item 16—100 linear feet of curb reset in sand.

The time allowed for construction and completing the receiving basins and appurtenances will be twenty (20) consecutive working days.

The amount of security required will be One Thousand Dollars ($1,000), and the amount of deposit accompanying the bid shall be five per cent. (5%) of the amount of security.

NO. 2. FOR THE CONSTRUCTION OF RECEIVING BASIN AT THE SOUTHEAST CORNER OF 38TH ST. AND 7TH AVE. AND FIVE (5) OTHER POINTS, TOGETHER WITH ALL WORK INCIDENTAL THERETO. (CHARGE TO C. F. M.—25.)

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:

Item 1—5 receiving basins (Type "A," "B" or "G"), complete.
Item 2—1 special roadway receiving basin, Type "G" (as shown on plan), complete.
Item 3—1 inlet (Type "A," "B" or "C"), complete.
Item 4—194 linear feet of 8-inch to 12-inch basin connection, complete.
Item 5—100 pounds miscellaneous structural iron and steel in place.
Item 6—1 shallow manhole (as shown on plan), complete.
Item 7—15 cubic yards of rock (Class "A") excavated and removed.
Item 8—5 cubic yards of rock (Class "B") excavated and removed.
Item 9—1 cubic yard of concrete (Class "A").
Item 10—1 cubic yard of brick masonry.
Item 11—2 cubic yards of extra earth excavation.
Item 12—18 linear feet of curb reset in concrete.
Item 13—250 square feet of concrete sidewalk pavement laid.
Item 14—50 square feet of flagstone sidewalk pavement furnished and laid.
Item 15—225 square feet of flagstone sidewalk pavement redressed and relaid.
Item 16—94 square yards of restoration of permanent roadway pavement, all kinds.
Item 17—1,000 feet, B. M., of timber and planking for bracing and sheeting.

The time allowed for constructing and completing the receiving basins and appurtenances will be twenty-five (25) consecutive working days.

The amount of security required will be One Thousand Dollars ($1,000), and the amount of deposit accompanying the bid shall be five per cent. (5%) of the amount of security.

NO. 3. FOR THE RECONSTRUCTION OF SEWER IN 63RD ST., FROM 3D AVE. TO PARK AVE.

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:

Item 1—702 linear feet of 3-foot 6-inch by 2-foot 4-inch brick sewer, complete.
Item 2—15 linear feet of 12-inch basin connection, complete.
Item 3—7 manholes, complete.
Item 4—75 spurs for house connections.
Item 5—300 cubic yards of rock (Class "A") excavated and removed.
Item 6—100 cubic yards of rock (Class "B") excavated and removed.
Item 7—2 cubic yards of concrete (Class "A").
Item 8—2 cubic yards of brick masonry.
Item 9—5 cubic yards of extra earth excavation.
Item 10—665 square yards of restoration of permanent roadway pavement, all kinds.
Item 11—20,000 feet, B. M., of timber and planking for bracing and sheeting.

The time allowed for reconstructing and completing the sewer and appurtenances will be one hundred (100) consecutive working days.

The amount of security required will be Eight Thousand Dollars ($8,000), and the amount of deposit accompanying the bid shall be five per cent. (5%) of the amount of security.

The bidder will state the price for 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 bid will be tested. Each contract, if awarded, will be awarded for the whole work at a lump sum.

Blank forms may be had and the drawings, form of specifications and contract may be seen at the offices of the Commissioner of Public Works, Bureau of Sewers, Room 2103, Municipal Building, Manhattan.

MARCUS M. MARKS, President.
Dated, Dec. 14, 1917. d14,27

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

SEALED BIDS WILL BE RECEIVED BY the President of the Borough of Manhattan, at Room 2032, Municipal Building, until 2 p. m., on

THURSDAY, DECEMBER 27, 1917,

FOR THE CONSTRUCTION OF SANITARY SYSTEM OF SEWERS WITH PUMPING STATION AND APPURTENANCES IN THOMPSON ST., FROM CANAL ST. TO A POINT ABOUT 350 FEET NORTH OF BROOME ST., ETC.

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:

Sanitary Sewer Items.

Item 1—25 linear feet of 4-foot 0-inch circular brick sewer, Method "A," complete.
Item 2—25 linear feet of 4-foot 0-inch circular brick sewer, Method "B," complete.
Item 3—62 linear feet of 24-inch vitrified pipe sewer, Method "A," complete.
Item 4—328 linear feet of 24-inch vitrified pipe sewer, Method "B," complete.
Item 5—65 linear feet of 20-inch vitrified pipe sewer, Method "A," complete.
Item 6—161 linear feet of 20-inch vitrified pipe sewer, Method "B," complete.
Item 7—20 linear feet of 20-inch vitrified pipe sewer, Method "C," complete.
Item 8—353 linear feet of 18-inch vitrified pipe sewer, Method "A," complete.
Item 9—138 linear feet of 18-inch vitrified pipe sewer, Method "B," complete.
Item 10—1,533 linear feet of 15-inch vitrified pipe sewer, Method "A," complete.
Item 11—933 linear feet of 15-inch vitrified pipe sewer, Method "B," complete.
Item 12—20 linear feet of 15-inch vitrified pipe sewer, Method "C," complete.
Item 13—2,142 linear feet of 12-inch vitrified pipe sewer, Method "A," complete.
Item 14—1,768 linear feet of 12-inch vitrified pipe sewer, Method "B," complete.
Item 15—730 linear feet of 12-inch vitrified pipe sewer, Method "C," complete.
Item 16—1,060 linear feet of 6-inch drains for sanitary house connections, Method "A," complete.
Item 17—2,160 linear feet of 6-inch drains for sanitary house connections, Method "B," complete.
Item 18—20 linear feet of 6-inch drains for sanitary house connections, Method "C," complete.
Item 19—500 spurs for sanitary house connections.
Item 20—15 4-foot 0-inch circular manholes, Type "A," complete.
Item 21—80 4-foot 0-inch by 3-foot 0-inch elliptical manholes, Type "B," complete.
Item 22—1 5-foot 0-inch circular manhole, Type "C," complete.
Item 23—1 4-foot 0-inch circular manhole, Type "D," complete.
Item 24—6 5-foot 0-inch by 4-foot 0-inch elliptical manholes, Type "E," complete.
Item 25—4 4-foot 0-inch by 3-foot 0-inch elliptical manholes, Type "F," complete.
Item 26—1 4-foot 0-inch circular manhole, Type "G," complete.
Item 27—4 4-foot 0-inch chamber manholes, Type "H," complete.
Item 27A—39 temporary elevated railroad supports, complete.

Temporary Automatic Pumping Station Items.

Item 28—665 cubic yards of earth excavation in pumping station.
Item 29—210 cubic yards of backfill in pumping station.
Item 30—217 cubic yards of concrete, Class "A," in pumping station.
Item 31—19,000 pounds of steel reinforcement bars, in pumping station.
Item 32—10,400 pounds of structural steel beams and shapes, with or without connections, in pumping station.
Item 33—66 square feet vault lights and frames, complete.
Item 34—33 square feet of pressed steel doors and frames, complete.
Item 35—24 square feet of removable reinforced concrete floor slabs, complete.
Item 36—2 8-inch vertical centrifugal sewage pumps, complete.
Item 37—2 20-H. P. variable-speed D. C. pump motors, complete.
Item 38—1 main switchboard and appurtenances and connections, complete.
Item 39—2 float control switches and appurtenances and connections, complete.
Item 40—20 electric light fixtures and connections, complete.
Item 41—3 electric light wall push buttons, panels and connections, complete.
Item 42—225 pounds of ¾-inch to 2-inch galvanized wrought iron screw water pipe and cast iron fittings.
Item 43—550 pounds of 3-inch extra strong wrought iron or steel screw water pipe and cast iron fittings.
Item 44—3,700 pounds of 10-inch to 16-inch standard Class "B" straight flanged cast iron suction, discharge and overflow piping.
Item 45—5,200 pounds of 10-inch to 16-inch flanged cast iron wyes, reducers, increasers, curves and specials.
Item 46—7 1-inch gate valves, complete.
Item 47—3 3-inch gate valves, complete.
Item 48—4 10-inch gate valves, complete.
Item 49—3 12-inch gate valves, complete.
Item 50—1 16-inch gate valve, complete.
Item 51—2 10-inch gate floor stands, complete.
Item 52—1 1½-inch check valve, complete.
Item 53—1 3-inch check valve, complete.
Item 54—2 10-inch check valves, complete.
Item 55—3 10-inch flap valves, complete.
Item 56—1 ventilating blower and motor, complete.
Item 57—22 linear feet of 4-inch circular galvanized iron ventilating flue pipe, complete.
Item 58—1 sidewalk ventilating post and appurtenances, complete.
Item 59—1 12-inch Venturi meter and appurtenances, complete.
Item 60—1 enameled iron corner lavatory and fittings, complete.
Item 61—2,000 pounds of 8-inch and 15-inch wrought iron float tubes and connections, complete.
Item 62—300 pounds of miscellaneous bronze and copper in floats and appurtenances, complete.
Item 63—200 pounds of miscellaneous galvanized cast iron, wrought iron and steel, complete.
Item 64—6,700 pounds of miscellaneous cast iron, wrought iron and steel complete.
Item 65—100 linear feet of 1-inch 4-ply wire-wound rubber hose.
Item 66—2 1-inch bronze hose nozzles.

General Items—Apply to Both Sanitary Sewers and Temporary Automatic Pumping Station.

Item 67—5 cubic yards of rock excavation, Class "A" and "B."
Item 68—50 cubic yards of extra earth excavation.
Item 69—20 cubic yards additional concrete, Class "A."
Item 70—125 cubic yards of additional concrete, Class "D."
Item 71—20 cubic yards of rubble masonry in mortar.
Item 72—50 cubic yards of brick masonry.
Item 73—1 cubic yard of vitrified brick masonry.
Item 74—100 linear feet of 12-inch vitrified drain pipe.
Item 75—100 linear feet of 8-inch vitrified drain pipe.
Item 76—40,000 pounds of extra steel reinforcement bars.
Item 77—1,000 pounds of extra structural steel beams and shapes, with or without connections.
Item 78—31,000 feet, B. M., of timber and flooring in foundation.
Item 79—200,000 feet, B. M., of plain timber sheeting and bracing.
Item 80—300,000 feet, B. M., of tongued and grooved timber sheeting.
Item 81—1,000 linear feet of piles in place.
Item 82—4,844 square yards of restoration of permanent roadway pavement, all kinds.
Item 83—748 linear feet of curb reset in concrete.
Item 84—26 linear feet of new 6-inch x 16-inch granite curb, Class "B," furnished and laid.
Item 85—100 square feet of flagstone sidewalk pavement furnished and laid.
Item 86—9,840 square feet of flagstone sidewalk pavement redressed and relaid.
Item 87—2,157 square feet of concrete sidewalk pavement furnished and laid.

The time allowed for constructing and completing the sanitary system of sewers with pumping station and appurtenances will be four hundred (400) consecutive working days.

The amount of security required will be One Hundred Thousand Dollars ($100,000), and the amount of deposit accompanying the bid shall be five per cent. (5%) of the amount of security.

The bidders will state the price for 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, and the contract, if awarded, will be awarded for the whole work at a lump sum.

The contract, if awarded, will include the installation and demonstration of a separate system of low level sanitary sewers and appurtenances, and the installation, demonstration and operation until acceptance, and the guarantee for one year thereafter, of a temporary automatic sewage pumping station and appurtenances with the included machinery and equipment, complete.

Blank forms may be had and the drawings, form of specifications and contract may be seen at the officesc of the Commissioner of Public Works, Bureau of Sewers, Room 2103, Municipal Building, Manhattan, and may be obtained upon payment of a nominal fee.

MARCUS M. MARKS, President.
Dated, Dec. 14, 1917. d14,27

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

SEALED BIDS WILL BE RECEIVED BY the President of the Borough of Manhattan, at Room 2032, Municipal Building, Manhattan, until 2 p. m., on

THURSDAY, DECEMBER 27, 1917,

FOR FURNISHING ALL OF THE LABOR AND MATERIALS REQUIRED FOR THE RESTORATION OF CUPOLA AND RECONSTRUCTION OF THIRD FLOOR AND ROOF OVER CENTRAL PORTION OF THE CITY HALL BUILDING. CONTRACT NO. 1, GENERAL CONSTRUCTION; CONTRACT NO. 2, HEATING WORK.

The time allowed for the completion of the work upon each contract will be one hundred and eighty (180) consecutive working days.

The amount of security required will be: On Contract No. 1, Thirty Thousand Dollars ($30,000); on Contract No. 2, Five Hundred Dollars ($500); and the amount of deposit accompanying the bid shall be five (5) per cent. of the amount of security.

The bidder will state one aggregate price for the whole work described and specified in each contract, as each contract is entire and for a complete job.

The bids will be compared and the contracts awarded at a lump or aggregate sum to the lowest bidder on each contract.

Blank forms, specifications and plans may be obtained at the office of the Architect, Grosvenor Atterbury, 20 W. 43d st., N. Y. C.

MARCUS M. MARKS, President.
Dated, Dec. 13, 1917. d13,27

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

DEPARTMENT OF PUBLIC CHARITIES.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Department of Public Charities at the office of the Central Purchase Committee, room 1220 Municipal Building, Manhattan, until 12.30 p. m.,

THURSDAY, DECEMBER 27, 1917,
Borough of Brooklyn.

FOR FURNISHING AND DELIVERING AFRICAN FIBRE AND BROOM CORN.

The time for the performance of the contract is on or before March 31, 1918.

The amount of security required is thirty per cent. of the contract amount awarded. No bid shall be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedules of quantities and prices, 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, if made, made to the lowest bidder on each item or class, as stated in the schedules.

Bids must be submitted in duplicate, each copy in a separate envelope. No bid will be accepted unless this provision is complied with.

Specifications referred to in the schedules may be had upon application at the office of the Bureau of Contract Supervision, Room 1327, Municipal Building, Manhattan.

Blank forms and further information may be obtained at the office of the Central Purchase Committee, 12th floor, Municipal Building, Manhattan.

DEPARTMENT OF PUBLIC CHARITIES, JOHN A. KINGSBURY, Commissioner. d14,27

☞See General Instructions to Bidders on last page, last column, of the "City Record," except for the address of the office for receiving and opening bids.

SEALED BIDS WILL BE RECEIVED BY the Department of Public Charities, 10th floor, Municipal Building, Manhattan, until 10.30 a. m., on

FRIDAY, DECEMBER 21, 1917,

FOR ALL LABOR AND MATERIALS REQUIRED FOR FURNISHING AND INSTALLING LAUNDRY MACHINERY IN NEW LAUNDRY BUILDING AT THE KINGS COUNTY HOSPITAL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of the contract is one hundred and twenty (120) consecutive calendar days.

The security required for the faithful performance of the contract will be thirty per cent. of the amount of the contract awarded.

The deposit accompanying the bid shall be 1½ per cent. of the total amount of the bids made.

The bidder shall state a separate price for

each of the ten items described and specified in the contract, for which he desires to bid. The award of contracts, if made, will be made by items to the lowest bidder on each item.

Blank forms and further information may be obtained at the office of the Contract Clerk of the Department, 10th floor, Municipal Building, Manhattan, where plans and specifications may be seen.

JOHN A. KINGSBURY, Commissioner.
Dated, Dec. 10, 1917. d10,21

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

SEALED BIDS WILL BE RECEIVED BY the Department of Public Charities, 10th floor, Municipal Building, Manhattan, until 10.30 a. m., on

WEDNESDAY, DECEMBER 19, 1917,

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR:

CONTRACT NO. 1—GENERAL CONSTRUCTION AND ELECTRICAL WORK (EXCLUSIVE OF PLUMBING, HEATING AND VENTILATING WORK); CONTRACT NO. 2—PLUMBING AND DRAINAGE WORK; CONTRACT NO. 3—HEATING AND VENTILATING WORK, FOR THE ERECTION AND COMPLETION OF—

RECEPTION BUILDING ON E. 125TH ST. AT THE EAST RIVER.

WAITING ROOM AND OFFICE BUILDING, AND KITCHEN BUILDING ON RANDALL'S ISLAND, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of each contract is two hundred and seventy (270) consecutive working days.

The security required will be as follows: Forty Thousand Dollars ($40,000) on Contract No. 1. Four Thousand Dollars ($4,000) on Contract No. 2, and Two Thousand Five Hundred Dollars ($2,500) on Contract No. 3.

The deposit accompanying bid on each item shall be five per cent. (5%) of the amount of security required.

The bidder will state a separate price for each contract. Bidders may bid on any or all contracts.

Award, if made, will be made to the lowest bidder for each contract described and specified.

Blank forms and further information may be obtained at the office of Donn Barber, Architect, 101 Park ave., Manhattan, where plans and specifications may be seen.

JOHN A. KINGSBURY, Commissioner.
Dated, Dec. 8, 1917. d8,19

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

SEALED BIDS WILL BE RECEIVED BY the Department of Public Charities, 10th floor, Municipal Building, Manhattan, until 10.30 a. m., on

WEDNESDAY, DECEMBER 19, 1917,

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REPAIRING THE STEEL MAST OF COAL HOIST AT THE NEW YORK CITY CHILDREN'S HOSPITAL AND SCHOOLS, RANDALL'S ISLAND.

The time allowed for the completion of the work and full performance of the contract is twenty-six (26) consecutive working days.

The security required will be Twelve Hundred Dollars ($1,200).

The bidder will state one aggregate price for the whole work described as specified, as the contract is entire for a complete job.

Certified check or cash in the sum of Sixty Dollars ($60) must accompany bid. Blank forms and further information may be obtained at the office of the Contract Clerk of the Department, 10th floor, Municipal Building, Manhattan, where plans and specifications may be seen.

JOHN A. KINGSBURY, Commissioner.
Dated, Dec. 8, 1917. d8,19

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

SEALED BIDS WILL BE RECEIVED BY the Department of Public Charities, 10th floor, Municipal Building, Manhattan, until 10.30 a. m., on

THURSDAY, DECEMBER 20, 1917,

FOR FURNISHING ALL LABOR AND MATERIAL REQUIRED FOR IMPROVEMENT OF THE WATER SERVICE AT THE KINGS COUNTY HOSPITAL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of the contract is ninety (90) consecutive working days.

The security required for the faithful performance of the contract will be Twelve Thousand Dollars ($12,000).

The bidder will state one aggregate price for the whole work described as specified, as the contract is entire for a complete job.

Certified check or cash in the sum of Six Hundred Dollars ($600) must accompany bid. Blank forms and further information may be obtained at the office of the Contract Clerk of the Department, 10th floor, Municipal Building, Manhattan, where plans and specifications may be seen

JOHN A. KINGSBURY, Commissioner.
Dated, Dec. 8, 1917. d8.20

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

MUNICIPAL CIVIL SERVICE COMMISSION.

Notices of Examinations.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received by the Municipal Civil Service Commission, Municipal Building, Manhattan, New York City, from

WEDNESDAY, DECEMBER 12, 1917, TO THURSDAY, DECEMBER 27, 1917,

for the position of

BACTERIOLOGIST (ASSISTANT BACTERIOLOGIST).

No applications delivered at the office of the Commission, by mail or otherwise, after 4 p. m., THURSDAY, DECEMBER 27, 1917, will be accepted. Application blanks will be mailed upon request provided a self-addressed stamped envelope or sufficient postage is enclosed to cover the mailing. The Commission will not guarantee the delivery of the same. Postage on applications forwarded by mail must be fully prepaid.

Applicants must be citizens of the United States and residents of the State of New York.

The subjects and weights of the examination are: Experience, 4. Technical, 6; 75 per cent. required. 70 per cent. required on entire examination

A qualifying physical examination will be given.

Applications for this examination must be filed on a special blank, Form B.

Duties—The duties of incumbents of this position are to exercise independent judgment in and to be responsible for bacteriological examinations and to perform research work under supervision.

Requirements—1. A medical degree granted on the completion of a standard course of instruction in a medical school of recognized standing, or 2. Evidence of the completion of a standard course in bacteriology, not less than two years in length, in a college, university or other laboratory of recognized standing, or 3. Experience as either interne or assistant in a bacteriological or biological laboratory ot recognized standing.

Candidates must be at least 21 years of age on or before the closing date for the receipt of applications.

The compensation rates proposed by the Board of Estimate and Apportionment for this position are: For full-time service, $1,500 to $2,100 inclusive. For part-time service averaging not less than 28 hours a week, $1,200 to $1,800 inclusive.

Vacancies occur from time to time.

The term of the eligibility of the list resulting from this examination is fixed at not less than one year nor more than four years.

d12,27 ROBERT W. BELCHER, Secretary.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received by the Municipal Civil Service Commission, Municipal Building, Manhattan, New York City, from

MONDAY, DECEMBER 10, 1917, TO MONDAY, DECEMBER 24, 1917,

for the position of

PHARMACIST (ASSISTANT PHARMACIST).

No applications delivered at the office of the Commission, by mail or otherwise, after 4 p. m., MONDAY, DECEMBER 24, 1917, will be accepted Application blanks will be mailed upon request provided a self-addressed stamped envelope or sufficient postage is enclosed to cover the mailing. The Commission will not guarantee the delivery of the same. Postage on applications forwarded by mail must be fully prepaid.

Applicants must be citizens of the United States and residents of the State of New York.

The subjects and weights of the examination are: Expetience, 4; 70 per cent. required. Technical, 6; 75 per cent. required.

A qualifying physical examination will be given.

Applications for this examination must be filed on a special blank, Form D.

Duties—The duties of incumbents of these positions are to compound, preserve and dispense drugs and medicines, to manufacture standard preparations, to keep records of prescriptions filled and to perform such services in the investigation, reporting, prevention and correction of conditions involved in the manufacture, handling and sale of drugs and other medicines as may properly be performed by pharmacists.

Requirements—Candidates must present for inspection at the time of filing application their license from the New York State Board of Pharmacy.

Candidates must be at least 21 years of age on or before the closing date for the receipt of applications.

The compensation rates proposed by the Board of Estimate and Apportionment for Assistant Pharmacist are from $600 to $840 with maintenance. Under the terms and conditions of the budget for the year 1917, appointments will, as a rule, be made at the lowest compensation rate.

Vacancies occur from time to time.

The term of the eligibility of the list resulting from this examination is fixed at not less than one year nor more than four years.

d10,24 ROBERT W. BELCHER, Secretary.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received by the Municipal Civil Service Commission, Municipal Building, Manhattan, New York City, from

FRIDAY, DECEMBER 7, 1917, TO FRIDAY, DECEMBER 21, 1917,

for the position of

INSPECTOR, BOARD OF WATER SUPPLY, GRADE 2.

No applications delivered at the office of the Commission, by mail or otherwise, after 4 p. m., FRIDAY, DECEMBER 21, 1917, will be accepted. Application blanks will be mailed upon request provided a self-addressed stamped envelope or sufficient postage is enclosed to cover the mailing. The Commission will not guarantee the delivery of the same. Postage on applications forwarded by mail must be fully prepaid.

Applicants must be citizens of the United States and residents of the State of New York.

The subjects and weights of the examination are: Experience, 4; 70 per cent. required. Technical, 6; 75 per cent. required.

A qualifying physical examination will be given.

Applications for this examination must be filed on a special blank, Form D.

Duties—Inspectors of the Board of Water Supply are required to inspect materials, supervise construction and exercise control over contractors' work in order to insure compliance with contracts and specifications. The Board of Water Supply is about to begin work on a water supply development in Delaware, Greene, Schoharie and Ulster Counties, where a long tunnel, dams, highways and appurtenant works are to be constructed. Assignments will be made for these contracts and appointees will be required to live near the work.

Requirements—Candidates should have had at least three years' experience as Inspector or Engineer or in a capacity such as to fit them for work of this character. They should be familiar with the materials of construction, with contracts and specifications and with the methods and appliances for prosecuting public works. Credit will be given to graduates of technical schools of recognized standing or to those having acquired sufficient training to fit them for construction work.

The requirement that every application shall bear the certificates of four reputable sitizens whose residences or places of business are within the City of New York is waived for applicants for this examination whose previous occupation or employment has been wholly or in part outside the City of New York, and the said certificates will be accepted from persons resident or engaged in business elsewhere.

Salary $120 per mo. when working on surface and $130 per mo. when working in shafts or tunnel. Certification may be made at a salary greater than above, to but not including $1,800 annually.

Candidates must be at least 21 years of age and not more than 50 years of age on or before closing date for the receipt of applications.

There will be several vacancies in the near future.

The term of the eligibility of the list resulting from this exainination is fixed at not less than one year nor more than four years.

d7.21 ROBERT W. BELCHER. Secretary.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received by the Municipal Civil Service Commission, Municipal Building, Manhattan, New York City, from

THURSDAY, DECEMBER 6, 1917, TO THURSDAY, DECEMBER 20, 1917,

for the position of

INSPECTOR OF ELEVATORS, GRADE 2.

No applications delivered at the office of the Commission, by mail or otherwise, after 4 p. m., THURSDAY, DECEMBER 20, 1917, will be accepted. Application blanks will be mailed upon request provided a self-addressed stamped envelope or sufficient postage is enclosed to cover the mailing. The Commission will not guarantee the delivery of the same. Postage on applications forwarded by mail must be fully prepaid.

Applicants must be citizens of the United States and residents of the State of New York.

The subjects and weights of the examination are: Experience, 4; 70 per cent. required. Technical, 6; 75 per cent. required.

A qualifying physical examination will be given.

Applications for this examination must be filed on a special blank, Form D.

Duties—The duties of incumbents of these positions are to assist in the adjustment of crude mortality rates prepared from tabulations, the construction of mortality and active service tables, the preparation of commutation columns and in the development of monetary values based thereon.

Requirements—Candidates must possess a working knowledge of actuarial terms, symbols and formulæ and with mathematics as applied to actuarial work.

Candidates must be at least 18 years of age on or before the closing date for the receipt of applications.

The salary range of Grade 2 is from $600 up to but not including $1,200 per annum. There are three vacancies in the Committee on Pensions of the Board of Estimate and Apportionment and three vacancies in Office of Teachers' Retirement System of the City of New York at a salary of $1,080 per annum.

The term of the eligibility ot the list resulting from this examination is fixed at not less than one year nor more than four years.

d5,19 ROBERT W. BELCHER, Secretary.

AMENDED NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received by the Municipal Civil Service Commission, Municipal Building, Manhattan, New York City, from

WEDNESDAY, DECEMBER 12, 1917, TO THURSDAY, DECEMBER 27, 1917,

for the position of

CHIEF PHYSICIAN (PSYCHIATRIST), MALE.

No applications delivered at the office of the Commission, by mail or otherwise, after 4 p. m., THURSDAY, DEC. 27, 1917, will be accepted. Application blanks will be mailed upon request provided a self-addressed stamped envelope or sufficient postage is enclosed to cover the mailing. The Commission will not guarantee the delivery of the same. Postage on applications forwarded by mail must be fully prepaid.

The subjects and weights of the examination are: Experience, 4; 70 per cent. required. Technical, 4; 75 per cent. required. Oral, 2; 70 per cent. required.

A qualifying physical examination will be given.

Applications for this examination must be filed on a special blank, Form D, with insert.

Duties—The Chief Physician (Psychiatrist) in the Department of Correction is in charge of the Clearing House Examination of all male inmates sentenced under an indeterminate sentence, and will direct and supervise the staff engaged in this work.

Requirements—Candidates must present evidence of at least one year of experience in charge of an important branch in a large hospital for the insane involving the training and supervision of assistants in psychiatrical work or the equivalent. Candidates must present at the time of filing their applications their license to practice medicine in the State of New York and their certificate as examiner in lunacy in the State of New York.

The requirement that applicants must be residents of the State of New York is waived for this examination. Competitive examination to be open to all citizens of the United States. Persons who accept appointment must thereafter reside in the State of New York.

The requirement that every application shall bear the certificates of four reputable citizens whose residences or places of business are within the City of New York is waived for applicants for this examination whose previous occupation or employment has been wholly or in part outside the City of New York, and the said certificates will be accepted from persons resident or engaged in business elsewhere.

Candidates must be at least 21 years of age on or before the closing date for the receipt of applications.

Candidates who filed applications for Chief Physician (Psychiatrist), Male, between Nov. 13 and Nov. 27, 1917, need not file applications for this examination.

There is one vacancy in the Department of Correction at $2,100 per annum.

The term of the eligibility of the list resulting from this examination is fixed at not less than one year nor more than four years.

d12,27 ROBERT W. BELCHER, Secretary.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received by the Municipal Civil Service Commission, Municipal Building, Manhattan, New York City, from

WEDNESDAY, DECEMBER 12, 1917, TO THURSDAY, DECEMBER 27, 1917,

for the position of

RESIDENT PHYSICIAN (MALE), GRADE 2.

No applications delivered at the office of the Commission, by mail or otherwise, after 4 p. m., THURSDAY, DEC. 27, 1917, will be accepted. Application blanks will be mailed upon request provided a self-addressed stamped envelope or sufficient postage is enclosed to cover the mailing. The Commission will not guarantee the delivery of the same. Postage on applications forwarded by mail must be fully prepaid.

The subjects and weights of the examination are: Experience, 7; 70 per cent. required. Oral, 3; 70 per cent. required.

A qualifying physical examination will be given.

Applications for this examination must be filed on a special blank, Form D.

Duties—Incumbents of these positions are assigned to the medical examination and the routine medical and surgical care and treatment of hospital or institutional inmates and the supervision of internes.

Requirements—Candidates must present their license to practice medicine in the State of New York for inspection when filing their applications.

The requirement that applicants must be residents of the State of New York is waived for this examination. Competitive examination to be open to all citizens of the United States. Persons who accept appointment must thereafter reside in the State of New York.

The requirement that every application shall bear the certificates of four reputable citizens whose residences or places of business are within the City of New York is waived for applicants for this examination whose previous occupation or employment has been wholly or in part outside the City of New York, and the said certificates will be accepted from persons resident or engaged in business elsewhere.

Candidates must be at least 21 years of age on or before the closing date for the receipt of applications.

Candidates who filed applications for Resident Physician (Male), Grade 2, between Nov. 15 and Nov. 30, 1917, need not file applications for this examination.

There is one vacancy in the Department ot Correction at $1,380 per annum.

The term of the eligibility of the list resulting from this examination is fixed at not less than one year nor more than four years.

d12,27 ROBERT W. BELCHER, Secretary.

DEPARTMENT OF CORRECTION.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Commissioner of Correction at Room 2400, Municipal Building, Manhattan, until 11 a. m., on

MONDAY, DECEMBER 24, 1917,

FOR ALL THE LABOR AND MATERIAL REQUIRED FOR THE INSTALLATION AND COMPLETION OF THE HEATING EQUIPMENT OF A POWER HOUSE OF THE NEW YORK CITY REFORMATORY LOCATED AT NEW HAMPTON, ORANGE COUNTY, NEW YORK, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The amount of security required is Eighteen Thousand Dollars ($18,000).

The time allowed to complete the work will be two hundred and five consecutive working days.

Certified check or cash in the sum of Nine Hundred Dollars ($900) must accompany the bid and be in a separate envelope.

Blank forms, drawings and specifications may be seen at the office of the Department of Correction in the Municipal Building, Manhattan; at the Construction office of the Department of Correction at New Hampton, New York; and at the office of the Architect, Charles B. Meyers, 1 Union Square West, Manhattan. Blank forms, specifications and orders for blue prints may be obtained from the Architect. Prints of the drawings may be obtained at cost from the National Blue Print Co., 110 W. 32nd st., Manhattan, upon presentation of an order from the Architect.

Dated, Dec. 13, 1917.

d13,24 BURDETTE G. LEWIS, Commissioner.

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

SEALED BIDS WILL BE RECEIVED BY the Commissioner of Correction, at Room 2400, Municipal Building, until 11 a. m., on

WEDNESDAY, DECEMBER 19, 1917,

ITEM I.—BID A—FOR ALL LABOR AND MATERIAL REQUIRED FOR THE CONSTRUCTION AND COMPLETION OF THE ALTERATIONS TO THE INDUSTRIAL BUILDING OF THE PENITENTIARY LOCATED ON BLACKWELLS ISLAND, NEW YORK CITY, INCLUDING NEW FLOORS OF COMPOSITION, TOGETHER WITH ALL WORK INCIDENTAL THERETO, WITH THE EXCEPTION OF THE PLUMBING AND HEATING, WHICH ARE PROVIDED FOR UNDER SEPARATE CONTRACTS.

The amount of security is Fourteen Thousand Dollars ($14,000).

The time required to complete the work will be one hundred and fifty (150) consecutive calendar days. Certified check or cash in the sum of Seven Hundred Dollars ($700) must accompany bid and must be in separate envelope.

ITEM I.—BID B—FOR ALL LABOR AND MATERIAL REQUIRED FOR THE CONSTRUCTION AND COMPLETION OF THE ALTERATIONS TO THE INDUSTRIAL BUILDING OF THE PENITENTIARY LOCATED ON BLACKWELLS ISLAND, NEW YORK CITY, INCLUDING NEW FLOORS PARTLY OF COMPOSITION AND PARTLY OF WOOD, TOGETHER WITH ALL WORK INCIDENTAL THERETO, WITH THE EXCEPTION OF THE PLUMBING AND HEATING, WHICH ARE PROVIDED FOR UNDER SEPARATE CONTRACTS.

The amount of security is Fourteen Thousand Dollars ($14,000). The time required to complete the work will be one hundred and fifty (150) consecutive calendar days. Certified check or cash in the sum of Seven Hundred Dollars ($700) must accompany bid and must be in separate envelope.

One deposit of Seven Hundred Dollars ($700) is sufficient for both Bids A and B under Item I.

ITEM II.—FOR ALL LABOR AND MATERIAL REQUIRED FOR THE INSTALLATION AND COMPLETION OF THE PLUMBING WORK, DRAINAGE AND WATER SUPPLY OF THE ALTERATIONS TO THE INDUSTRIAL BUILDING OF THE PENITENTIARY LOCATED ON BLACKWELLS ISLAND, NEW YORK CITY, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The amount of security required is Three Thousand Dollars ($3,000).

The time allowed to complete the work will be one hundred and fifty (150) consecutive calendar days. Certified check in the amount of One Hundred and Fifty Dollars ($150) must accompany bid and must be in separate envelope.

ITEM III.—FOR ALL LABOR AND MATERIAL REQUIRED FOR THE INSTALLATION AND COMPLETION OF THE HEATING EQUIPMENT OF THE ALTERATIONS TO THE INDUSTRIAL BUILDING OF THE PENITENTIARY LOCATED ON BLACKWELLS ISLAND, NEW YORK CITY, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The amount of the security required is Twenty-five Hundred Dollars ($2,500). The time allowed to complete the work will be one hundred and fifty consecutive calendar days (150). Certified check or cash in the sum of One Hundred and Twenty-five Dollars ($125) must accompany bid and must be in separate envelope.

Blank forms, drawings and specifications may be seen at the office of the Department of Correction in the Municipal Building, Manhattan, and at the office of the Architect, Charles B. Meyers, 1 Union Square West, Manhattan. Blank forms, specifications and orders for blue prints may be obtained from the Architect. Prints of the drawings may be obtained at cost from the National Blue Print Co., 110 W. 32nd st., Manhattan, upon presentation of an order from the Architect.

Dated, Dec. 7, 1917.

d8,19 BURDETTE G. LEWIS, Commissioner.

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

BOROUGH OF QUEENS.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the President of the Borough of Queens, at 4th floor, Queens Subway Building, 68 Hunterspoint ave., L. I. City, until 11 a. m., on

MONDAY, DECEMBER 24, 1917,

FOR REGULATING, CURBING, RECURBING, LAYING AND RELAYING SIDEWALKS, TOGETHER WITH ALL WORK INCIDENTAL THERETO, WHERE DIRECTED, IN JAMAICA AVE., FROM VAN WYCK AVE. TO CLIFFSIDE AVE., FOURTH WARD.

The time allowed for doing and completing the above work will be forty (40) consecutive working days.

The amount of security required will be Eight Thousand Dollars ($8,000). Each bid must be accompanied by a deposit of $400 in cash or certified check payable to the order of the Comptroller of the City.

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

2,000 linear feet of new bluestone curb, set in sand.

6,000 linear feet of old curb, redressed and reset in sand.

400 linear feet of cement curb with steel nosing and one (1) year's maintenance.

2,000 square feet of new flagstone sidewalk.

100 square feet of old flagstone sidewalk retrimmed and relaid.

10,000 square feet cement sidewalk and one (1) year's maintenance.

50 cubic yards of concrete in place.

600 square yards of sheet asphalt pavement, including binder course, and no maintenance.

200 square yards of vitrified block pavement.

The bidder must state the price of each item or article contained in the specifications or schedule herein contained or hereafter annexed, per cubic yard, linear foot or other unit of measure, by which the bids will be tested. Bids will be compared and the contract awarded at a lump or aggregate sum. Blank forms may be obtained and the plans or drawings may be seen at the office of the President of the Borough of Queens.

Dated, Dec. 13, 1917.

MAURICE E. CONNOLLY, President.

d13,24

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

BOARD OF CITY RECORD.

Proposals.

SEALED BIDS WILL BE RECEIVED AT the office of the Supervisor of the City Record, Room 812, Municipal Building, Manhattan, until 11 a. m., on

WEDNESDAY, DECEMBER 19, 1917,

FOR SUPPLYING STATIONERY, ETC., FOR THE USE OF COURTS AND THE DEPARTMENTS AND BUREAUS OF THE CITY OF NEW YORK DURING THE YEAR 1918.

The delivery shall be fully and entirely performed within one hundred and twenty (120) consecutive calendar days after the endorsement of the certificate upon the executed contract.

The amount of security shall be thirty (30) per cent. of the amount of the bid. Each bid must be accompanied by a deposit of a sum not less than 1½ per cent. of the amount of his bid.

The bidder must state the price for each item and the total price of each schedule. The bids will be tested and the award will be made to the bidder whose bid is the lowest for each schedule.

Bidders will write out the total amount of their bids in addition to inserting the same in figures.

Delivery will be required to be made at the Distributing Division of the City Record, Manhattan, from time to time and in such quantities as may be directed by the Supervisor of the City Record.

Bidders are requested to make their bids upon the blank form prepared by the Board of City Record, 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 City Record, where further information can be obtained.

JOHN PURROY MITCHEL, Mayor; LAMAR HARDY, Corporation Counsel; WILLIAM A. PRENDERGAST, Comptroller, Board of City Record.

New York, Dec. 6, 1917. d8,19

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

SEALED BIDS WILL BE RECEIVED AT the office of the Supervisor of the City Record, Room 812, Municipal Building, Manhattan, until 11 a. m., on

WEDNESDAY, DECEMBER 19, 1917,

FOR SUPPLYING PRINTED, LITHOGRAPHED OR BLANK BOOKS, DOCKETS, LIBERS, BINDING COVERS, BINDING, ETC., FOR THE USE OF THE COURTS AND THE DEPARTMENTS AND BUREAUS OF THE GOVERNMENT OF THE CITY OF NEW YORK DURING THE YEAR 1918.

The delivery shall be fully and entirely performed within one hundred and eighty (180) consecutive calendar days after the endorsement of the certificate upon the executed contract.

The amount of security shall be thirty (30) per cent. of the amount of the bid. Each bid must be accompanied by a deposit of a sum not less than 1½ per cent. of the amount of his bid.

The bidder must state the price for each item and the total price of each schedule. The bids will be tested and the award will be made to the bidder whose bid is the lowest for each schedule.

Bidders will write out the total amount of their bids in addition to inserting the same in figures.

Delivery will be required to be made at the Distributing Division of the City Record, Manhattan, from time to time and in such quantities as may be directed by the Supervisor of the City Record.

Bidders are requested to make their bids upon the blank form prepared by the Board of City Record, 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 City Record, where further information can be obtained.

JOHN PURROY MITCHEL, Mayor; LAMAR HARDY, Corporation Counsel; WILLIAM A. PRENDERGAST, Comptroller, Board of City Record.

New York, Nov. 30, 1917. d1,19

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

BOARD OF ESTIMATE AND APPORTIONMENT.

Notices of Public Hearings.

FRANCHISE MATTERS.

PUBLIC NOTICE IS HEREBY GIVEN THAT at the meeting of the Board of Estimate and Apportionment held this day the following resolutions were adopted:

Whereas, The Fifth Avenue Coach Company has, by a petition dated March 29, 1917, applied to this Board for the right and privilege to establish, maintain and operate stage or omnibus routes for public use upon and along certain streets in the Boroughs of Manhattan and The Bronx, City of New York, said petition being amendatory of petitions filed with this Board June 5, 1913, March 21, 1914, and November 1, 1915; and

Whereas, Sections 72, 73 and 74 of the Greater New York Charter, as amended by Chapters 629 and 630 of the Laws of 1905, and Chapter 467 of the Laws of 1914, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on May 4, 1917, fixing the date for public hearing thereon as June 1, 1917, at which citizens were entitled to appear and be heard, and publication was had for at least two (2) days in the *"Evening Sun"* and *"New York Times,"* newspapers designated by the Mayor and in the City Record for ten (10) days immediately prior to the date of hearing and the public hearing was duly held on such date; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for and proposed to be granted to the Fifth Avenue Coach Company and the adequacy of the compensation to be paid therefor; now, therefore, it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the Fifth Avenue Coach Company, containing the form of proposed contract for the grant of such franchise or right, be hereby introduced and entered in the minutes of this Board as follows, to wit:

Resolved, That the Board of Estimate and Apportionment hereby grants to the Fifth Avenue Coach Company the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, embodying all the terms and conditions, including the provisions as to rates, fares and charges, upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

Proposed Form of Contract.

This Contract, made and executed in duplicate this day of 19 , by and between THE CITY OF NEW YORK (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the FIFTH AVEUE COACH COMPANY (hereinafter called the Company), party of the second part WITNE.SETH:

WHEREAS, The Company is now engaged in the maintenance and operation of stages or omnibuses upon certain streets and avenues in the Borough of Manhattan; and

WHEREAS, The Company desires to maintain and operate stages and omnibuses upon other streets and avenues in the Borough of Manhattan, and has made application to the Board therefor;

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the parties hereto do hereby covenant and agree as follows:

SECTION 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to maintain and operate stages or omnibuses for public use in the Boroughs of Manhattan and The Bronx, in The City of New York, in connection with and extension of the Company's present operation, upon the following streets and avenues, to wit:

Begining in 14th st. at Union Square; thence along 14th st. to Irving pl.; thence along Irving pl. to 20th st.; thence east along 20th st. to Gramercy Park East; also west along 20th st. to Gramercy Park West; thence north along both Gramercy Park East and Gramercy Park West to 21st st.; thence east along 21st st. from Gramercy Park West, and west along 21st st. from Gramercy Park East to Lexington ave.; thence along Lexington ave. to 23rd st.; thence along 23d st. to Madison ave.; thence along Madison ave. to 40th st.; thence along both 39th and 40th sts. from Madison ave. to Park ave.; thence along Park ave. from 39th st. to 42d st.; thence along 42d st. to Vanderbilt ave.; thence along Vanderbilt ave. to 45th st.; thence along 45th st. to Park ave., and also upon a viaduct when constructed and opened to traffic, which viaduct is proposed to be constructed in Park ave. by the City for the purpose of connecting the roadway of Park ave. at about 40th st. with the elevated roadway on the southerly side of the Grand Central Station; thence along said viaduct to theelevated roadway on the southerly side of the Grand Central Station; thence along the elevated roadway on the southerly and on the westerly sides of the Grand Central Station to 45th st.; thence along 45th st. to Park ave.; thence along Park ave. to 96th st.; provided that during the period prior to the date of the opening to traffic of said viaduct in Park ave. from about 40th st. to the elevated roadway on the southerly side of the Grand Central Station, the route of the operation around the Grand Central Station in addition to that route above described in 42d st., Vanderbilt ave. and 45th st., shall be northerly along Park ave. to 42d st.; thence along 42d st. to Lexington ave.; thence along Lexington ave. to 46th st.; thence along 46th st. to Park ave.; thence northerly along Park ave.; but after the completion of said viaduct the operation along 42d st. from Park ave. to Lexington ave., along Lexington ave. from 42d st. to 46th st., and along 46th st. from Lexington ave. to Park ave., shall cease, and the operation shall be continued upon the two routes above described on the westerly side of the Grand Central Station.

Beginning at the intersection of Broadway and 106th Street, thence along Broadway to St. Nicholas ave., thence along St. Nicholas ave. to its intersection with Wadsworth ave. at 193rd st.

Beginning at the intersection of Madison ave. and 32nd st., thence along 32nd st. to 5th ave.; also beginning at the intersection of Madison ave. and 33rd st.; thence along 33rd st. to Seventh ave.; said routes in 32nd st. and 33rd st to be used for one-way traffic only.

Beginning at the intersection of 7th ave. and 32nd st., thence along 7th ave. to 31st st., thence along 31st st. to 8th ave., thence along 8th ave. to 33rd st., thence along 33rd st. to 7th ave., thence along 7th ave. to 32nd st.

Beginning at the intersection of Seventh ave. and 33d st., thence along Seventh ave. to Longacre sq. and Broadway; thence along Longacre sq. and along Broadway to 57th st. (provided that if the Board sees fit, it may at any time during the term of this contract, order the Company to operate along Seventh ave. from Broadway to 57th st.; thence along 57th st. to Broadway, instead of along Broadway from 7th ave. to 57th st., and if the Board shall so order, then the Company shall discontinue the operation on that portion of Broadway between 48th st. and 57th st.).

Beginning at the intersection of 5th ave. and 57th st., thence along 57th st. to Park ave.

Beginning at the intersection of 5th ave. and Transverse rd. No. 1 through Central Park at 65th st., thence along said Transverse rd. to and across Central Park West at 66th st., thence along 66th st. to Broadway.

Beginning at the intersection of East End ave. and 79th st., thence along 79th st. to and across 5th ave. to Transverse rd. No. 2 through Central Park, thence along said Transverse rd. to Central Park West at or near 81st st.; thence along Central Park West to 77th st., thence along 77th st. to Columbus ave., thence along Columbus ave. to 79th st., thence along 79th st. to Riverside Drive.

Beginning in 96th st. at its intersection with Park ave., thence along 96th st. to 5th ave.

Beginning at the intersection of 5th ave. and Transverse rd. No. 4 through Central Park at 97th st., thence along said Transverse rd. to Central Park West; thence along Central Park West to 96th st., thence along 96th st. to Broadway, thence along Broadway to 95th st., thence along 95th st. to Riverside Drive.

Beginning at the intersection of 155th st. and Edgecombe rd., thence along Edgecombe rd. to 167th st., thence along 167th st. to Broadway.

Beginning in Fort Washington ave. at its intersection with Broadway at or near 159th st., thence along Fort Washington ave. to 181st st., thence along 181st st. to St. Nicholas ave.

Begining in Manhattan st. at or near the terminal of the 130th St. Ferry to Fort Lee; thence along Manhattan st. to 125th st.; thence along 125th st. to First ave.; thence along First ave. to the Willis Ave. Bridge over the Harlem River; thence across said bridge and the approaches thereto to 132nd st.; thence along 132nd to the station of the New York, Westchester & Boston Railway Company.

Beginning in Park ave. at its intersection with 125th st., thence along Park ave. to 127th st.

Beginning at the intersection of 57th st. with Broadway; thence along 57th st. to Eighth ave.; thence along Eighth ave. to Central Park West at or about 59th st.; thence along Central Park West to Eighth ave., at or about 110th st.; thence along Eighth ave. to 113th st.; thence along 113th st. across Manhattan ave. to Morningside Park East or Morningside ave.; thence along Morningside Park East or Morningside ave. to Convent ave.; thence along Convent ave. to St. Nicholas ave.; thence along St. Nicholas ave. to its intersection with Broadway.

Beginning at the intersection of 106th st. with Central Park West; thence along 106th st. to Broadway.

Beginning in St. Nicholas ave. at its intersection with St. Nicholas pl. at or near 149th st.; thence along St. Nicholas ave. to its intersection with Convent ave. at or near 152nd st.

Also along any or all of the following portions of streets and avenues which may be necessary for the Company to use in order that it may conform with traffic regulations.

Union Square East from its intersection with 14th st. to its intersection with 15th st.

15th st., from its intersection with Irving pl. to is intersection with Union Square East.

39th, 40th, 41st, 42nd, 46th, 47th and 48th sts. from their intersections with Broadway to their intersections with 7th ave.

Broadway from its intersection with 39th st. to its intersection with 7th ave. or Longacre Square.

7th ave. from Longacre Square to 48th st.

And to cross such other streets and avenues, named and unnamed, as may be encountered by said streets and avenues.

Provided, however, that the Company shall not be entitled or required to begin operation upon 57th st from Broadway to 8th ave.; 8th ave. from 57th st. to Central Park West; those portions of Central Park West from 59th st. to 77th st., from 81st st. to 96th st. and from 97th st. to 8th ave. at 110th st.; 8th ave. from 110th st. to 113th st.; 113th st. from 8th ave. to Morningside Park East; 106th st. from Central Park West to Broadway and Broadway from 106th st. to 110th st., until a sufficient roadway is furnished for the operation of omnibuses and other vehicles between the railroad tracks on Central Park West and the curb of the sidewalk between 59th st. and 110th st.

The said streets and avenues in which the Company proposes to operate are shown by full red and dashed red lines upon a map entitled:

"Map, showing the proposed routes of the FIFTH AVENUE COACH COMPANY, in the Borough of Manhattan, City of New York, to accompany Petition to the Board of Estimate and Apportionment, dated March 29, 1917, amendatory of petitions dated June 5, 1913, March 21, 1914, and November 1, 1915."

and signed by R. W. Meade, President, and G. A. Green, Chief Engineer, copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substanially followed, provided that temporary deviations therefrom may be permitted as hereinafter set forth.

SECTION 2. The grant of this right and privilege is subject to the following conditions:

First—The said right and privilege to maintain and operate stages or omnibuses upon the streets and avenues herein described shall be held and enjoyed by the Company for the term of fifteen (15) years from the date upon which this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of ten (10) years upon a fair revaluation of such right and privilege.

If the Company shall determine to exercise its privilege of renewal it shall make application to the Board at any time not earlier than two (2) years and not later than one (1) year before the expiration of the original term of this contract. The time within which such application for renewal must be made is of the essence of this contract, and a failure of the Company to present its application within the time fixed shall be considered as an election on the part of the Company not to take advantage of the renewal privilege, and as a relinquishment of its right to such renewal, in which event the franchise shall terminate on the last day of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Company and the Board, but in no case shall the annual percentages of gross receipts or minimum guarantees be less than the annual percentages of gross receipts or minimum guarantees required to be paid during the last year prior to the termination of the original term of this contract.

If the Company and the Board shall not reach such agreement on or before the day nine (9) months before the expiration of the original term of this contract, then the parties hereby agree that the annual rate for the renewal term shall be determined by three disinterested persons selected in the following manner:

One disinterested person shall be chosen by the Board; one disinterested person shall be chosen by the Company; these two shall choose a third disinterested person, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six (6) months prior to the expiration of the original term of this contract, and their report shall be filed with the Board within three (3) months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books and papers of the Company and its officers and employees under oath. The valuations so ascertained, and agreed to by any two (2) of such appraisers shall be conclusive upon both parties, but the annual percentages of gross receipts or minimum guarantees shall in no event be less than the annual percentages of gross receipts or minimum guarantees required to be paid for the last year of the original term of this contract. If in any case the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and entire expense of such appraisal shall be borne jointly by the City and the Company, each paying one-half thereof.

Second—The Company shall, during the original term of this contract, pay to the City the following sums of money:

(a) It shall continue to pay for the rights and privileges granted or claimed to have been granted to it prior to the date on which this contract is signed by the Mayor, the percentage of gross annual receipts required by law, which gross annual receipts, for the purposes of this contract, shall not be more than Two million dollars ($2,000,000).

(b) For this right and privilege:

1. The sum of Fifty thousand dollars ($50,000) in cash within thirty (30) days after the date on which this contract is signed by the Mayor and before anything is done in exercise of the privilege hereby granted.
2. Ten (10) per cent of that portion of its gross annual receipts above Two million dollars ($2,000,000) and under Three million dollars ($3,000,000).
3. Fifteen (15) per cent of that portion of its gross annual receipts above Three million dollars ($3,000,000).

Provided that in no event shall the sum to be paid by the Company for the rights and privileges granted or claimed to have been granted prior to the date on which this contract is signed by the Mayor, together with the sum to be paid for this right and privilege, be less than two hundred and fifty thousand dollars ($250,000) annually during the first five years, three hundred thousand dollars ($300,000) annually during the second five years and four hundred thousand dollars ($400,000) annually during the remaining five years.

The gross annual receipts mentioned above shall be the total gross annual receipts of the Company or any subsidiary or subsidiaries of the Company from whatever source derived, either directly or indirectly, in any manner, out of or in connection with the operation hereby authorized, and the operation pursuant to rights to operate omnibus routes granted or claimed to have been granted prior to the date on which this contract is signed by the Mayor.

The annual charges herein provided shall not be in addition to the percentages of gross receipts required to be paid by the Company pursuant to Section 23 of the Transportation Corporations Law, but are intended and shall be deemed to include such percentages of gross receipts.

The annual charges for this right and privilege shall commence on the date upon which the Company obtains the permission and approval of the Public Service Commission, as required by Section 53 of the Public Service Commissions Law. The Company hereby agrees to file its application with the Public Service Commission for such permission and approval within ten (10) days from the date of this contract.

The annual charges, as above, shall be paid into the Treasury of the City on November 1 of each year and shall be for the amount due to September 30 next preceding; provided that the first annual payment shall be only the amount due the City, as above, from said percentages of such gross receipts as shall be received by the Company between the date on which the Company obtains the permission and approval of the Public Service Commission and September 30 following, or such portion of the minimum annual charge for the first five years of this contract as shall bear the same proportion to the total minimum annual charge as the period between the date upon which the Company obtains the permission and approval of the Public Service Commission and September 30 following shall bear to the whole of one year, if such amount due the City from said percentages of such gross receipts shall be less than such portion of the minimum annual charge.

Any and all payments to be made by the terms of this contract to the City by the Company for the right and privilege hereby granted shall not be considered in any manner in the nature of a tax; provided, however, that if hereafter under any authority of law or any ordinance of this city any taxes shall be imposed upon the Company for the exercise of the franchise herein granted or any license tax shall be imposed with respect to the operation of any vehicles in excess of the Twenty Dollars ($20) per vehicle now required to be paid under the existing franchise of the company, such franchise taxes or such additional license fees shall be deducted from the percentages otherwise payable to the city under the provisions of this contract.

Third—The annual charges or payments shall continue throughout the whole term of this contract, notwithstanding any clause in any statute or in the charter of any other company providing for payment for similar rights or franchises at a different rate.

Fourth — 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 and privilege upon the same or other terms and conditions, over the said streets and avenues.

Fifth—At the termination or forfeiture of this grant, the City at the election of the Board, shall have the right, provided that in the case of termination it gives at least six (6) months' notice, to purchase such part of the property and plant of the Company as the Board shall determine is necessary for the purpose of the operation of the stages or omnibuses on said streets and avenues at a sum equal to a fair value of such property and plant, exclusive of any value which such property and plant may have by reason of this contract. Such property and plant are to be valued as if the Company had not exercised the right and privilege granted by this franchise; and no allowance shall be made to the Company in such valuation by reason of such exercise,

If the Company and the City cannot agree upon the extent of the property and plant necessary to be taken over, nor upon a fair value of such property and plant, then the extent and the value thereof shall be determined and fixed by arbitration at the instance of either party upon notice to the other party hereto, in the following manner:

One disinterested person shall be chosen by the Company, one disinterested person shall be chosen by the Board, and the two so chosen shall choose a third disinterested person. The decision under oath of any two of such persons, who shall be so selected, shall be final and conclusive.

If either the Company or the City fails to appoint an arbitrator as herein provided, or should the first two arbitrators fail to agree on the selection of the third arbitrator within thirty (30) days after the first two arbitrators shall be chosen, or if no two arbitrators so selected shall agree upon the extent and value of such property within sixty (60) days after the arbitrators shall be so selected, then such extent and value may be fixed by a commission appointed by the Supreme Court on the application of either party.

Sixth — The rights and privileges hereby granted shall not be assigned or transferred, either in whole or in part, whether by consolidation, merger, reorganization or otherwise, or leased or sublet in any manner, either in whole or in part, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary thereof in any wise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents, nor shall the title thereto, or right, interest or property therein pass to or vest in any other person or corporation whatsoever, either by the act of the Company or by operation of law, whether under the provisions of the statutes relating to the consolidation, merger or reorganization of corporations or otherwise, unless in addition to the above consent of the Board the proposed successor in title to the rights of the Company shall file with the Board an instrument under seal, agreeing to assume and be bound by each and all of the terms and conditions of this contract and agreeing to waive any more favorable conditions created by its charter or any statute relating to the consolidation, merger or reorganization of corporations or otherwise. The filing of such agreement shall constitute a condition precedent to the passing to or vesting in such proposed successor in title to the rights of the Company of the rights and privileges hereby granted, or of any portion thereof, or of any right, interest or property therein. In case of the failure of such proposed successor in title to the rights of the Company to file such agreement within sixty (60) days after the date on which such succession in title is to take effect, the right and privilege hereby granted may be forfeited, or the consent of the City provided for herein may be revoked by resolution of the Board.

Seventh—The Company shall place vehicles in regular operation as follows:

(a) A sufficient number of vehicles to operate in the manner herein required upon Broadway and St. Nicholas ave. from 135th st. to 193rd st.; 181st st., from Fort Washington ave. to St. Nicholas ave.; St. Nicholas ave. from 149th st. to Broadway; Fort Washington ave. from Broadway to 181st st.; Edgecombe rd. from 155th st. to 167th st.; 167th st. from Edgecombe rd. to Broadway; 125th st. from 5th ave. to Park ave.; Park ave. from 125th st to 127th st.; Seventh ave. from the Pennsylavnia Station to Longacre sq.; Broadway from Longacre sq. to 57th st.; Morningside ave. from Manhattan ave. to Convent ave.; Convent ave., from Morningside ave. to St. Nicholas ave.; and upon such streets and avenues as are necessary to operate a line from the Pennsylvania Railroad Station to the Grand Central Station in 32nd st., Madison ave., Park ave. and other strets, within ten (10) days from the date upon which the Company obtains the permission and approval of the Public Service Commission;

(b) A sufficient number of vehicles, in addition to the above, to operate in the manner herein required, upon such streets and avenues as are necessary to operate a line from 14th st. to 96th st., in Irving pl., Lexington ave., 23rd st., Madison ave., Park ave. and other streets, and also upon 57th st. from 5th ave. to Park ave.; within four (4) months from the date upon which the Company obtains the permission and approval of the Public Service Commission;

(c) A sufficient number of vehicles, in addition to the above, to operate in the manner herein required, a crosstown route from 5th ave. to Broadway in Transverse rd. No. 1 through Central Park and 66th st. within four (4) months after a suitable pavement has been completed in said Transverse rd. No. 1 and upon the streets and avenues which constitute the cross-town line from the East River to Riverside Drive in East 79th st., Transverse rd. No. 2 through Central Park, Central Park West, West 77th Street, Columbus ave. and West 79th st., within four (4) months after a suitable pavement has been completed in said Transverse rd. No. 2 and upon the streets and evenues which constitute the crosstown line from Park ave. to Riverside Drive, in West 96th st., 5th ave., Transverse rd. No. 4 through Central Park, Central Park West, West 96th st., Broadway and West 95th st., within four (4) months after a suitable pavement has been completed in said Transverse rd. No. 4;

(d) A sufficient number of vehicles in addition to the above to operate in the manner herein required upon Manhattan st. between Fort Lee Ferry and 125th st. and upon 125th st. between Manhattan st. and 1st ave.; upon Willis Avenue Bridge and the approaches thereto, and on East 132nd st. between Willis Avenue Bridge and the station of the New York, Westchester and Boston Railway; and upon Broadway from 110th st. to 135th st., within four (4) months from the date upon which the Company obtains the permission and approval of the Public Service Commission;

(e) A sufficient number of vehicles in addition to the above to operate in the manner herein required upon 57th st. from Broadway to 8th ave., 8th ave. from 57th st. to Central Park West, those portions of Central Park West from 59th st. to 77th st., from 81st st. to 96th st. and from 97th st. to 8th ave. at 110th st., 8th ave. from 110th st. to 113th st., 113th st. from 8th ave. to Morningside Park East, 106th st. from Central Park West to Broadway and Broadway from 106th st. to 110th st., within one month after there shall have been furnished a sufficient roadway for the operation of omnibuses and other vehicles between the railroad tracks on Central Park West and the curb of the sidewalk between 59th st. and 110th st.

otherwise this right and privilege shall cease and determine; provided that the periods for the placing of such vehicles in operation may be extended by the Board, but the total extension of time for any such period shall not exceed in the aggregate six (6) months; and, provided, further, that when the commencement of said operation shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within the control of the Company, the time for the commencement of such operation may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and provided further that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and shall have delivered to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board, the Company shall, in writing, consent that the Board, either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

Eighth—Nothing herein contained shall be construed as permitting the Company to erect any structures whatever upon City streets, and the Company shall not construct or maintain any fixture or structure in any street unless especially authorized by resolution of the Board.

Ninth—All vehicles which may be operated pursuant to this contract shall comply with the following general requirements:

1. They shall be propelled by power generated or contained within the vehicle itself, but no power shall be used which will in its generation or use produce smoke or noxious odors sufficient, in the opinion of the Board or its authorized representatives, to constitute a nuisance.
2. The maximum weight, including fuel, water, oil or any other material or any accessories used in operation, shall not exceed ten thousand five hundred (10,500) pounds, except as to such omnibuses as may be operated provisionally during only the first year of this contract.
3. The maximum width shall not exceed seven (7) feet six (6) inches.
4. The maximum height over all shall not exceed twelve (12) feet six (6) inches.
5. The maximum height of the floor of the upper deck shall not exceed nine (9) feet seven (7) inches.
6. The maximum length shall not exceed twenty-five (25) feet.
7. They shall be designed and constructed in a manner which will permit ease and freedom of movement under all conditions.
8. The distribution of weight on axles, length of wheel base and other features of design shall be such as to avoid skidding in so far as possible and shall be such as to permit easy steering and control.
9. They shall be fitted with brakes capable of stopping and holding the same under all conditions.
10. All parts shall be so constructed that no undue noise or vibration shall result from operation.
11. They shall be so constructed that the oil or grease cannot drop on the roadway.

Tenth—No stage or omnibus, except such as may be used provisionally during only the first year of this contract, shall be operated pursuant to this contract, unless there shall be painted thereon in letters sufficiently large to be clearly legible at a distance of seventy-five (75) feet:

(a) The name of the Company owning and operating such vehicle.

(b) The number of the vehicle which is assigned to it upon receiving the approval of the Board or its authorized representatives.

(c) The number of adults for which the vehicle has seating space.

Eleventh—No advertising shall appear on the outside of any stage or omnibus.

Twelfth—The destination of each stage or omnibus shall be plainly indicated on the front of the vehicle, and shall be illuminated at night.

Thirteenth—The number of passengers to be carried in any vehicle shall at no time exceed the seating capacity of the vehicles.

Fourteenth—The inclosed portion of all stages or omnibuses which are operated on said routes shall be heated during the cold weather, in conformity with such laws and ordinances as are now in force affecting surface railway cars or such laws and ordinances affecting stages or omnibuses as may hereafter, during the term of this contract, be in force, or as may be required by resolution of the Board.

Fifteenth—The inclosed portion of all stages or omnibuses operated on said routes shall be well lighted and as may be required by resolution of the Board.

Sixteenth—Before any stage or omnibus is put in service it shall be submitted to the Board or its authorized representatives and receive the approval thereof. If any vehicle which may be so submitted for approval shall not conform with the requirements herein the Company shall not operate such vehicle. If after a vehicle shall have been so approved, defects develop which in the opinion of the Board or its authorized representatives render it unsuitable for public service, then the Board or its authorized representatives may require the withdrawal of such vehicle from service until such defect has been remedied and the Board notified to that effect.

Upon being approved by the Board or its authorized representatives, each vehicle shall be given a number which shall not be changed so long as such vehicle shall be operated by the Company, unless and until the Company shall notify the Board that it proposes to change the number of the vehicle and of the new number which it is proposed to use.

Seventeenth—All vehicles operated pursuant to this grant shall be maintained in good and safe repair and in a manner which will in all ways render the vehicle fit for public service. The Company shall permit the Board or its authorized representatives to inspect at all reasonable times any or all the vehicles used by the Company. If upon inspection any vehicle shall appear in the judgment of said Board or its authorized representatives to be unfit for public service, then the Company shall, upon notice, immediately withdraw such vehicle from service, and shall remedy the defect and notify the Board or its authorized representatives that the defect has been remedied before such vehicle shall be restored to service.

Eighteenth—All laws and ordinances affecting the operation of stages or omnibuses now in force, or which may be in force during the term of this contract and shall not be inconsistent with the specific privileges conferred under this contract, shall be complied with by the Company. The Company shall also comply with and enforce the carrying out of any orders or regulations which may be issued by the Board, designed for the protection of persons, of property or of the comfort and health of the public.

Nineteenth—The Company shall, during the term of this contract, be entitled to charge for a single fare upon the said new routes the sum of ten (10) cents but no more, and upon the payment of such fare a passenger shall be entitled to ride as directly as possible from any point on any of the streets or avenues in which the Company is hereby or has heretofore been authorized to operate to any other such point, either in one vehicle or by means of one or more transfers to other vehicles, provided that for a single fare of ten (10) cents no passenger shall be entitled to return toward the point at which the ride originated, and the Company shall accordingly, where an equivalent through service is not provided, issue transfers upon demand, good within a reasonable time at such points of intersection or divergence of the company's operating routes to be designated by the Company or by the Public Service Commission as are necessary to enable passengers to ride between any two points as above, for a fare of ten (10) cents.

In consideration of the right hereby granted the Company agrees to operate "special" five-cent lines over the streets hereinafter described.

The rate of fare upon any one of said "special" lines shall be five (5) cents but no more, and upon the payment of such fare a passenger shall be entitled to ride as directly as possible from any point on said "special" line to any other point upon such "special" line.

The streets and avenues in which said "special" five-cent lines shall be operated are described as follows:

Transverse rd. No. 1 through Central Park from 5th ave. to Central Park West at 66th st.; 66th st. from Central Park West to Broadway.

79th st. from Riverside Drive to Columbus ave.; Columbus ave. from 79th st. to 77th st.; 77th st. from Columbus ave. to Central Park West; Central Park West from 77th st. to Transverse rd. No. 2 through Central Park; Transverse rd. No. 2 through Central Park from Central Park West to 5th ave.; 79th st. from 5th ave. to East End ave.

95th st. from Riverside Drive to Broadway; Broadway from 95th st. to 96th st.; 96th st. from Broadway to Central Park West; Central Park West from 96th st. to Transverse rd. No. 4 through Central Park; Transverse rd. No. 4 through Central Park from Central Park West to 5th ave.; 5th ave. from Transverse rd No. 4 through Central Park to 96th st.; 96th st. from 5th ave. to Park ave.

Twentieth—Stages or omnibuses shall be run on said streets and avenues at intervals of not more than ten (10) minutes between the hours of 7 a. m. and 12 o'clock midnight, and as much oftener as reasonable convenience of the public may require or as may be directed by resolution of the Board, and stages or omnibuses shall be operated at such intervals between the hours of 12 o'clock midnight and 7 a. m. as reasonable convenience of the public may require, or as may be directed by resolution of the Board.

It is hereby agreed that the Board shall at all times during the term of this contract have the right to fix, for any period, the maximum number of vehicles which shall be operated in 32nd st. from Madison ave. to 5th ave. and in 33d st., from Madison ave. to 8th ave., and to fix, for any period, the ratio of the number of vehicles operated on Vanderbilt ave. between 42d st. and 45th st. to the number of vehicles operated over the elevated roadway on the southerly and westerly sides of the Grand Central Station, and to fix, for any period, the ratio of the number of vehicles operated on Vanderbilt ave. between 42d st. and 45th st. to the number of vehicles operated over the temporary route on Lexington ave. from 46th st. to 42d st.

Twenty-first—In the event of a snowfall, the Company shall, as directed by the Commissioner of Street Cleaning, clear snow, by means of plows, brooms, or other appliances, from two passageways, each not less than seven (7) feet in width on double route streets, and one passageway not less than seven (7) feet in width on single route streets, over all or any of said streets and avenues herein described.

Twenty-second—It is understood that the Company shall operate, pursuant to this contract, only upon the streets and avenues upon which the Company is herein authorized to operate, but should vehicular traffic be diverted from any portion of any of said streets or avenues because of fires, parades or because of any other event which will close the street to vehicular traffic temporarily, then the Company may use such other streets or avenues as are necessary to continue the operation. If, however, for any reason any of the streets and avenues in which the operation is hereby authorized shall be closed to vehicular traffic for a longer period than twenty-four hours, then the Company shall communicate with the Board or its authorized representatives and obtain authority for the operation upon such other streets and avenues for the period during which said street or avenue may be closed.

Twenty-third—If in the opinion of the Board it shall, at any time during the original term, or during the first seven (7) years of the renewal term of this contract be deemed necessary that the Company operate an extension or extensions to any of the routes on the said streets and avenues or operate routes in addition to and distinct from and in no way connected with those in the said streets and aveneus, and the Board shall so order after a public hearing, notification of which shall be given to the Company at least ten (10) days prior to the date thereof, then the Company shall within thirty (30) days after the date of such order, apply for the right and privilege to maintain and operate such extension, extensions, additional route or routes, and shall accept a grant to operate such extension extensions or additional route or routes for a term expiring not later than the date of the expiration of the renewal term of this contract, but if the said order of the Board shall be issued at any time during the first twelve (12) years of this contract, then the grant to operate any such extension or additional route shall be for a term expiring on the date of the original term of this contract, with the privilege of a renewal term expiring not later than the date of the renewal term of this contract. Such grant shall contain the following special clauses:

"(1) The Company shall keep accurate accounts of the gross annual receipts from all sources acquired from the operation of the route herein authorized and of the number of bus miles operated thereon, and shall take such means as are necessary and approved by the Board to keep such accounts.

"(2) The annual cost of operation of the route herein authorized shall be deemed to equal the sum of the following items:

"(a) The number of bus miles actually operated thereon, multiplied by the average cost of operation per bus mile over all the routes of the Company within the city, which average cost of operation shall include taxes and a sum sufficient to pay for the depreciation of the plant and equipment used for the purpose of operation of said routes, which sum for depreciation for the entire period covered by this contract, shall in no event amount to less than a sum sufficient to pay for three (3) years depreciation during the term of this franchise.

"(b) Interest at the rate of six (6) per cent. per annum upon the value of the physical property actually required to carry on the operation of the route herein authorized, which value, unless a less value is agreed to by the Company and the City, or a less value determined by arbitration, shall be an amount equal to ten thousand dollars ($10,000) for each additional vehicle for the operation of the route herein authorized. The number of additional vehicles necessary for said operation on the route herein authorized shall be deemed to be equal to the number of bus miles operated thereon per annum, divided by the average number of bus miles per annum operated by each of the vehicles of the Company upon all of its routes within the city, which shall in no case be less than twenty thousand (20,000) miles.

"(3) The gross annual receipts as herein used shall be the actual gross annual receipts to the Company from whatsoever source derived, either directly or indirectly, in any manner, out of or in connection with the operation of the routes herein authorized. Provided, however, if said route is operated in conjunction with any other route or routes of the Company not described in this contract, then the gross annual receipts shall be deemed to be the cash fares collected on said route plus that proportion of the receipts of the Company from any other source, derived either directly or indirectly, in any manner out of or in connection with the operation of the route hereby authorized, as the number of bus miles per annum operated on the route hereby authorized bears to the total bus miles operated per annum by the Company upon all its routes within the City, unless some other method to determine the gross receipts shall be agreed to by the Company and the City.

"(4) If during any year ending September 30 the cost of operation of the route herein authorized shall exceed the gross receipts therefrom for that year, then the amount of the excess of cost of operation over such gross receipts shall be deducted from the payments due the City for that year required by the first or original grant to the Company by the Board of Estimate and Apportionment.

"(5) If during any year the total cost of operation of all the routes operated by the Company under rights and privileges applied for in compliance with orders of the Board pursuant to section 2, subdivision twenty-third, of the original grant to the Company, by the Board of Estimate and Apportionment exceeds for the corresponding year the aggregate of the gross receipts therefrom by a sum in excess of seventy-five (75) per cent. of the amount payable to the City by the Company pursuant to paragraphs designated as 2 and 3 of (b) in Section 2, Subdivision Second of the first or original grant to the Company by the Board of Estimate and Apportionment, then the Company shall have the right to discontinue and abandon one or more of such routes operated in compliance with such orders of the Board as is necessary to limit the loss to an amount which shall not be in excess of seventy-five (75) per cent. The routes to be abandoned shall be selected by the Board."

All other terms and conditions of such grant shall be the same as contained in this contract, unless otherwise mutually agreed to by the Company and the City, with, however, the following exceptions, omissions, changes and additions.

1. Section 2, subdivision second, clause (a) shall be changed so as to provide for the payment of an amount bearing the same ratio to the intial payment provided for in this contract as the length of such extension or additional route bears to the length of the streets and avenues upon which the Company is hereby authorized to operate unless a greater amount is agreed to by the Company.

2. Section 2, subdivision second, clause (b) shall be changed so as to provide for a payment of five (5) per cent. of the gross annual receipts of such extension or additional route during the term of the contract except for any renewal thereof, with reasonable minimum annual payments, to be agreed upon between the City and the Company. The compensation to the City for any renewal term shall be determined in the same manner as the compensation for the renewal term of this contract as herein provided.

3. Section 2, subdivision seventh, shall be changed so as to contain a specified period within which to commence operation, which period shall be sufficient to enable the Company to reasonably comply therewith.

4. Section 2, subdivision nineteenth, shall be changed so as to provide for a maximum rate of fare to be determined by the Board, but which shall in no case, without the consent of the Company be fixed at an amount less than ten (10) cents.

5. Section 2, subdivision twentieth, shall be changed so as to provide for maximum headway of vehicles to be determined by the Board.

6. Section 2, subdivision thirtieth, shall be changed so as to provide for the deposit as security of a sum which may be mutually agreed upon by the City and the Company. In case, however, such an agreement cannot be reached, the amount of the security deposit shall bear the same ratio to thirty thousand dollars ($30,000) as the length of the extension or additional route shall bear to the length of the streets and avenues upon which the Company is hereby authorized to operate.

7. Section 2, subdivision twenty-third shall be omitted.

8. Said contract shall also contain the following clause:

"If any dispute shall at any time arise between the parties hereto in regard to the amount or amounts due or to be credited to either the City or the Company under the terms of this contract, or if the City at any time questions the equity of the sum of ten thousand dollars ($10,000) per vehicle as the amount upon which interest at the rate of six (6) per cent. per annum is to be charged as a part of operating cost, as herein provided for, then such amount or amounts shall be determined by arbitration at the instance of either party upon notice to the other party hereto, in the following manner:

"One disinterested person must be chosen by the Company, one disinterested person shall be chosen by the Board, and the two so chosen shall choose a third disinterested person. The decision under oath of any two of such persons who shall be so selected, shall be final and conclusive.

"If either the Company or the City fails to appoint an arbitrator as herein provided within thirty (30) days from the date of such notice, or should the first two arbitrators fail to agree on the selection of the third arbitrator within thirty (30) days after the first two arbitrators shall be chosen, or if no two arbitrators so selected shall agree upon said amount or amounts within sixty (60) days after the arbitrators shall be so selected, then such amount or amounts may be fixed by a commission appointed by the Supreme Court on the application of either party."

9. Such additional provisions as may be required by reason of conditions peculiar to the operation of such extension or additional route and which may be agreed upon between the City and the Company.

Nothing contained in this subdivision shall apply to any extension or additional route for which a right and privilege is voluntarily applied for by the Company.

Twenty-fourth—If, in the opinion of the Board, it shall at any time during the term of this contract be deemed necessary that the Company operate upon streets or avenues other than those in which the Company is hereby authorized to operate, in substitution for any route or portion of a route herein authorized running in a general northerly and southerly direction, and not greater than one mile in length, or in substitution for any route herein authorized running in a general esasterly and westerly direction, and the Board shall so order after a public hearing, notification of which shall be given to the Company at least ten (10) days prior to the date

thereof, then the Company shall apply for the right to operate such substituted route or routes within thirty (30) days after the date of such order and accept a grant therefor upon the same terms, and conditions as those contained herein for a term expiring not later than the date of the expiration of this contract, and upon receiving such grant the Company shall surrender the right to operate over the route for which such subsitution has been made.

Twenty-fifth—The Company shall submit to the Board a verified report not later than November 1 of each year for the year ending September 30 next preceding, and at any other time, upon request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
2. The amount paid in as by last report.
3. The total amount of capital stock paid in.
4. The funded debt by last report.
5. The total amount of funded debt.
6. The floating debt as by last report.
7. The total amount of floating debt.
8. The total amount of funded and floating debt.
9. The average rate per annum of interest on funded debt.
10. Statement of dividends paid during the year.
11. The total amount expended for same.
12. The names of the directors elected at the last meeting of the corporation held for such purpose.
13. Location, value and amount paid for real estate owned by the Company as by last report.
14. Location, value and amount paid for real estate now owned by the Company.
15. Number of passengers carried during the year.
16. Number of bus miles operated during the year.
17. Total receipts of Company for each class of business.
18. Amounts paid by the Company for damage to persons or property on account of construction and operation.
19. Total expenses for operation, including salaries,

and such other information in regard to the business of the Company as may be required by the Board.

Twenty-sixth—The Company shall at all times keep accurate books of account of its gross annual receipts and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company, for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross annual receipts, the total miles in operation and the miles operated under this contract, and such other information as the Comptroller may require. The Comptroller shall have access to all books and papers of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers and employees under oath.

Twenty-seventh—The Company shall keep accurate books of the performance of different types of vehicles and the different services rendered and the cost thereof, and shall at any time furnish the Board or its authorized representatives such information with respect thereto as shall be requested.

Twenty-eighth—In case of any violation or breach or failure to comply with any of the provisions herein contained or with any orders of the Board or its authorized representatives or any other official of the City acting under the powers herein reserved, the Board may serve upon the Company notice of default, specifying therein the particular default complained of, and directing the Company to cure the same within ninety days. If there shall be any dispute as to the fact of default or as to the remedying thereof, the Company may apply to the court. If the default shall not be remedied within such time, or within such further time as may be allowed by the Board or by the court the franchise herein granted may be declared forfeited by resolution of said Board.

Any false entry in the books of the Company or false statement in the reports to the Comptroller as to a material fact, knowingly made by the Company, shall constitute such a violation or breach or failure to comply with the provisions herein contained as to warrant the forfeiture of the right and privilege hereby granted.

Twenty-ninth—The Company shall assume all liability for damages to persons or property occasioned by reason of the maintenance and operation of the stages or omnibuses hereby authorized, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company shall repay the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company.

Thirtieth—This grant is upon the express condition that the Company, within thirty (30) days after the date on which this contract is signed by the Mayor, and before anything is done in exercise of the rights and privileges hereby granted, shall deposit with the Comptroller of the City the sum of thirty thousand dollars ($30,000), either in money or securities to be approved by the Comptroller, which fund shall be security for the performance by the Company of all the terms and conditions of this contract and for its compliance with all orders of the Board and of the officials of the City acting under the powers herein reserved. Deductions may be made from the said fund as hereinafter provided.

(a) Should the Company, within such time after notice as may be herein prescribed, or, where no time is prescribed, within such time as the Board or the proper official of the City may hereafter prescribe, fail to comply with the provisions of this contract, or with the orders of the Board or of the officials of the City herein named or referred to, relating to the removal of snow and ice, the City shall have the right to cause the work to be done or the defect remedied and to reimburse itself for the cost of such work, by deducting such cost, with interest, from the security fund hereinabove provided for. Such deduction shall be made by the Comptroller upon the direction of the Board.

(b) Should the Company, within ten (10) days after demand has been made upon it, fail to repay to the City any damages caused to persons or property which the City shall be compelled to pay by reason of the maintenance or operation of the stages or omnibuses, or by reason of any acts or defaults of the Company in connection therewith, the City shall have the right to collect such costs or damages, with interest, by deducting the amount of the same, with interest, from the security fund hereinabove provided for. Such deduction shall be made by the Comptroller upon the direction of the Board.

(c) Should the Company fail to pay to the City the annual charges required to be paid by this contract, within the time fixed for the payment thereof, the City shall have the right to collect the amount of such charges, with interest, by deducting the same from the security fund hereinabove provided for. Such deduction shall be made by the Comptroller without further or other direction.

(d) Should the Company fail to comply with the provisions of this contract, or with the orders of the Board or of the officials of the City herein named or referred to, then the Company may be required to pay to the City, as liquidated damages for each breach or violation, the following sums:

For failure to maintain the headway as herein prescribed, or to properly heat or light its vehicles, the sum of fifty dollars ($50) per day for each day of violation, and the further sum of ten dollars ($10) per day for each vehicle which shall not be operated, heated or lighted in compliance with this contract, or with the orders of the Board or of the officials of the City having jurisdiction.

For failure to give efficient public service at rates herein fixed, or to maintain its vehicles and equipment in good condition throughout the whole term of this contract, the sum of two hundred and fifty dollars ($250) for each day during which the default of defect remains.

For failure to comply with any other provision of this contract as to which liquidated damages are not fixed herein, the sum of fifty dollars ($50) per day for each day during which such failure or default remains.

All of such sums may be collected by deducting the same from the security fund hereinabove provided for.

The procedure for the collection of such liquidated damages shall be as follows:

Whenever the Board shall have knowledge of any such breach or violation on the part of the Company, the Board shall give notice to the Company, specifying the nature of such breach or violation and the amount of liquidated damages which it is proposed to collect therefor, and directing its president or other officer to appear before the Board on a certain day, not less than ten (10) days after the service of such notice, to show cause why the Company should not be required to pay such liquidated damages in accordance with the foregoing provisions. If the Company fails to make an appearance, or, after a hearing, appears in the judgment of the Board to be in fault, the Board shall forthwith direct the Comptroller to collect such liquidated damages by deducting the amount of the same from the security fund hereinabove provided for.

(e) In case of any deductions from the security fund pursuant to this contract, either for the reimbursement of the City for work done by it or amounts expended by it on behalf of the Company, or amounts paid by it to any person by reason of any act or default of the Company, or for the collection by the City of the annual charges, or if liquidated damages, the Company shall, upon ten (10) days notice by the Comptroller, deposit with the Comptroller a sum, either in money or securities, sufficient to restore such security fund to its original amount of thirty thousand dollars ($30,000), and in default thereof, the right and privilege hereby granted may be forfeited by the City.

(f) Should the right and privilege hereby granted be forfeited pursuant to the provisions of this contract, or should such right and privilege be terminated upon the dissolution of the Company as herein provided, the security fund hereinabove provided for shall be forfeited to the City as liquidated damages for failure of the Company to perform this contract pursuant to the terms hereof.

(g) No action or proceeding or right under the provisions of this subdivision shall affect any other legal rights, remedies or causes of action belonging to the City, nor the right of the Company to apply to the courts for a review of the fact of default or the remedying thereof.

The provisions for the reimbursement of the City for work done by it or amounts expended by it on behalf of the Company, or amounts paid by it to any person by reason of any act or default of the Company, or for the collection by it of the annual charges or of liquidated damages, are and shall be in addition to the City's right, as herein reserved, to forfeit the right and privilege hereby granted.

Thirty-first—The words "notice," "order" or "direction," wherever used in this contract, shall be deemed to mean a written notice, order or direction. Every such notice, order or direction to be served upon the Company shall be delivered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative, shall be mailed in the City, postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice, order or direction as and when above provided shall be equivalent to direct personal notice, order or direction, and shall be deemed to have been given at the time of delivery or mailing.

Thirty-second—The words "streets or avenues" and "streets and avenues," wherever used in this contract, shall, unless otherwise herein described or specified, be deemed to mean streets, avenues, highways, parkways, driveways, concourses, boulevards, bridges, viaducts, tunnels, public places or any other property to which the City has title encountered by the streets and avenues upon or in which authority is hereby given to the Company to operate stages or omnibuses.

Thirty-third—If at any time the powers of the Board or any other of the authorities herein mentioned or intended to be mentioned shall be transferred by law to any other board, authority, officer or officers, then and in such case such other board, authority, officer or officers, shall have all the powers, rights and duties herein reserved to or prescribed for the Board or other authorities, officer or officers.

SECTION 3. Nothing heein contained shall be deemed as conferring any rights or privileges upon the Company, except as expressly set forth in Section 1 of this contract, nor as confirming any alleged rights or privilegese heretofore claimed by the Company, nor shall anything herein affect or prejudice any rights or privileges held or possessed by the Company on or prior to the date on which this contract is signed by the Mayor. This provision is intended to prevent a waiver or surrender by either the City or the Company of any rights, privileges, claims, demands, suits, damages, penalties or forfeitures in favor of either party hereto against the other party, existing on or prior to the date on which this contract is signed by the Mayor. In the event of the termination of the rights and privileges hereby granted, whether by default, forfeiture, expiration or otherwise, no rights or privileges of the Company, other than those conferred by this contract, shall be deemed affected by the fact that the Company has become a party to this contract.

SECTION 4. Nothing in this contract shall be construed as in any way limiting the present or future jurisdiction of the Public Service Commission under the Laws of the State of New York. Neither shall anything herein contained prevent the Company from asserting or relying an any contractural right it may possess under this contract. The City, however, shall in no event be liable to the Company, in damages or otherwise, because of, owing to, or upon any claim or demand by the Company, based upon or growing out of any action or order of the Public Service Commission.

SECTION 5. The Company promises, covenants and agrees on its part and behalf during the entire term of this contract, whether original or renewal, to conform to and abide by and perform all the terms, conditions and requirements in this contract fixed and contained.

IN WITNESS WHEREOF, the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed and the corporate seal of said City to be hereunto affixed; and the party of the second part, by its officers, thereunto duly authorized has caused its corporate name to be hereunto signed and its corporate seal to be hereunto affixed, the day and year first above written.

THE CITY OF NEW YORK,
By, *Mayor*
[CORPORATE SEAL.]
Attest: *City Clerk.*
FIFTH AVENUE COACH COMPANY,
By *President,*
[SEAL.]
Attest: *Secretary.*

(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor and of the terms and conditions, including the provisions as to rates, fares and charges, are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the Fifth Avenue Coach Company, and the said form of a proposed contract for the grant of such franchise or right, containing said results of such inquiry, after the same shall be entered in the minutes of this Board, shall be published in full for at least fifteen (15) days immediately prior to Friday, December 28, 1917, in the City Record, together with the following notice, to wit:

Notice Is Hereby Given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the Fifth Avenue Coach Company and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolutions authorizing such contract, will, at a meeting of said Board to be held in Room 16, City Hall, Borough of Manhattan, City of New York, on Friday, December 28, 1917, at 10.30 o'clock a. m., hold a public hearing thereon at which citizens shall be entitled to appear and be heard.

Resolved, That a notice of such hearing, stating that copies of the proposed contract and resolution of consent thereto may be obtained by all those interested therein, at the Bureau of Franchises, Room 1307, Municipal Building, Centre and Chambers sts., Borough of Manhattan, shall be published at least twice, at the expense of the proposed grantee, during the ten (10) days immediately prior to Friday, December 28, 1917, in the *"Evening Sun"* and *"New York Times,"* the two daily newspapers in which the petition and notice of hearing thereon have been published.

JAMES D. McGANN, Assistant Secretary, Room 1307, Municipal Building. Telephone 4560 Worth.

Dated, New York, November 30, 1917 d10,28

PUBLIC NOTICE IS HEREBY GIVEN THAT at a meeting of the Board of Estimate and Apportionment, held November 23, 1917, the following petition was received:

To the Board of Estimate and Apportionment:

Gentlemen—The New York Dock Railway hereby petitions your Honorable Board for the modification of the franchise granted it by your Board, dated July 25, 1912, said modification being for the purpose of improving the Baltic Terminal by specifically including within said franchise the right to construct, maintain and operate railroad tracks as follows:

1. Along, across and upon Warren street, beginning on the southerly side of Warren street about 25 feet easterly of the bulkhead line, thence one track running across said Warren street to the northerly side thereof about 52 feet to private property and another track running across said Warren street to the northerly side thereof about 52 feet to private property.

(2) And along, across and upon Congress street, beginning at a point on the southerly side thereof about 25 feet from the bulkhead line, thence running across Congress street to the northerly side thereof.

Pending the granting of the above application, the New York Dock Railway hereby applies for a temporary permit to construct, maintain and operate the railroad track referred to above.

Dated, New York, November 16, 1917.

New York Dock Railway, by W. E. Hahn, President.

State of New York, County of New York, ss.:

On the 19th day of November, 1917, before me personally came W. E. Hahn, to me known, who, being by me duly sworn, did depose and say that he resides in Millington, New Jersey; that he is the President of the New York Dock Railway, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

W. J. Hodgens, Notary Public, Kings County.

Certificate filed in N. Y. County.

—and at the meeting of November 23, 1917, the following resolutions were adopted:

Whereas, the foregoing petition from the New York Dock Railway, dated November 16, 1917, was presented to the Board of Estimate and Apportionment at a meeting held November 23, 1917.

Resolved, That in pursuance of law this Board sets Friday, the 21st day of December, 1917, at 10.30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the petition and these resolutions be published for at least twice in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the "City Record" immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

JAMES D. McGANN, Assistant Secretary, Room 1307, Municipal Building. Telephone, 4560 Worth.

New York, November 23, 1917. d10,21

Notices of Public Hearings.

PUBLIC IMPROVEMENT MATTERS.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment at its meeting held on Friday, December 7th, 1917, continued to Friday, December 21st, 1917, the hearing on the proposed area of assessment in the matter of acquiring title to Stiles place (171st street), from Jackson avenue (Northern Boulevard) to Station road, and to Station road from Stiles place (171st street) to Cemetery (Auburndale) Lane, Borough of Queens.

The hearing will be held on Friday, December 21st, 1917, at 10.30 o'clock a. m., in Room 16, City Hall, Borough of Manhattan.

The entire cost of the proceeding is to be assessed upon the property deemed to be benefited thereby.

The area of assessment appeared daily in the City Record from November 23, 1917, to December 5th, 1917, both dates inclusive.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, Worth 4560.

Dated, New York, December 10, 1917. d10,21

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment, at its meeting held on November 30, 1917 (Cal. No. 34), adopted the following resolutions:

Whereas, The Board of Estimate and Apportionment, under resolution adopted on June 18, 1917, authorized a proceeding for acquiring title to 66th street from Fourth avenue to the westerly line of New Utrecht avenue and from the easterly line of New Utrecht avenue to 22nd avenue, excluding the land of the New York and Sea Beach Railroad, in the Borough of Brooklyn; and

Whereas, The Board of Estimate and Apportionment is considering the advisability of requesting the Corporation Counsel to apply to the Supreme Court for an amendment of the proceeding herein so as to make it relate to 66th street from 4th avenue to the westerly line of New Utrecht avenue and from the easterly line of New Utrecht avenue to 22nd avenue, excluding the land of the New York and Sea Beach Railway, and also excluding a triangular area on the northerly side adjoining 9th avenue on the west with a base of 313.4 feet along the northerly line of 66th street and an altitude of 2.2 feet along the westerly line of 9th avenue,

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of the Greater New York Charter, as amended, hereby gives notice of a proposed area of assessment for benefit in this proceeding as proposed to be amended, as follows:

Beginning at a point on the prolongation of a line midway between 66th street and 67th street distant 100 feet southeasterly from the southeasterly line of 22nd avenue, and running thence northwestwardly along the said line midway between 66th street and 67th street, and along the prolongation of the said line, to the intersection with the centre line of 18th avenue; thence southwestwardly along the centre line of 18th avenue to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the northeasterly line of Ovington avenue, as laid out between New Utrecht avenue and 18th avenue, and the southwesterly line of 66th street; thence northwestwardly along the said bisecting line to the intersection with the centre line of New Utrecht avenue; thence northwardly along the centre line of New Utrecht avenue to the intersection with the prolongation of a line midway between 66th street and 67th street; thence northwestwardly along a line always midway between 66th street and 67th street, and along the prolongation of the said line to a point distant 100 feet northwesterly from the northwesterly line of Fourth avenue, the said distance being measured at right angles to Fourth avenue; thence northeastwardly and parallel with Fourth avenue to the intersection with the prolongation of a line midway between 65th street and 66th street; thence southeastwardly along a line always midway between 65th street and 66th street, and along the prolongations of the said line to the intersection with a line parallel with 22nd avenue and passing through the point of beginning; thence southwestwardly along the said line parallel with Twenty-second avenue to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in the City of New York, Borough of Manhattan, Room 16, City Hall, on the 21st day of December, 1917, 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 to be published in the City Record and the Corporation Newspapers for ten days continuously, Sundays and legal holidays excepted, prior to December 21, 1917.

Dated, New York, December 8, 1917.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, 4560 Worth. d8,19

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 grades of East 63rd street from Park avenue to Lexington avenue, Borough of Manhattan, and that a meeting of said Board will be held in Room 16, City Hall, Borough of Manhattan, City of New York, on Friday, December 21, 1917, 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 November 30, 1917 (Cal. No. 97), notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of Section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grades of East 63rd street from Park avenue to Lexington avenue, in the Borough of Manhattan, which proposed change is more particularly shown upon a map or plan bearing the signature of the Secretary of the Board of Estimate and Apportionment and dated October 31, 1916.

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 Friday, December 21, 1917, 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 21st day of December, 1917.

Dated, New York, December 8, 1917.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, 4560 Worth. d8,19

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 the courtyard on the southerly side of Lafayette avenue between Ashland place and St. Felix street, and to fix the lines of Lafayette avenue between Flatbush avenue and Fulton street in such a way as to include within them the remaining courtyard spaces heretofore laid out, Borough of Brooklyn, and that a meeting of said Board will be held in Room 16, City Hall, Borough of Manhattan, City of New York, on Friday, December 21, 1917, 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 November 30, 1917 (Cal. No. 98), 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 the courtyard on the southerly side of Lafayette avenue between Ashland place and St. Felix street, and by fixing the lines of Lafayette avenue between Flatbush avenue and Fulton street in such a way as to include within them the remaining courtyard spaces heretofore laid out, Borough of Brooklyn,

City of New York, which proposed change is more particularly shown upon a map bearing the signature of the Secretary of the Board of Estimate and Apportionment and dated November 19, 1917.

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 21st day of December, 1917, 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 21st day of December, 1917.

Dated, New York, December 8, 1917.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, 4560 Worth. d8,19

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 and grades of Worthen street between Garrison avenue and Barry street, Borough of Bronx, and that a meeting of said Board will be held in Room 16, City Hall, Borough of Manhattan, City of New York, on Friday, December 21, 1917, 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 November 30, 1917 (Cal. No. 99), 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 and grades of Worthen street between Garrison avenue and Barry street, in the Borough of The Bronx, which proposed change is more particularly shown upon a map or plan bearing the signature of the Secretary of the Board of Estimate and Apportionment and dated March 22, 1917.

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 Friday, December 21, 1917, 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 21st day of December, 1917.

Dated, New York, December 8, 1917.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, 4560 Worth. d8,19

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 street system heretofore laid out within the territory bounded by Proctor street, Tremont (LaForge) street, Juniper Valley (Juniper Swamp) road, Nagy street, Marion avenue, Ward street, Eliot avenue, Law street, Caldwell (Johnson) avenue, Cornith street (Corinth avenue), Phelps avenue, Gwydir street, Eliot avenue, Woodhaven avenue (Trotting Course Lane), Alderton street, Jupiter avenue, Woodhaven avenue (Trotting Course Lane), Carlton street, Marion avenue, Woodhaven avenue (Trotting Course Lane), Everton street, Modjeska street, Woodhaven avenue (Trotting Course Lane), Juniper Valley road, Weisse avenue (Dry Harbor road) and Steuben street, Borough of Queens, and that a meeting of said Board will be held in Room 16, City Hall, Borough of Manhattan, City of New York, on Friday, December 21, 1917, 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 November 30, 1917 (Cal. No. 100), 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 street system heretofore laid out within the territory bounded by Proctor street, Tremont (LaForge) street, Juniper Valley (Juniper Swamp) road, Nagy street, Marion avenue, Ward street, Eliot avenue, Law street, Caldwell (Johnson) avenue, Corinth street (Corinth avenue), Phelps avenue, Gwydir street, Eliot avenue, Woodhaven avenue (Trotting Course Lane), Alderton street, Jupiter avenue, Woodhaven avenue (Trotting Course Lane), Carlton street, Marion avenue, Woodhaven avenue (Trotting Course Lane), Everton street, Modjeska street, Woodhaven avenue (Trotting Course Lane), Juniper Valley road, Weisse avenue (Dry Harbor road) and Steuben street, Borough of Queens, which proposed change is more particularly shown upon a map or plan bearing the signature of the President of the Borough and dated March 15, 1917.

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 Friday, December 21, 1917, 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 21st day of December, 1917.

Dated, New York, December 8, 1917.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, 4560 Worth. d8,19

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 establish the lines and grades designated as Section No. 136 of the Final Maps, Borough of Queens, and that a meeting of said Board will be held in Room 16, City Hall, Borough of Manhattan, City of New York, on Friday, December 21, 1917, 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 November 30, 1917 (Cal. No. 101), 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 establishing the lines and grades for the street system within the territory bounded approximately by Glassboro avenue (Maple Terrace), Sutphin Boulevard (Sutphin road-Rockaway Turnpike), 109th avenue (Lambertville avenue-Pacific street), 155th street (Phraner avenue-Elder avenue), 108th avenue (Cumberland street), 160th street (Newark street-Washington street), 107th avenue (Atlantic street-Mandsley street), New York Boulevard (avenue), 108th avenue (Cumberland street), 164th place (Belleville street-Brooklyn avenue), Brinkerhoff avenue (State street), 168th street (Sweet street), Sayres avenue (Bergenfields street-Baisley street), Merrick road, 114th (Ulster) avenue, 166th street (Cedarville avenue-Burr avenue), 115th avenue (Undercliff avenue-Fischer street), New York Boulevard (avenue), 116th avenue (Jacobs avenue-Water street-Warburton avenue), 155th street (Phraner avenue-Elder avenue), 115th Drive (Vaughan avenue), Sutphin Boulevard (Sutphin road-Rockaway Turnpike), 114th (Ulster) avenue, 147th street and Liverpool (Wyckoff) street, designated as Section No. 136 of the Final Maps of the Borough of Queens, which proposed change is more particularly shown upon a map or plan bearing the signature of the President of the Borough and dated July 26, 1917.

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 Friday, December 21, 1917, 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 21st day of December, 1917.

Dated, New York, December 8, 1917.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, 4560 Worth. d8,19

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 establish the lines and grades of Bush avenue between the Staten Island Rapid Transit Railway and Richmond Terrace, Borough of Richmond, and that a meeting of said Board will be held in Room 16, City Hall, Borough of Manhattan, City of New York, on Friday, December 21, 1917, 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 November 30, 1917 (Cal. No. 102), 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 establishing the lines and grades of Bush avenue between the Staten Island Rapid Transit Railway and Richmond Terrace, Borough of Richmond, which proposed change is more particularly shown upon a map or plan bearing the signature of the Secretary of the Board of Estimate and Apportionment and dated September 24, 1914.

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 Friday, December 21, 1917, 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 21st day of December, 1917.

Dated, New York, December 8, 1917.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, 4560 Worth. d8,19

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment at its meeting held on November 30, 1917 (Cal. No. 103), adopted the following resolutions:

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 real property required for the opening and extending of Liberty avenue from Jerome avenue (Broadway) to the Borough Line, together with Drew avenue from Liberty avenue to Jerome 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 real property required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceedings.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of Section 973 of the Greater New York Charter, as amended, hereby gives notice that the proposed area of assessment for benefit in these proceedings is as follows:

Bounded on the north by a line midway between Jerome avenue and Magenta street as these streets are laid out between Forbell avenue and Drew avenue, and by the prolongations of the said line; on the east by the line between the Borough of Brooklyn and the Borough of Queens; on the south by a line midway between Liberty avenue and Glenmore avenue; and on the west by a line midway between Forbell avenue and Elderts Lane, as these streets are laid out south of Liberty avenue, and by the prolongation of the said line.

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 Friday, December 21, 1917, at 10.30 o'clock 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 in the Corporation Newspapers for ten days, exclusive of Sundays and legal holidays, prior to Friday, December 21, 1917.

Dated, New York, December 8, 1917.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, 4560 Worth. d8,19

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment at its meeting held on November 30, 1917 (Cal. No. 104), adopted the following resolutions:

Whereas, The Board of Estimate and Apportionment, by resolution adopted on June 30, 1916, authorized a proceeding to acquire title to Avenue D from East 40th street to Vienna avenue, subject to the easements of the Manhattan Beach Division of the Long Island Railroad, together with Foster avenue from Ralph avenue to the center line of East 92nd street and from the center line of East 94th street to the westerly line of East 108th street, excluding the right of way of the Canarsie Division of the New York Consolidated Railroad, in which it was determined that the entire cost and expense of the proceeding be borne by the property deemed to be benefited; and

Whereas, The Board of Estimate and Apportionment proposes to discontinue the proceeding as to the part of Avenue D between Ditmas avenue and Remsen avenue and of Foster avenue between Ralph avenue and Remsen avenue;

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of the Greater New York Charter, as amended, hereby gives notice that the following is a proposed modified district of assessment for benefit in the proceeding as proposed to be amended:

1. Bounded on the north by a line midway between Clarendon road and Avenue D, on the east by the easterly line of East 57th street and by the prolongation of the said line, on the south by a line midway between Avenue D and Foster avenue and by the prolongation of the said line, and on the west by the westerly line of East 40th street.

2. Beginning at a point on the southwesterly line of Remsen avenue where it is intersected by the prolongation of a line midway between Ditmas avenue and Avenue D, and running thence northeastwardly along the said line midway between Ditmas avenue and Avenue D to the intersection with a line midway between Remsen avenue and East 91st street; thence southeastwardly along the said line midway between Remsen avenue and East 91st street to the intersection with the southeasterly right of way line of the Manhattan Beach Division of the Long Island Railroad; thence northeastwardly along the said right-of-way line to the intersection with a line midway between East 91st street and East 92nd street; thence northwestwardly along the said line midway between East 91st street and East 92nd street to the intersecion with a line midway between Ditmas avenue and Avenue D; thence northeastwardly along the said line midway between Ditmas avenue and Avenue D to the intersection with a line midway between East 92nd street and East 93rd street; thence southeastwardly along the said line midway between East 92nd street and East 93rd street to the intersection with the southeasterly right-of-way line of the Manhattan Beach Division of the Long Island Railroad; thence northeastwardly along the said right-of-way line to the intersection with a line midway between East 93rd street and East 94th street; thence northwestwardly along the said line midway between East 93rd street and East 94th street to the inersection with a line midway between Ditmas avenue and Avenue D; thence northeastwardly along the said line midway between Ditmas avenue and Avenue D to the intersection with a line midway between East 94th street and East 95th street; thence southeastwardly along the said line midway between East 94th street and East 95th street to the intersection with the southeasterly right-of-way line of the Manhattan Beach Division of the Long Island Railroad; thence northeastwardly along the said right-of-way line to the intersection with a line distant 100 feet westerly from and parallel with the westerly line of Rockaway avenue, the said distance being measured at right angles to Rockaway avenue; thence northwardly along the said line parallel with Rockaway avenue to the intersection with a line midway between Ditmas avenue and Avenue D as these streets are laid out between East 98th street and Rockaway avenue; thence northeastwardly along the said line midway between Ditmas avenue and Avenue D and along the prolongation of the said line to the intersection with a line distant 100 feet easterly from and parallel with the easterly line of Rockaway avenue, the said distance being measured at right angles to Rockaway avenue; thence southwardly along the said line parallel with Rockaway avenue to the intersection with the southeasterly right-of-way line of the Manhattan Beach Division of the Long Island Railroad; thence northeastwardly along the said right-of-way line to the intersection with the prolongation of a line midway between Hegeman avenue and Vienna avenue as these streets are laid out between Van Sinderen avenue and Snediker avenue; thence eastwardly along the said line midway between Hegeman avenue and Vienna avenue and along the prolongation of the said line to the intersection with a line midway between Snediker avenue and Hinsdale street; thence southwardly along the said line midway between Snediker avenue and Hinsdale street and along the prolongation of the said line to the intersection with a line distant 270 feet northeastwardly from and parallel with the southwesterly line of East 108th street, the said distance being measured at right angles to East 108th street; thence southeastwardly along the said line parallel with East 108th street to the intersection with the prolongation of a line midway between Foster avenue and Farragut road as these streets are laid out between East 106th street and East 107th street; thence southwestwardly along the said line midway between Foster avenue and Farragut road and along the prolongation of the said line to the intersection with the southwesterly line of Remsen avenue; thence northwestwardly along the southwesterly line of Remsen avenue to the point or place of beginning.

Resolved, That this Board consider the proposed modified district 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 Friday, December 21, 1917, at 10.30 o'clock a. m., and that at the same time and place a public hearing thereon will then and there be had; and

Whereas, The Board, by resolution adopted on June 30, 1916, determined that the entire cost and expense of the proceeding be borne by the property deemed to be benefited,

Resolved, That this Board, pursuant to the provisions of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to reconsider its resolution adopted on June 30, 1916, whereby it determined that the entire cost and expense of the proceeding to acquire title to Avenue D from East 40th street to Vienna avenue, subject to the easements of the Manhattan Beach Division of the Long Island Railroad, together with Foster avenue from Ralph avenue to the center line of East 92nd street and from the center line of East 94th street to the westerly line of East 108th street, excluding the right-of-way of the Canarsie Division of the New York Consolidated Railroad, be borne and paid by the property deemed to be benefited and proposes to make a new determination concerning the distribution of the cost and expense of the proceeding so as to provide that the sum of $1,076.25, being the cost and expense chargeable to the portion of the streets proposed to be eliminated from the proceeding, be borne and paid by the City of New York and that the remainder of the entire cost and expense of the proceeding be borne and paid by the property within the proposed area of assessment for benefit as hereinbefore described, the proceeding as proposed to be amended relating to Avenue D from East 40th street to Ditmas avenue and from Remsen avenue to Vienna avenue, together with Foster avenue from Remsen avenue to the center line of East 92nd street and from the center line of East 94th street to the westerly line of East 108th street, excluding the right-of-way of the Canarsie Division of the New York Consolidated Railroad;

Resolved, That this Board consider the proposed determination at the meeting of the Board to be held in the City Hall, Borough of Manhattan, City of New York, on Friday, December 21, 1917, at 10.30 o'clock a. m., and 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 in the corporation newspapers for ten days, exclusive of Sundays and legal holidays, prior to December 21, 1917.

Dated, New York, December 8, 1917.

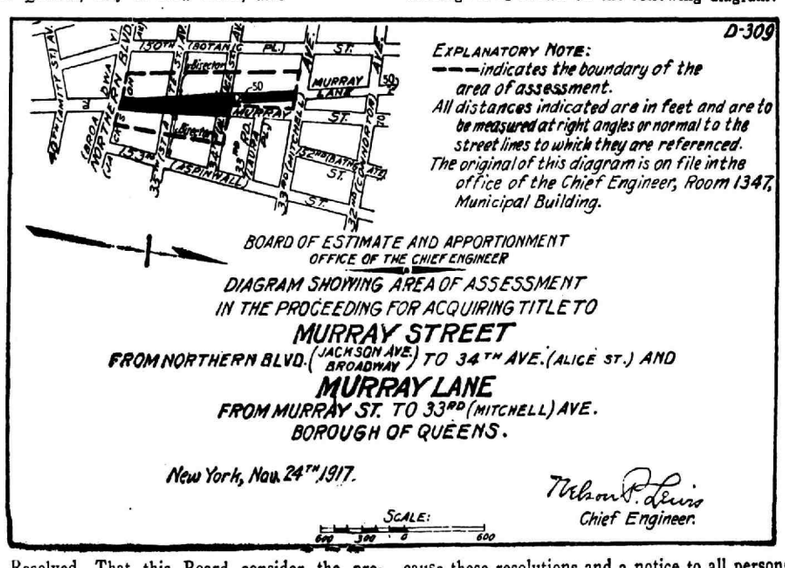
JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, 4560 Worth. d8,19

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment at its meeting held on November 30, 1917 (Cal. No. 105), adopted the following resolutions:

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 real property required for the opening and extending of Murray street from Northern Boulevard (Broadway) to 34th avenue (Alice street); and to Murray Lane from Murray street to 33rd (Mitchell) avenue, in the Borough of Queens, City of New York; and

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

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of Section 973 of the Greater New York Charter, as amended, hereby gives notice that the proposed area of assessment for benefit in these proceedings is as shown on the following diagram:



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 Friday, December 21, 1917, at 10.30 o'clock 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, exclusive of Sundays and legal holidays, prior to Friday, December 21, 1917.

Dated, New York, December 8, 1917.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building Telephone, 4560 Worth. d8,19

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to lay out a viaduct to extend from Park Terrace East at a point about 115 feet north of West 215th street to a point on Broadway where it is intersected by West 215th street as laid out easterly therefrom; and thence along West 215th street to the West 215th street Railroad station of the Interborough Rapid Transit Company, 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 Friday, December 21, 1917, 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 resolution adopted by the Board on December 7, 1917 (Cal. No. 160), notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of Section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by laying out a viaduct to extend from Park Terrace East at a point about 115 feet north of West 215th street to a point on Broadway where it is intersected by West 215th street as laid out easterly therefrom; and thence along West 215th street to the West 215th street Railroad station of the Interborough Rapid Transit Company, Borough of Manhattan, which proposed change is more particularly shown upon a map or plan bearing the signature of the President of the Borough and dated November 29, 1916.

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 Friday, December 21, 1917, 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 con-

tinuously, Sundays and legal holidays excepted, prior to the 21st day of December, 1917.

Dated, December 8, 1917.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, 4560 Worth. d8,19

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment, at its meeting held on December 7, 1917 (Cal. No.), adopted the following resolution:

Resolved, That the Board of Estimate and Apportionment hereby fixes Friday, December 21, 1917, at 10.30 o'clock a. m., and Room 16, City Hall, Borough of Manhattan, City of New York, as the time and place for a public hearing on a proposed amendment to Use District Map, No. 28, so as to change from a business district to an unrestricted district the area on the northerly side of Cropsey avenue within 100 feet thereof between 18th avenue and Bay 19th street, Borough of Brooklyn, as shown upon a map bearing the signature of the Secretary of the Committee on the City Plan and dated December 5, 1917.

Dated, New York, December 8, 1917.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, 4560 Worth. d8,19

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment, at its meeting held on December 7, 1917 (Cal. No.), adopted the following resolution:

Resolved, That the Board of Estimate and Apportionment hereby fixes Friday, December 21, 1917, at 10.30 o'clock a. m., and Room 16, City Hall, Borough of Manhattan, City of New York, as the time and place for a public hearing on a proposed amendment to Use District Map, Section No. 14, so as to include within a business district the area not already so included on both sides of Ambrose street within 100 feet thereof measured at right angles thereto from Metropolitan avenue to Kew Gardens road; also to include within a business district the area on the easterly side of Kew Gardens road bounded by said easterly side of Kew Gardens road and a line parallel thereto and 100 feet distant therefrom measured at right angles thereto and by a line at right angles to the westerly side of Kew Gardens road at the point where said westerly side of Kew Gardens road is intersected by a line drawn parallel to Ambrose street and 100 feet easterly therefrom measured at right angles thereto and by a line at right angles to the westerly side of Kew Gardens road at the point where said westerly side of Kew Gardens road is intersected by a line drawn parallel to Ambrose street and 100 feet westerly therefrom measured at right angles thereto, and including such additional areas as are governed according to rule j by the Use District Designation in Kew Gardens road as herein determined, Borough of Queens, as shown upon a map bearing the signature of the Secretary of the Committee on the City Plan and dated December 5, 1917.

Dated, New York, December 8, 1917.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, 4560 Worth. d8,19

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment, at the meeting held on Friday, November 16, 1917 (Cal. No. 11), continued to Friday, December 14, 1917, the hearing on a proposed change in the map or plan of The City of New York so as to change the lines and grades of Kingsland avenue from Van Dine street to Peartree avenue; to change the grade of Card place between Kingsland avenue and North Railroad avenue, and to change the grade of Voorhees place between Kingsland avenue and Hunt street, Borough of Queens, as shown upon a map or plan bearing the signature of the President of the Borough, and dated April 18, 1917.

The hearing will be held on Friday, December 14, 1917, at 10.30 o'clock a. m., in Room 16, City Hall, Borough of Manhattan, City of New York.

Dated, New York, December 1, 1917.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, Municipal Building. Telephone, 4560 Worth. d1,14

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Commissioner of Water Supply, Gas and Electricity, at Room 2351, Municipal Building, Manhattan, until 2 p. m., on

FRIDAY, DECEMBER 21, 1917,

Boroughs of Manhattan and The Bronx,

FOR HAULING AND LAYING WATER MAINS AND APPURTENANCES, ETC., IN CAULDWELL AND DYRE AVES. AND IN W. 238TH ST., BOROUGH OF THE BRONX.

The time allowed for doing and completing the entire work in thirty (30) consecutive working days.

The amount in which security is required for the performance of the contract is Twenty-five Hundred Dollars ($2,500).

Each bid must be accompanied by a deposit of $125 in cash or certified check payable to the order of the Comptroller of the City.

The bidder will state for what percentage of the Engineer's unit prices he will furnish each item of work, materials or supplies contained in the specifications or schedules, by which the bids will be tested. (See paragraph 13 on page 6 of Proposal for Bids.) The bids will be compared and award made to the lowest formal bidder in the aggregate or lump sum for all the items contained in the specifications and schedule of quantities.

Blank forms of bid, proposals and contract, including specifications, approved as to form by the Corporation Counsel, can be obtained at Room 2351, Municipal Building, Manhattan.

Dated, June 2, 1917.

d11,21 WILLIAM WILLIAMS, Commissioner.

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

FIRE DEPARTMENT.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Fire Commissioner at his office, 11th floor, Municipal Building, Manhattan, until 10.30 a. m., on

FRIDAY, DECEMBER 21, 1917,

FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY AND REQUIRED FOR FURNISHING AND INSTALLING ELECTRIC LIGHTING SYSTEMS AT THE QUARTERS OF THE FOLLOWING NAMED COMPANIES IN THE BOROUGH OF BROOKLYN: ITEM NO. 1—ENGINE COMPANY 201; ITEM NO. 2—ENGINE COMPANY 208; ITEM NO. 3—ENGINE COMPANY 209; ITEM NO. 4—ENGINE COMPANY 213.

The time allowed for doing and completing the work will be fifty (50) consecutive working days for each item.

The security required for the performance of the contract will be fifty per cent. (50%) of the amount of the contract awarded.

No bid will be considered unless it is accompanied by a deposit, which shall be in the form of money or a certified check upon one of the State or National banks or trust companies in the City of New York, or a check of such bank or trust company signed by a duly authorized officer thereof, drawn to the order of the Comptroller, or corporate stock or other certificates of indebtedness of any nature issued by The City of New York and approved by the Comptroller as of equal value with the security required. Such deposit shall be in an amount not less than two and one-half per cent. (2½%) of the total amount of the bid.

Bids will be compared and awards, if made, will be to the lowest bidder on each item. Contracts will be prepared where the items awarded to any bidder amount to Five Hundred Dollars ($500) or more. Open market orders will be issued where the items awarded to any bidder amount to less than Five Hundred Dollars ($500).

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, 11th floor, Municipal Building, Manhattan.

ROBERT ADAMSON, Fire Commissioner.

d10,21

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

SEALED BIDS WILL BE RECEIVED BY the Fire Commissioner at his office, 11th floor, Municipal Building, Manhattan, until 10.30 a. m., on

FRIDAY, DECEMBER 14, 1917,

FOR FURNISHING AND DELIVERING THIRTEEN MOTOR-DRIVEN HOSE WAGONS.

The time allowed for the performance of the contract is two hundred (200) consecutive calendar days.

The amount of security required for the performance of the contract is fifty per cent. (50%) of the total amount for which the contract is awarded.

No bid will be considered unless it is accompanied by a deposit, which shall be in the form of money or a certified check upon one of the State or National banks or trust companies in the City of New York, or a check of such bank or trust company, signed by a duly authorized officer thereof, drawn to the order of the Comptroller, or corporate stock or other certificates of indebtedness of any nature issued by The City of New York and approved by the Comptroller as of equal value with the security required. Such deposit shall be in an amount not less than two and one-half per cent. (2½%) of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedule of quantities and prices, by which the bids will be tested. The extension must be made, as the bids will be read from the total and awards, if made, will be made to the lowest bidder for the entire contract.

Bids must be submitted in duplicate.

Blank forms and further information may be obtained at the office of the Fire Department, 11th floor, Municipal Building, Manhattan.

ROBERT ADAMSON, Fire Commissioner.

d4,14

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

SEALED BIDS WILL BE RECEIVED BY the Fire Commissioner at his office, 11th floor, Municipal Building, Manhattan, until 10.30 a. m., on

FRIDAY, DECEMBER 14, 1917,

FOR FURNISHING AND DELIVERING ONE MOTOR-DRIVEN CITY SERVICE HOOK AND LADDER TRUCK.

The time allowed for the performance of the contract is one hundred and fifty (150) consecutive calendar days.

The amount of security required for the performance of the contract is fifty per cent. (50%) of the total amount for which the contract is awarded.

No bid will be considered unless it is accompanied by a deposit, which shall be in the form of money or a certified check upon one of the State or National banks or trust companies in the City of New York, or a check of such bank or trust company, signed by a duly authorized officer thereof, drawn to the order of the Comptroller, or corporate stock or other certificates of indebtedness of any nature issued by The City of New York and approved by the Comptroller as of equal value with the security required. Such deposit shall be in an amount not less than two and one-half per cent. (2½%) of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedule of quantities and prices, by which the bids will be tested. The extension must be made as the bids will be read from the total and award, if made, will be made to the lowest bidder for the entire contract.

Bids must be submitted in duplicate.

Blank forms and further information may be obtained at the office of the Fire Department, 11th floor, Municipal Building, Manhattan.

ROBERT ADAMSON, Fire Commissioner.

d4,14

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

SEALED BIDS WILL BE RECEIVED BY the Fire Commissioner at his office, 11th floor, Municipal Building, Manhattan, until 10.30 a. m., on

FRIDAY, DECEMBER 14, 1917,

FOR FURNISHING AND DELIVERING FIRE HOSE.

The time allowed for the performance of the contract is the number of consecutive calendar days stated in the schedule of quantities and prices.

The amount of security required for the performance of the contract is thirty per cent. (30%) of the total amount for which the contract is awarded.

No bid will be considered unless it is accompanied by a deposit, which shall be in the form of money or a certified check upon one of the State or National banks or trust companies in the City of New York, or a check of such bank or trust company, signed by a duly authorized officer thereof, drawn to the order of the Comptroller, or corporate stock or other certificates of indebtedness of any natue issued by The City of New York and approved by the Comptroller as of equal value with the security required. Such deposit shall be in an amount not less than one and one-half per cent. (1½%) of the total amount of the bid.

The bidder will state the price per unit, as called for in the schedule of quantities and prices, by which the bids will be tested. The extensions must be made, as the bids will be read from the total and awards, if made, will be to the lowest bidder on each item.

Bids must be submitted in duplicate.

Blank forms and further information may be obtained at the office of the Fire Department, 11th floor, Municipal Building, Manhattan.

ROBERT ADAMSON, Fire Commissioner.

d4,14

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

DEPARTMENT OF FINANCE.

Sales of Tax Liens.

Notice of Continuation of Brooklyn Tax Sale.

THE SALE OF TAX LIENS FOR UNPAID taxes, assessments and water rents for the Borough of Brooklyn, as to liens remaining unsold at the termination of the sale of Sept. 20, Nov. 22, 1916, Feb. 21, April 18, June 20, July 25, Sept. 19 and Nov. 21, 1917, has been continued to

WEDNESDAY, DECEMBER 19, 1917,

at 2.30 p. m., pursuant to Section 1028 of the Greater New York Charter, and will be continued at that time on the 4th floor of the Offerman Building, 503 Fulton st., Brooklyn, City of New York.

DANIEL MOYNAHAN, Collector of Assessments and Arrears. d11,19

THE SALE OF TAX LIENS FOR UNPAID taxes, assessments and water rents for the Borough of Brooklyn, as to liens remaining unsold at the termination of the sale of July 25, Sept. 19 and Nov. 21, 1917, has been continued to

WEDNESDAY, DECEMBER 19, 1917,

at 2.30 p. m., pursuant to Section 1028 of the Greater New York Charter, and will be continued at that time on the 4th floor of the Offerman Building, 503 Fulton st., Brooklyn, City of New York.

DANIEL MOYNAHAN, Collector of Assessments and Arrears. d11,19

Notice of Continuation of The Bronx Tax Sale.

THE SALE OF TAX LIENS FOR UNPAID taxes, assessments and water rents for the Borough of Bronx, as to liens remaining unsold at the termination of the sale of Jan. 15, Feb. 19, April 2, April 23, May 21, June 18, Aug. 6, Sept. 17 and Nov. 19, 1917, has been continued to

MONDAY, DECEMBER 17, 1917,

at 2.30 p. m., pursuant to Section 1028 of the Greater New York Charter, and will be continued at that time on the 4th floor of the Bergen Building, corner of Arthur and Tremont aves., Borough of Bronx, City of New York.

DANIEL MOYNAHAN, Collector of Assessments and Arrears. d10,17

THE SALE OF THE LIENS FOR UNPAID taxes, assessments and water rents for the Borough of Bronx, as to the liens remaining unsold at the termination of the sales of Oct. 15 and Nov. 26, 1917, has been continued to

MONDAY, DECEMBER 17, 1917,

at 2.30 p. m., pursuant to Section 1028 of the Greater New York Charter, and will be continued at that time on the fourth floor of the Bergen Building, corner of Arthur and Tremont aves., Borough of The Bronx, City of New York.

DANIEL MOYNAHAN, Collector of Assessments and Arrears. d10,17

Corporation Sale of Real Estate.

PUBLIC NOTICE IS HEREBY GIVEN THAT the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction on

MONDAY, DECEMBER 31, 1917,

at 12 noon, in Room 368, Municipal Building, Manhattan, the following described property:

All that certain piece or parcel of land, situate in the Town of Phillipstown, County of Putnam and State of New York, designated as Parcel 311B on Map Acc. E-671, entitled "Board of Water Supply of the City of New York. Map showing property of the New York Central Railroad Company and City of New York, situated in the Town of Phillipstown, Putnam County, and in the Town of Fishkill, Dutchess County, State of New York," bounded and described as follows:

Beginning at the most southerly corner of that parcel designated as Parcel No. 313A on said map, said point of beginning being also distant northeasterly 150 feet at right angles from the monumented center line of the railroad of the New York Central Railroad Company; and running thence south 35 degrees and 43 minutes east, parallel with said center line, 491 feet to the southeasterly boundary line of land of the party of the first part; thence along said boundary line south 81 degrees and 45 minutes west 132.6 feet, more or less, to land of the party of the second part; thence along land of said party of the second part north 35 degrees and 42 minutes west 392.5 feet, more or less, thence north 36 degrees and 40 minutes east 123.3 feet, more or less, to the place of beginning, containing 1.15 acres of land, more or less.

The minimum or upset price at which said property shall be sold is hereby fixed at the sum of Five Hundred and Seventy-five Dollars ($575). The sale to be made upon the following

TERMS AND CONDITIONS:

The highest bidder will be required to pay ten (10) per cent. of the amount of his bid, together with the auctioneer's fees, at the time of sale and ninety per cent. (90%) upon the delivery of the deed, which shall be within sixty days from the date of sale.

The deed so delivered shall be in the form of a bargain and sale deed, without covenants.

The Comptroller may, at his option, resell the property if the successful bidder shall fail to comply with the terms of the sale, and the person so failing to comply therewith will be held liable for any deficiency which may result from such resale.

The right is reserved to reject any and all bids.

Maps of said real estate may be seen on application of the Department of Finance (Division of Real Estate), Room 733, Municipal Building, Manhattan.

By order of the Commissioners of the Sinking Fund under resolution adopted at meeting of the Board held Dec. 6, 1917

ALBERT E. HADLOCK, Deputy and Acting Comptroller.

Department of Finance, Comptroller's Office, Dec. 13, 1917. d13,31

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, DECEMBER 20, 1917,

at 12 noon, in Room 368, Municipal Building, Manhattan, the following described property:

All that certain lot, piece or parcel of land situate, lying and being in the Borough of Manhattan, City and State of New York, being a small quadrilateral near the southeastern corner of the twenty-acre tract heretofore conveyed by George P. Sanborn and Frederick H. Sanborn to the City of New York, and being also part of the rear of Lot No. 119, shown and laid out on a map of "Dyckman Homestead Property," filed in the office of the Register of the County of New York as Map No. 725, and which is more particularly bounded and described as follows:

Beginning at a point in the southerly boundary of said Twenty Acre Tract, which said boundary is parallel to and distant thirty-one 10-100 (31.10) feet north of the centre line of 216th st., as shown on Randell's Map, and which said point is distant six hundred and forty-two 91-100 (642.91) feet easterly of the centre line of 14th ave., as shown on Randell's Map, and lies in the westerly line of said Dyckman's Homestead Property, as shown on said Dyckman's map; running thence north 38 degrees east, or thereabouts, along the said westerly line, as shown on said map, nineteen 34-100 (19.34) feet to the northwest corner of said Lot No. 119 on said Dyckman's Map; thence in an easterly direction, along the northerly side of said Lot No. 119, as shown on said Dyckman's Map, thirty-nine 93-100 (39.93) feet to the easterly line of the Thompson property, as shown on a map entitled "Map of Property Belonging to Samuel Thompson," filed in the office of the Register of the County of New York as Map No. 521; thence south 32 degrees 15 minutes west, or thereabouts, along the said easterly boundary line of said Thompson's land, as shown on said Thompson's Map, twenty-one 6-100 (21.06) feet to a point in the line first above mentioned, forming the southerly boundary line of the said Twenty Acre Tract heretofore conveyed by George P. Sanborn and Frederick H. Sanborn to the City of New York; thence along said line and parallel to and thirty-one 10-100 (31.10) feet distant from the centre line of said 216th st. forty 23-100 feet, to the point or place of beginning; the said plot being the small parcel lying within said Dyckman's lot No. 119, between the location of the so-called "cut line," as shown by the said Dyckman Map, and the location thereof, as shown by the said Thompson Map.

The minimum or upset price at which said property shall be sold is hereby fixed at the sum of Six Hundred Dollars ($600). The sale to be made upon the following

TERMS AND CONDITIONS:

The highest bidder will be required to pay ten per cent. (10%) of the amount of his bid, together with the auctioneer's fees at the time of sale, and ninety per cent. (90%) upon the delivery of the deed, which shall be within sixty days from the date of the sale.

The deed so delivered shall be in the form of a bargain and sale deed, without covenants.

The Comptroller may at his option resell the property if the successful bidder shall fail to comply with the terms of the sale, and the person so failing to comply therewith will be held liable for any deficiency which may result from such resale.

The right is reserved to reject any and all bids.

Maps of said real estate may be seen on application at the Department of Finance (Division of Real Estate), Room 733, Municipal Building, Manhattan.

By order of the Commissioners of the Sinking Fund under resolution adopted at meeting of the Board held Nov. 22, 1917.

EDMUND D. FISHER, Deputy and Acting Comptroller.

Department of Finance, Comptroller's Office Dec. 3, 1917 d4,20

Confirmation of Assessments.

NOTICE TO PROPERTY OWNERS.

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

SECOND WARD.

WORTHINGTON AVE. — REGULATING, GRADING, CURBING, LAYING CROSSWALKS AND SIDEWALKS from Woodside ave. to Roosevelt ave. Area of assessment affects blocks 491, 492, 494 and 495.

—that the above assessment was confirmed by the Board of Assessors on Dec. 4, 1917, and entered Dec. 4, 1917, 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 on or before Feb. 2, 1918, which is sixty days after the date of said entry of the assessments, interest will be collected thereon at the rate of seven per centum per annum, to be calculated from ten days after the date of said entry to the date of payment, as provided by Sections 159 and 1019 of the Greater New York Charter.

The above assessment is payable to the Collector of Assessments and Arrears at his office in the Municipal Building, Court House Square, L. I. City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 noon.

WILLIAM A. PRENDERGAST, Comptroller.

Dated, New York, Dec. 4, 1917. d7,18

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

SECOND WARD.

CENTRE ST.—SEWER from Wyckoff ave. to a point about 400 feet northerly from Wyckoff ave. Area of assessment affects blocks 2839 and 2840.

SECOND AND FOURTH WARDS.

CHURCH ST.—SEWER, from St. Ann's ave. to Metropolitan ave. Area of assessment affects blocks 143, 146, 2129 and 2130.

THIRD WARD.

SEWER IN ROBINSON AVE., from Oak ave. to Larch ave.; in NARCISSUS AVE., from Robinson ave. to Phillips ave., and in PHILLIPS AVE., from Narcissus st. or ave. to Queens ave. Area of assessment affects blocks 181 to 186, 193 to 196.

FOURTH WARD.

SEWER IN LOTT ST. and RACKETT ST., from Jamaica ave. to Ashland st., and in WINDOM, SHIPLEY, STANTON and ASHLAND STS., from Lott Avenue to Rackett Street. Area of assessment affects blocks 4 to 12.

SYOSSET ST.—SEWER, from Ocean ave. to Gherardi ave. Area of assessment affects blocks 76 and 77.

EMERSON ST.—SEWER, between Guion and Napier aves. Area of assessment affects blocks 133 and 171.

NAPIER AVE.—SEWER, from Beaufort ave. to Atlantic ave., and CHICHESTER AVE., SEWER, from Napier ave. to Guion ave. Area of assessment affects blocks 458 to 461.

—that the above assessments were confirmed by the Board of Assessors on Nov. 27, 1917, and entered Nov. 27, 1917, 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 on or before Jan. 26, 1918, which is sixty days after the date of said entry of the assessments, interest will be collected thereon at the rate of seven per centum per annum, to be calculated from ten days after the date of said entry to the date of payment, as provided by Sections 159 and 1019 of the Greater New York Charter.

The above assessments are payable to the Collector of Assessments and Arrears at his office in the Municipal Building, Court House Square, L. I. City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 noon.

WILLIAM A. PRENDERGAST, Comptroller.

Dated, New York, Nov. 27, 1917. d4,14

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

SECTION 9.

RUSSELL ST.—REGULATING, GRADING,

CURBING AND PAVING, from Norman ave. to Meserole ave. Area of assessment affects blocks 2628 and 2629.

SECTIONS 11 AND 18.

LAYING SIDEWALKS IN FOURTH AVE. ON THE WEST SIDE BETWEEN 69th and Senator st., and in PILLING ST., northwest side, between Evergreen and Bushwick aves. Area of assessment affects blocks 3451, 5854 and 5863.

SECTION 12.

DOUGLAS ST.—PAVING, from Blake to Dumont ave. Area of assessment affects blocks 3554 and 3555.

HERZL ST.—PAVING, between Blake and Dumont aves. Area of assessment affects blocks 3555 and 3556.

NEWPORT ST.—SEWER, between Herzl st. and Amboy st. Area of assessment affects blocks 3598 and 3610.

POWELL ST.—REGULATING, GRADING, CURBING, FLAGGING, AND PAVING, from Riverdale ave. to Newport st. Area of assessment affects blocks 3830 and 3831, 3847 and 3848.

TAPSCOTT ST.—PAVING, from E. New York ave. to Sutter ave. Area of assessment affects blocks 3510 and 3511.

SECTION 13.

BASINS on LOGAN ST. at the northeast and northwest corners of Sutter ave. Area of Assessment affects blocks 4245 and 4246.

UNION PL.—PAVING, from Railroad ave. to Grant ave. Area of assessment affects blocks 4121 and 4122.

SECTION 17.

56TH ST.—REGULATING, GRADING, CURBING, FLAGGING AND PAVING, from 15th to 16th aves. Area of assessment affects blocks 5488 and 5491.

63RD ST.—GRADING, CURBING, FLAGGING, PAVING and REGULATING, from 15th to 18th aves. Area of assessment affects blocks 5530, 5531, 5532, 5537, 5538 and 5539.

SEWER BASIN at the southerly corner of 63rd st. and 17th ave. Area of assessment affects block 5539.

13TH AVE.—PAVING, from 58th to 59th sts. Area of assessment affects blocks 5697, 5698, 5705, 5704.

SECTION 18.

WAKEMAN PL.—PAVING, from 1st to 3rd aves. Area of assessment affects blocks 5838, 5839, 5840, 5841, 5806 and 5825.

80TH ST.—PAVING, from 5th to 6th aves. Area of assessment affects blocks 5981, 5982, 5990 and 5991.

SECTION 19.

78TH ST.—SEWER, between New Utrecht ave. and 16th ave. Area of assessment affects blocks 6236, 6247 and 6259.

SECTION 23.

E. 45TH ST.—SEWER, between Avenue M and Flatlands ave. Area of assessment affects blocks 7842, 7843 and 7870.

—the above assessments were confirmed by the Board of Assessors on Nov. 27, 1917, and entered Nov. 27, 1917, 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 on or before Jan. 26th, 1918, which is sixty days after the date of said entry of the assessment, interest will be collected thereon at the rate of seven percentum per annum, to be calculated from ten days after the date of entry to the date of payment, as provided by Section 159 and 1019 of the Greater New York Charter.

—the above assessments are payable to the Collector of Assessments and Arrears at his office in the Offerman Building, 503 Fulton st., Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 noon.

Dated, New York Nov. 27, 1917.

WILLIAM A. PRENDERGAST, Comptroller.

d4,14

Corporation Sale of Buildings and Appurtenances Thereto on City Real Estate by Sealed Bids.

AT THE REQUEST OF THE PRESIDENT OF the Borough of Queens, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain encroachments standing upon property owned by The City of New York, acquired by it for street opening purposes in the

Borough of Queens.

Being the part of a building, etc., standing within the lines of Parcels No. 253 and No. 255 of the Corona ave. proceeding, in the Borough of Queens, which is more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room 368, Municipal Building, Manhattan.

PURSUANT to a resolution of the Commissioners of the Sinking Fund adopted at a meeting held Dec. 6, 1917, the sale by sealed bids at the upset or minimum prices named in the description of each parcel of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

FRIDAY, DECEMBER 28, 1917,

at 11 a. m., in lots and parcels, and in manner and form, and at upset prices as follows:

Parcel No. 253 and No. 255: Part of two-story frame building 200 Corona ave., corner of Strong st., Corona, L. I., being the part within the new lines of 51st st. and of Corona ave., measuring about 7.9 feet on the northerly side by about 2.68 feet on the southerly side. Upset price, $10.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room 368, Municipal Building, Borough of Manhattan, until 11 a. m., on the 28th day of December, 1917, and then publicly opened for the sale for removal of the above described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of $50 will be required with all bids, and that a deposit of $500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be inclosed in properly sealed envelopes, marked "Proposals to be opened Dec. 28, 1917," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room 368, Municipal Building, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."

EDMUND D. FISHER, Deputy and Acting Comptroller.

City of New York, Department of Finance, Comptroller's Office, Dec. 8, 1917. d11,28

Interest on City Bonds and Stock.

THE INTEREST DUE JAN. 1, 1918, ON Registered and Coupon Bonds and Stock of The City of New York, and of the former corporations now included therein, will be paid on that day by the Comptroller at his office (Room 851), Municipal Building, Chambers and Centre sts., Manhattan.

The books for the transfer of bonds and stock on which interest is payable Jan. 1, 1918, will be closed from Dec. 15, 1917, to Jan. 1, 1918.

WILLIAM A. PRENDERGAST, Comptroller.

City of New York, Department of Finance, Comptroller's Office, Dec. 1, 1917. d1,j2

Sureties on Contracts.

UNTIL FURTHER NOTICE SURETY COMpanies will be accepted as sufficient upon the following contracts to the amounts named:

Supplies of Any Description, Including Gas and Electricity.

One company on a bond up to $50,000.

When such company is authorized to write that amount as per letter of Comptroller to the surety companies, dated Jan. 1, 1914.

Construction.

One company on a bond up to $25,000.

Including regulating, grading, paving, sewers, maintenance, dredging, construction of parks, parkways, docks, buildings, bridges, tunnels, aqueducts, repairs, heating, ventilating, plumbing, etc.

When such company is authorized to write that amount as per letter of Comptroller to the surety companies, dated Jan. 1, 1914.

Asphalt, Asphalt Block and Wood Block Pavement.

Two companies will be required on any and every bond up to amount authorized by letter of Comptroller to the surety companies, dated Jan. 1, 1914.

Jan. 1, 1914.

WILLIAM A. PRENDERGAST, Comptroller.

DEPARTMENT OF PLANT AND STRUCTURES.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Commissioner of Plant and Structures at his office, Municipal Building, Manhattan, until 2 p. m., on

THURSDAY, DECEMBER 20, 1917,

FOR FURNISHING AND DELIVERING GRANITE PAVING BLOCKS TO THE WILLIAMSBURG BRIDGE.

The time allowed for the full delivery of the material and for the complete performance of the contract will be one hundred (100) calendar days after the date of certification of the contract by the Comptroller of the City.

Each bid must be accompanied by a deposit in the sum of not less than one and one-half per cent. (1½%) of the amount of the bid.

The amount of security to guarantee the faithful performance of the contract will be thirty per cent. (30%) of the total amount for which the contract is awarded.

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

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

F. J. H. KRACKE, Commissioner.

Dated, Dec. 6, 1917. d8,20

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

BOROUGH OF THE BRONX.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the President of the Borough of The Bronx at his office, Municipal Building, Crotona Park, Tremont ave. and 3rd ave., until 10.30 a. m., on

THURSDAY, DECEMBER 27, 1917,

NO. 1. FOR REGULATING, GRADING AND REGRADING, SETTING AND RESETTING CURB, LAYING AND RELAYING SIDEWALKS, BUILDING OR REBUILDING INLETS, RECEIVING BASINS, DRAINS, CULVERTS AND APPROACHES WHERE NECESSARY IN UNIVERSITY AVE. FROM THE GRADE POINT 130.0 SOUTH OF FEATHERBED LANE TO THE NORTHERLY SIDE OF W. 174TH ST., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

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

3,310 cubic yards earth excavation.
350 cubic yards rock excavation.
50 cubic yards filling.
200 linear feet new bluestone curb.
225 linear feet concrete curb (including maintenance for one year).
130 linear feet vitrified pipe drains, 12 inches in diameter.
1,000 feet (B. M.) timber.
340 linear feet old bluestone curb.
180 square feet new bluestone flagging.
1,600 square feet old flagging.
120 square feet old bridgestone.
35 cubic yards Class B concrete.
1 inlet, Type D.

The time allowed for the full completion of the work herein described will be 60 consecutive working days.

The amount of security required for the proper performance of the contract will be Twenty-eight Hundred Dollars ($2,800).

NO. 2. FOR REGULATING, GRADING, SETTING CURB, LAYING SIDEWALKS AND CROSSWALKS, BUILDING INLETS, RECEIVING BASINS, DRAINS, CULVERTS, APPROACHES AND GUARD RAILS WHERE NECESSARY IN W. 174TH ST., FROM UNIVERSITY AVE. TO MONTGOMERY AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

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

2,360 cubic yards earth excavation.
2,770 cubic yards rock excavation.
715 cubic yards filling.
370 linear feet new bluestone curb.
900 square feet concrete sidewalk (including maintenance for one year).
30 cubic yards dry rubble masonry.
1,000 feet B. M. timber.

The time allowed for the full completion of the work herein described will be 90 consecutive working days.

The amount of security required for the proper performance of the contract will be Thirty-six Hundred Dollars ($3,600).

NO. 3. FOR REGULATING, GRADING AND REGRADING, SETTING AND RESETTING CURB, LAYING AND RELAYING SIDEWALKS AND CROSSWALKS, BUILDING AND REBUILDING INLETS, RECEIVING BASINS, DRAINS, CULVERTS, APPROACHES AND GUARD RAILS WHERE NECESSARY AND PAVING AND REPAVING WITH SHEET ASPHALT AND ASPHALT BLOCKS ON A CONCRETE FOUNDATION AND GRANITE BLOCKS ON A SAND FOUNDATION IN 3D AVE. FROM EAST 188TH ST. TO FORDHAM RD.; PARK AVE. EAST, FROM E. 188TH ST. TO 3D AVE.; PARK AVE. WEST, FROM E. 188TH ST. TO FORDHAM RD.; E. 189TH ST., FROM WASHINGTON AVE. TO WEBSTER AVE.; FORDHAM RD., FROM PARK AVE. WEST TO WEBSTER AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer' estimate of the work is as follows:

1,600 cubic yards of excavation of all kinds.
25,000 cubic yards of filling.
1,400 linear feet of new bluestone curb.
2,600 linear feet of old bluestone curb.
4,800 square feet of new bluestone flagging.
4,800 square feet of old flagging.
5,900 square feet of concrete sidewalk (including maintenance for 1 year).
400 square feet of old bridgestone.
2,400 cubic yards of dry rubble masonry.
1,500 cubic yards of Class B concrete.
25 cubic yards of brick masonry.
6 receiving basins, Type B.
2 inlets.
300 linear feet of vitrified pipe drains, 12-inch diameter.
2,000 feet (B. M.) of timber.
2,500 linear feet of new guard rail.
890 square yards of old granite block pavement, relaid on a sand foundation with sand joints, outside of railroad area, and keeping the pavement in repair for one year from date of completion.
510 square yards of old granite block pavement, relaid on a sand foundation with sand joints, in railroad area.
5,100 square yards of sheet asphalt pavement (heavy traffic mixture) outside of railroad area, and keeping the pavement in repair for five years from date of completion.
1,130 square yards of sheet asphalt pavement (heavy traffic mixture), in railroad area.
1,130 square yards of old asphalt block pavement, relaid outside of railroad area, and keeping the pavement in repair for one year from date of completion.
730 square yards of old asphalt block pavement relaid in railroad area.
1,100 linear feet of parging.

The old granite block pavement to be relaid within and between the railroad tracks (about 390 square yards) and the parging may be omitted from this contract at the option of the City.

The time allowed for the full completion of the work herein described will be 225 consecutive working days.

The amount of security required for the proper performance of the contract will be Twenty-three Thousand Dollars ($23,000).

The bidder will state the price of each item or article contained in the specification or schedules herein contained or hereto annexed, per linear foot, square foot, square yard, cubic yard, or other unit of measure by which the bids will be tested. The bids will be compared and each contract awarded at a lump or aggregate sum for the contract.

Each bid must be accompanied by a deposit in cash or certified check of 5 per cent. of the amount of the bond required as security for the proper performance of the contract bid for.

Blank forms of bids, upon which bids must be made, can be obtained upon application therefor; the plans and specifications may be seen and other information obtained at said office.

d14,27 DOUGLAS MATHEWSON, President.

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

Auction Sale.

NOTICE OF SALE AT PUBLIC AUCTION, under the direction of Douglas Mathewson, President, Borough of The Bronx, on

WEDNESDAY, DECEMBER 26, 1917,

at 11 a. m., at the stable of the Bureau of Sewers and Highways, Maintenance, 181st st. and Webster ave.

Lot No. 1—Contents of fish store: 1 fish counter, 1 chopping block, 2 pieces of hook rack.

Lot No. 2—Household furniture: 1 bedstead, 5 mattresses, 1 folding bed, 6 chairs, 2 tables, 1 washstand, 2 looking glasses, 1 saw, 2 washboards, 2 cuspidors, cooking utensils.

Lot No. 3—Household furniture: 1 bureau and mirror, 1 iron bed, 1 bed spring, 1 mattress, 2 cribs, 1 small table, 1 satchel, 6 chairs, 1 bread box, 1 gas stove, kitchen utensils.

Lot No. 4—Household furniture: 2 chairs, 1 couch, 2 desks, 1 typewriter, 1 small cylinder stove, 4 lengths stovepipe.

Lot No. 5—Household furniture: 1 wooden bedstead, 1 mattress, 1 bureau, 1 bed spring, 1 small kitchen table.

Lot No. 6—Contents of butcher shop: 2 butcher blocks, 1 icebox counter, 13 feet long, 1 lot fixtures.

Lot No. 7—Saloon fixtures: Broken back bar fixtures, 1 bar counter.

Lot No. 8—3 bootblack stands, 3 chairs.

Lot No. 9—1 push cart.

Lot No. 10—Contents of grocery store and furniture: 1 grocer's icebox, 2 counters, 2 coffee mills, 1 stove, small quantity of stock in open boxes.

Lot No. 11—Household furniture: 1 dresser, 1 cabinet chest, 7 chairs, 1 kitchen table, 2 iron beds, 2 bed springs, 3 mattresses, 1 brass bed, 1 rocker, 1 hat rack, 1 crib, 1 sideboard, 1 rug, 1 centre table, 1 ironing board and 1 small table, 1 washboard, 4 pictures, 1 hair broom, 1 basket rags, 1 lot kitchen utensils.

Lot No. 12—Grocery store fixtures: 4 hanging lamps, 1 sectional icebox, 1 cash desk, 1 trunk.

Lot No. 13—Saloon fixtures: 1 back bar (broken), 1 back bar mirror (broken), 1 small mirror.

Lot No. 14—1 lot scrap iron (about 7 tons, more or less).

Lot No. 15—1,352 lbs. old rubber tires.

Lot No. 16—197 lbs. inner tubes.

Lot No. 17—170 lbs. solid rubber.

Lot No. 18—1 Locomobile (Commercial, 30 H. P., 1909).

Lot No. 19—1 pile of old rubber boots (235 lbs., more or less).

Lot No. 20—1 pile of cast iron scrap (about 5 tons).

Lot No. 21—1 pile old rubber hose.

Lot No. 22—Fence rail (36 feet), iron posts (5), stoop rails, 5 ft. by 16 feet (2 pieces), taken from No. 1093 Washington ave.

Lot No. 23—Railing, iron pipe (16 feet), taken from No. 1154 Washington ave.

Lot No. 24—Railing, iron (17 feet), iron posts (2), taken from No. 1244 Washington ave

Lot No. 25—Railing, iron (19 feet), stoop rail (9 feet), brass top (9 feet), taken from No. 1685 Washington ave.

Lot No. 26—Railing, iron (7 feet), iron posts (2), taken from No. 1924 Washington ave.

Lot No. 27—Railing, iron (22 feet), iron posts (2), taken from N. E. Cor. Tremont and Washington aves.

Lot No. 28—Railing, pipe (6 feet), taken from No. 1929 Washington ave.

Lot No. 29—Railing, iron (58 feet), iron posts (6), taken from No. 2183 Washington ave.

Lot No. 30—Fence, iron (25 feet), taken from No. 2330 Washington ave.

Lot No. 31—Railing, iron (22 feet), hand rails, brass, 5 feet (2), iron posts (4), taken from No. 1687 Washington ave.

Lot No. 32—Fence, iron (48 feet), taken from No. 1699 Washington ave.

Lot No. 33—Fence, iron (20 feet), taken from No. 1703 Washington ave.

Lot No. 34—1 old coupe.

Lot No. 35—1 iron boiler.

TERMS OF SALE.

All property shall be sold "as is." Cash payments or bankable funds at the time and place of sale, and the removal of the materials within 48 hours from the date of sale. If the purchaser or purchasers do not comply with the above conditions of removal they shall forfeit his or their purchase money and the ownership of the articles purchased, which will thereafter be resold for the benefit of the City.

The City will not be liable for any loss or damage to property sold between the time of sale and time of removal.

And the President of the Borough of The Bronx reserves the right on the day of sale to withdraw from the sale any of the articles and materials or reject all bids.

DOUGLAS MATHEWSON, President.

d13,26

DEPARTMENT OF STREET CLEANING.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Commissioner of Street Cleaning at Room 1244, Municipal Building, Manhattan, until 12 Noon, on

MONDAY, DECEMBER 17, 1917,

FOR (NO. 1) FURNISHING FORAGE; (NO. 2) FOR DELIVERING FORAGE AT THE 26 STABLES OF THE DEPARTMENT OF STREET CLEANING IN THE BOROUGHS OF MANHATTAN, THE BRONX AND BROOKLYN.

The time for the completion of the contract will be on or before Feb. 28, 1918.

The amount of the security required for the faithful performance of the contract will be thirty per cent. of the contract price.

The amount of the deposit to be made with the bid shall be not less than one and one-half per cent .of the total amount of the bid.

Bids must be submitted in duplicate in sealed envelopes.

The bidder willstate the price of each item for which he desires to bid, and awards, if made, will be made to the lowest bidder on each item, in either class.

The City reserves the right to accept the bid for furnishing Forage and to reject the bids for carting, or to accept both bids; but it does not reserve he right to accept the bid for carting alone, or to award a contract for carting alone.

The bidder shall state separately in his bid, as follows:

(1) Under the heading "Forage, Unit Price," the sale price or prices per 100 lbs. for furnishing each kind of forage in suitable bags or bales, at the "Contractor's Delivery Point" as elsewhere designated in the sheets.

(2) Under the heading "Carting, Unit Price" the bidder shall state the price or prices per 100 lbs. for delivering each kind of forage from the "Contractor's Delivery Points," as indicated in the bid sheets, to the "Department Receiving Points."

(3) On the sheet headed "Schedule of Contractor's Delivery Points," the location of the place or places from which he will deliver forage to vehicles furnished by the Department. The points shall be designated in the column provided for the purpose on the "Schedule of Quantity and Prices" by means of "letters" corresponding with those which appear opposite the described locations, as shown on the "Schedule of Contractor's Delivery Points," from which it is intended that the item of forage is to be delivered.

Bidders desiring to furnish either or all of the various items of forage required for the Boroughs of Manhattan, The Bronx and Brooklyn, but not to deliver the same, may submit their bids on the sheet entitled "Schedule of Quantity and Prices, Class B."

Bids may be submitted on the form for furnishing the various items of forage in the quantities required for each of the said Boroughs.

The attention of bidders is directed to the contents of the "Special Instructions and Additional Instructions" attached to the proposal for bids.

Should the bidder make use of the schedules specified under Class A or B, extensions must be made and total prices stated for furnishing each item (in case the price the bidder desires to deliver the forage), and the total price for forage and carting combined.

Deliveries will be required to be made at the time and in the manner and in such quantities as may be directed by the Commissioner.

Blank forms of bid and proposals may be obtained at the Main Office of the Department of Street Cleaning, Room 1244, Municipal Building, Manhattan.

A deposit of One Dollar ($1) will be required for each set of bid forms, to be returned in case the bids are submitted or the forms returned in good condition.

Dated, Dec. 3, 1917.

d5,17 J. T. FETHERSTON, Commissioner.

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

PUBLIC SERVICE COMMISSION.

Invitation to Contractors.

For the Station Finish Work for Parts of the Broadway-Fourth Avenue and Seventh Avenue-Lexington Avenue Rapid Transit Railroads.

SEALED BIDS OR PROPOSALS FOR THE construction of station finish for four (4) stations on parts of the Broadway-Fourth Avenue and Seventh Avenue-Lexington Avenue Rapid Transit Railroads, in the Boroughs of Manhattan and Brooklyn, will be received by the Public Service Commission for the First District (hereinafter called the "Commission") on behalf of The City of New York at the office of the Commission at No. 120 Broadway, Borough of Manhattan, New York City, until the 26th day of December, 1917, at eleven thirty (11.30) o'clock a. m., at which time and place or at a later date to be fixed by the Commission, the proposals will be publicly opened.

Said parts of the railroads extend under Trinity pl., private property, Whitehall st., East River, Montague and Fulton sts., from Morris st. to Willoughby st., and also under Old Slip, East River, Clark Street and Fulton Street from Pearl Street to Borough Hall, in the Boroughs of Manhattan and Brooklyn.

The work to be done will also include other finish work along the line of the Railroads.

The Contractor must complete all work within six (6) months from the delivery of the contract, except as otherwise provided in the form of contract.

A fuller description of the work and other requirements, provisions and specifications are

given in the Information for Contractors and in the forms of contract ,bond and Contractor's Proposal and in the contract drawings, which are to be deemed a part of this invitation, and copies of which may be inspected and purchased at said office of the Commission.

The receipt of bids will be subject to the requirements specified in said Information for Contractors.

New York, Nov. 28, 1917.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT, by OSCAR S. STRAUS, Chairman.

JAMES B. WALKER, Secretary. d4,26

BOROUGH OF BROOKLYN.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the President of the Borough of Brooklyn, at Room No. 2, Borough Hall, Brooklyn, until 11 a. m., on

WEDNESDAY, DECEMBER 19, 1917.

NO. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWERS IN AVENUE M FROM WEST ST. TO OCEAN PARKWAY, IN E. 3RD ST. FROM AVENUE M NORTHERLY 320 FEET, IN E. 4TH ST. FROM AVENUE M NORTHERLY 320 FEET, IN E. 5TH ST. FROM AVENUE M NORTHERLY 480 FEET, IN OCEAN PARKWAY, WEST SIDE, FROM AVENUE M NORTHERLY 300 FEET, AND OUTLET SEWERS CROSSING WEST ST. FROM AVE. M TO 23RD AVE., IN 23RD AVE. FROM WEST ST. TO 60TH ST., AND IN 60TH ST. FROM 23RD AVE. TO BAY PARKWAY.

The Engineer's preliminary estimate of the quantities is as follows:

1,492 linear feet of 48-inch sewer, laid complete, including all incidentals and appurtenances; per linear foot, $9.25	$13,801 00
560 linear feet of 42-inch sewer, laid complete, including all incidentals and appurtenances; per linear foot, $7.75.	4,340 00
260 linear feet of 36-inch sewer, laid complete, including all incidentals and appurtenances; per linear foot, $7.35.	1,911 00
260 linear feet of 30-inch sewer, laid complete, including all incidentals and appurtenances; per linear foot, $6.60.	1,716 00
1,907 linear feet of 18-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, $4.80	9,153 60
491 linear feet of 6-inch house connection drain, laid complete, including all incidentals and appurtenances; per linear foot, $1.40	687 40
33 manholes, complete, with iron heads and covers, including all incidentals and appurtenances; per manhole, $70	2,310 00
27 sewer basins complete, of either standard design, with iron pans or gratings, iron basin hoods and connecting culverts, including all incidentals and appurtenances; per basin, $170	4,590 00
19,000 feet, board measure, of foundation planking, laid in place, complete, including all incidentals and appurtenances; per thousand feet, board measure, $50	950 00
15,000 feet, board measure, of sheeting and bracing, laid in place complete, including all incidentals and appurtenances; per thousand feet, board measure, $25	375 00
10 cubic yards of concrete, Class "B," laid in place complete, including extra excavation and all incidentals and appurtenances; per cubic yard, $9.....	90 00
Total	$39,924 00

The time allowed for the completion of the work and full performance of the contract will be one hundred and forty (140) consecutive working days.

The amount of security required will be Twenty Thousand Dollars ($20,000).

NO. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER IN 59TH ST. FROM 20TH AVE. TO 21ST AVE., AND AN OUTLET SEWER IN 21ST AVE. FROM 59TH ST. TO 60TH ST.

The Engineer's preliminary estimate of the quantities is as follows:

260 linear feet of 36-inch sewer, laid complete, including all incidentals and appurtenances; per linear foot, $7.50	$1,950 00
42 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, $3.35	140 70
605 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, $3	1,815 00
114 linear feet of 6-inch house connection drain, laid complete, including all incidentals and appurtenances; per linear foot, $1.40	159.60
8 manholes, complete, with iron heads and covers, including all incidentals and appurtenances; per manhole, $70	560 00
2 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin hoods and connecting culverts, including all incidentals and appurtenances; per basin, $175..	350 00
1,400 feet, board measure, of foundation planking, laid in place, complete, including all incidentals and appurtenances; per thousand feet, board measure, $50	70 00
Total	$5,045 30

The time allowed for the completion of the work and full performance of the contract will be forty-five (45) consecutive working days.

The amount of security required will be Twenty-five Hundred Dollars ($2,500).

The foregoing Engineer's preliminary estimates of the total cost for the completed work is to be taken as the 100 per cent. basis and test for bidding. Bids shall each state a single percentage of such 100 per cent. (such as 95 per cent., 100 per cent. or 105 per cent.) for which all materials and work called for in the proposed contract and notices to bidders are to be furnished to the City. Such percentages as bid for each contract shall apply to all unit items specified in the Engineer's preliminary estimate to an amount necessary to complete the work described in the contract.

Each bid must be accompanied by a deposit of 5% of the amount of security required.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Sewers, 215 Montague st., Brooklyn.

d7,19 L. H. POUNDS, President.

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

SEALED BIDS WILL BE RECEIVED BY the President of the Borough of Brooklyn, at Room 2, Borough Hall, Brooklyn, until 11 a. m., on

TUESDAY, DECEMBER 18, 1917.

NO. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR LIGHTING FIXTURES FOR THE RECONSTRUCTION AND IMPROVEMENT OF THE KINGS COUNTY COURT HOUSE, AT FULTON AND LIVINGSTON STS., BOROUGH OF BROOKLYN.

The time allowed for the completion of the work and full performance of the contract is on or before March 1, 1918.

The amount of security required for the faithful performance of the contract will be Ten Thousand Dollars ($10,000).

Each bid must be accompanied by a deposit of the sum of $500 in cash or certified check payable to the order of the Comptroller of The City of New York.

NO. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE FURNITURE AND FITTINGS FOR THE RECONSTRUCTION AND IMPROVEMENT OF THE KINGS COUNTY COURT HOUSE, AT FULTON AND LIVINGSTON STS., BOROUGH OF BROOKLYN.

The time allowed for the completion of the work and full performance of the contract is on or before April 15, 1918.

The amount of security required for the faithful performance of the contract will be Twenty-five Thousand Dollars ($25,000).

Each bid must be accompanied by a deposit of $1,250 in cash or certified check payable to the order of the Comptroller of The City of New York.

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

Blank forms may be obtained and plans and drawings may be seen at the Bureau of Public Buildings and Offices, Room 1003, No. 50 Court st., Brooklyn. L. H. POUNDS, President.

Dated, Nov. 23, 1917. d7,18

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

DEPARTMENT OF EDUCATION.

Proposals.

SEALED BIDS WILL BE RECEIVED BY the Superintendent of School Supplies, at the office of the Department of Education, Park ave. and 59th st., Manhattan, until 11 a. m., on

THURSDAY, DECEMBER 27, 1917.

FOR FURNISHING AND DELIVERING SPECIAL AND GENERAL SUPPLIES FOR THE DAY AND EVENING HIGH AND ELEMENTARY SCHOOLS OF THE CITY OF NEW YORK.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before Dec. 31, 1918.

The amount of the security required for the faithful performance of the contract is thirty per cent. (30%) of the amount of the contract.

No bid will be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. (1½%) of the total amount of the bid.

The bidder will state the price of each item or classes of items contained in the specifications or schedules, by which the bids will be tested.

Award, if made, will be made to the lowest bidder on each item or classes of items whose sample is equal to the Board sample submitted for inspection or referred to by catalogue number.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Bids must be submitted in duplicate, each in a separate envelope.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Board of Education, Park ave. and 59th st., Manhattan.

PATRICK JONES, Superintendent of School Supplies.

Dated, Dec. 14, 1917. d14,27

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

SEALED BIDS WILL BE RECEIVED BY the Superintendent of School Buildings at the office of the Department of Education, Park ave. and 59th st., Manhattan, until 11 a. m., on

WEDNESDAY, DECEMBER 26, 1917, Borough of Queens.

FOR ITEM 1, GENERAL CONSTRUCTION OF ADDITIONS TO AND ALTERATIONS IN BRYANT HIGH SCHOOL, ON THE NORTHERLY SIDE OF WILBUR AVE., BETWEEN ACADEMY AND RADDE STS., BOROUGH OF QUEENS.

The time allowed to complete the whole work will be three hundred (300) consecutive working days, as provided in the contract.

The amount of security required is Two Hundred Thousand Dollars ($200,000).

The deposit accompanying bid shall be five per cent. of the amount of security.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, 9th floor, Hall of the Board of Education, Park ave. and 59th st., Manhattan, and also at Branch Office, 69 Broadway, Flushing, Queens.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated, Dec. 13, 1917. d13,26

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

SEALED BIDS WILL BE RECEIVED BY the Superintendent of School Supplies, at the office of the Department of Education, Park ave. and 59th st., Manhattan, until 11 a. m., on

WEDNESDAY, DECEMBER 26, 1917.

FOR FURNISHING AND DELIVERING GASOLENE FOR MOTOR VEHICLES, BOROUGHS OF MANHATTAN, BROOKLYN AND QUEENS DURING THE MONTHS OF JANUARY, FEBRUARY, MARCH, APRIL, MAY AND JUNE, 1918.

The time for the delivering of the articles, materials and supplies and the performance of the contract is by or before June 30, 1918.

The amount of security required for the faithful performance of the contract is thirty per cent. (30%) of the amount of the contract awarded.

No bid will be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. (1½%) of the total amount of the bid.

The bidder will state the price of each item or article contained in the specifications or schedules, per gallon, by which the bids will be tested.

Contract, if awarded, will be awarded to the lowest bidder on each item.

Bids must be submitted in duplicate, each in a separate envelope.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Park ave. and 59th st., Manhattan.

PATRICK JONES, Superintendent of School Supplies.

Dated, Dec. 13, 1917. d13,26

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

SEALED BIDS WILL BE RECEIVED BY the Superintendent of School Buildings at the office of the Department of Education, Park ave. and 59th st., Manhattan, until 11 a. m., on

FRIDAY, DECEMBER 21, 1917, Borough of Richmond.

FOR FURNISHING AND INSTALLING A MOTION PICTURE BOOTH (FIRE PROTECTION WORK) IN PUBLIC SCHOOL 1 (NEW BUILDING), SUMMITT STREET, TOTTENVILLE, BOROUGH OF RICHMOND.

The time allowed to complete the whole work will be sixty (60) consecutive working days, as provided in the contract.

The amount of security required is Six Hundred Dollars ($600).

The deposit accompanying bid shall be five per cent. of the amount of security.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, 9th floor, Hall of the Board of Education, Park ave. and 59th st., Manhattan, and also Branch Office, Borough Hall, New Brighton, Richmond.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated, Dec. 10, 1917. d10,21

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

SEALED BIDS WILL BE RECEIVED BY the Superintendent of School Buildings at the office of the Department of Education, Park ave. and 59th st., Manhattan, until 11 a. m., on

FRIDAY, DECEMBER 21, 1917, Borough of Manhattan.

FOR LUNCH ROOM AND KITCHEN EQUIPMENT, ALSO LAUNDRY EQUIPMENT, IN THE MANHATTAN TRADE SCHOOL FOR GIRLS, ON THE NORTHWESTERLY CORNER OF LEXINGTON AVE. AND E. 22ND ST., BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be one hundred (100) consecutive working days, as provided in the contract.

The amount of security required is Four Thousand Dollars ($4,000).

The deposit accompanying bid shall be five per cent. of the amount of security.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, 9th floor, Hall of the Board of Education, Park ave. and 59th st., Manhattan.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated, Dec. 10, 1917. d10,21

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

SEALED BIDS WILL BE RECEIVED BY the Superintendent of School Buildings at the office of the Department of Education, Park ave. and 59th st., Manhattan, until 11 a. m., on

FRIDAY, DECEMBER 21, 1917, Borough of Manhattan.

FOR CONSTRUCTION, EQUIPMENTS AND SUPPLIES FOR SHOPS IN MURRAY HILL VOCATIONAL SCHOOL, 37TH ST. AND 2ND AVE., BOROUGH OF MANHATTAN.

For each Item, except Item 5, the time allowed to complete the whole work will be thirty (30) consecutive working days, and for Item 5 the time allowed to complete the whole work will be one hundred and sixty (160) consecutive working days, as provided in the contract.

The amount of security required for each item (in case contract is made) is as follows:

Item 1—Sheet-metal Shop Equipment, Three Hundred Dollars ($300).

Item 2—Supplies for Sheet-metal Shop, Two Hundred Dollars ($200).

Item 3—Equipment and Supplies for Plumbing, Two Hundred Dollars ($200).

Item 4—Equipment and Supplies for Experimental Laboratory, Three Hundred Dollars ($300).

Item 5—Machine Tools, etc., for Instrument Making Shop, Three Thousand Dollars ($3,000).

Item 6—Automobile Chasses, Seven Hundred Dollars ($700).

Item 7—Manual Training Benches, One Hundred Dollars ($100).

Item 8—Construction of Shops, etc., Three Hundred Dollars ($300).

A separate bid must be submitted for all the materials and labor listed under respective Item, and separate awards will be made to the lowest bidder on each Item.

The deposit accompanying the bid on each Item shall be five per cent. of the amount of security.

Blank forms and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, 9th floor, Hall of the Board of Education, Park ave. and 59th st., Manhattan.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated, Dec. 10, 1917. d10,21

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

SEALED BIDS WILL BE RECEIVED BY the Superintendent of School Supplies, at the office of the Department of Education, Park ave. and 59th st., Manhattan, until 11 a. m., on

THURSDAY, DECEMBER 20, 1917,

FOR FURNISHING AND OPERATING STAGES OR OTHER CONVEYANCES TO CONVEY PUPILS TO AND FROM THE SCHOOLS OF THE CITY OF NEW YORK, IN THE BOROUGHS OF MANHATTAN, THE BRONX, BROOKLYN, QUEENS AND RICHMOND.

The time for the performance of the contract is prior to Dec. 31, 1918.

The amount of security required for the faithful performance of the contract is thirty per cent. (30%) of the amount of the contract.

No bid will be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than one and one-half per cent. (1½%) of the total amount of the bid.

The bidder may quote on conveyance other than by stage. If by horse-drawn stage, the price per horse-drawn stage per day must be quoted. If by motor stage the price per motor stage per day must be quoted. If by trolley or other conveyance, the price per pupil per day and the manner in which it is intended to convey the pupils must be stated. If it is intended to convey by special car over a particular route, the price per special car per day over a particular route must be stated, and such other information must be furnished as will enable the Committee on Supplies to reach a proper determination.

In the event of a school or schools being closed the contract shall be terminated as to that school or schools.

Contract, if awarded, will be awarded to the lowest bidder.

The Board of Education reserves the right to award the contract as a whole for the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond, or to award it separately for the Boroughs of Manhattan, The Bronx, Brooklyn, Queens or Richmond, or item by item if deemed for the best interest of the City.

The Board of Education reserves the right to reject all bids on each item or all items, if deemed to be for the best interest of the City.

Bids must be submitted in duplicate, each in a separate envelope.

Blank forms and furthter information may be obtained at the office of the Superintendent of School Supplies, Board of Education, Manhattan, Park ave. and 59th st.

Dated, Dec. 10, 1917.

PATRICK JONES, Superintendent of School Supplies. d10,20

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

SEALED BIDS WILL BE RECEIVED BY the Superintendent of School Supplies, at the office of the Department of Education, Park ave. and 59th st., Manhattan, until 11 a. m., on

FRIDAY, DECEMBER 14, 1917,

FOR PACKING, CARRYING, LOADING, CARTING, DELIVERING, TRANSFERRING, RETRANSFERRING, RETURNING, ETC., SCHOOL SUPPLIES TO THE SCHOOLS, PLAYGROUNDS, RECREATION CENTRES, DEPOSITORIES, ETC., OF THE CITY OF NEW YORK, IN THE BOROUGHS OF MANHATTAN, THE BRONX, BROOKLYN, QUEENS AND RICHMOND, FOR THE YEAR ENDING DEC. 31, 1918.

The estimated value of the supplies to be packed, delivered, etc., under Item No. 1 or Item No. 7, is $1,600,000.

Supplies are to be delivered in baskets and packages to all schools in the City of New York, located in the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond, at the time and in the manner and in such quantities as may be required.

All supplies must be delivered to the various floors and rooms of the various school buildings, must be unpacked and assorted so that Principal and representatives may check same intelligently and itemized receipt presented the day of delivery, if possible, but not later than 9 a. m. on the day following.

Contractor will be required, when supplies are to be transferred from one school to another, to pack supplies in said school, transfer same and unpack them at the schools or schools where they are delivered.

The time for the completion and performance of the contract is from Jan. 1, 1918, to Dec. 31, 1918, inclusive.

The amount of security required for the faithful performance of the contract is: For Items No. 1 or No. 7, $15,000; for extra trucks or auto trucks under the other items, $250 for each item.

No bid will be considered unless it is accompanied by a deposit. Such deposit shall be in an amount not less than five per cent. (5%) of the total amount of the security required.

The bidder will write out the amount of his bid, in addition to inserting the same in figures.

Award of contract, if made, will be made to the lowest bidder on each item, who proves to the satisfaction of the Committee on Supplies that he can do the work.

Bids must be submitted in duplicate, each in a separate envelope.

Blank forms and further information may be obtained in the office of the Superintendent of School Supplies, Board of Education, Park ave. and 59th st., Manhattan.

PATRICK JONES, Superintendent of School Supplies.

Dated, Dec. 3, 1917. d3,14

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

COLLEGE OF THE CITY OF NEW YORK.

Proposals.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Trustees or the Curator of the College of The City of New York at Room 114, Main Building, 139th st. and Convent ave., Manhattan, until 2 p. m., on

MONDAY, DECEMBER 17, 1917.

FOR PRINTING.

The time for the performance of the contract is forty-five (45) consecutive calendar days, except where noted in the specification, after the endorsement of the certificate of the Comptroller upon the executed contract.

The amount of security shall be thirty per cent. (30%) of the amount of the contract, except as otherwise provided in the specifications. Bids will be received on any or all classes, divisions and items. The bids will be compared and the awards made, if made, by classes, divisions and items.

Each bid must be accompanied by a deposit of not less than 1½ per cent. of the amount of the bid made.

A copy of the contract and specifications, bid sheet and envelope in which to inclose the bid may be obtained upon application therefor at the office of the Curator of the College, Room 114, Main Building, The College of The City of New York, 139th st. and Convent ave., Manhattan

A duplicate copy of the bid must be submitted at the same time for the Finance Department.

GEORGE McANENY, Chairman of the Board of Trustees; JAMES W. HYDE, Secretary of the Board of Trustees; BERNARD M. BARUCH, FREDERICK P. BELLAMY, LEE KOHNS, CHARLES E. LYDECKER, WILLIAM F. McCOMBS, MOSES J. STROOCK, CHARLES H. TUTTLE, WILLIAM G. WILLCOX, Board of Trustees.

R. V. DAVIS, Curator.

Dated, Dec. 6th, 1917. d6,17

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

SUPREME COURT—FIRST DEPARTMENT.

Hearing on Qualification.

In the Matter of the Application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee to the real property required for the opening and extending of SICKLES STREET, between Sherman avenue and Nagle avenue, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, First Judicial District, dated December 5, 1917, and duly entered and filed in the office of the Clerk of the County of New York on December 6, 1917, George E. Weller, Joseph S. Buhler and Charles D. Donahue were appointed Commissioners of Estimate in the above entitled proceeding, and that in and by the said order George E. Weller was appointed the Commissioner of Assessment.

NOTICE IS HEREBY FURTHER GIVEN that, pursuant to the statutes in such cases made and provided, the said George E. Weller, Joseph S. Buhler and Charles D. Donohue will attend at a Special Term, Part II, of the Supreme Court of the State of New York, First Judicial District, held in and for the County of New York, at the County Court House, in the Borough of Manhattan, in the City of New York, on the 24th day of December, 1917, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any other person having any interest in the said proceeding, as to their qualifications to act as such commissioners.

Dated, December 12, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, City of New York. d12,22

Notice to File Claims.

In the Matter of the Application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the real property

required for the opening of SCRIBNER AVENUE, from Balcom avenue to Eastern Boulevard, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, First Judicial District, dated December 4, 1917, and duly entered and filed in the office of the Clerk of the County of Bronx on December 4, 1917, the application of The City of New York to have the compensation which should justly be made to the respective owners of the real property proposed to be taken in the above entitled proceeding ascertained and determined by the Supreme Court without a jury, and the cost of such improvement assessed by the Court in accordance with the resolution of the Board of Estimate and Apportionment adopted on the 5th day of January, 1917, was granted.

NOTICE IS HEREBY FURTHER GIVEN that, pursuant to Section 1000 of the Greater New York Charter, as amended by Chapter 606 of the Laws of 1915, the map or survey of the land to be acquired in this proceeding has been duly filed in the office of the Clerk of the County of Bronx, and each and every party and person interested in the real property to be taken for the opening and extending of Scribner avenue, from Balcom avenue to Eastern Boulevard, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, having any claim or demand on account thereof, is hereby required to file his claim, duly verified, describing the real property which the claimant owns, or in which he is interested, and his post office address, with the Clerk of the County of Bronx, on or before the 21st day of December, 1917, and to serve on the Corporation Counsel of The City of New York, at his office, Room 1557, 15th floor, Municipal Building, Borough of Manhattan, City of New York, on or before the 21st day of December, 1917, a copy of such verified claim.

Dated, New York, December 10, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, City of New York. d10,20

In the Matter of the Application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the real property required for the opening and extending of EAST 243RD STREET, from White Plains road to Barnes avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, First Judicial District, dated December 4, 1917, and duly entered and filed in the office of the Clerk of the County of Bronx on December 4, 1917, the application of The City of New York to have the compensation which should justly be made to the respective owners of the real property proposed to be taken in the above entitled proceeding ascertained and determined by the Supreme Court without a jury, and the cost of such improvement assessed by the Court in accordance with the resolution of the Board of Estimate and Apportionment adopted on the 2nd day of February, 1917, was granted.

NOTICE IS HEREBY FURTHER GIVEN that, pursuant to Section 1000 of the Greater New York Charter, as amended by Chapter 606 of the Laws of 1915, the map or survey of the land to be acquired in this proceeding has been duly filed in the office of the Clerk of the County of Bronx, and each and every party and person interested in the real property to be taken for the opening and extending of East 243rd street, from White Plains road to Barnes avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, having any claim or demand on account thereof, is hereby required to file his claim duly verified, describing the real property which the claimant owns, or in which he is interested, and his post office address, with the Clerk of the County of Bronx, on or before the 21st day of December, 1917, and to serve on the Corporation Counsel of The City of New York, at his office, Room 1557, 15th floor, Municipal Building, Borough of Manhattan, City of New York, on or before the 21st day of December, 1917, a copy of such verified claim.

Dated, New York, December 10, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, City of New York. d10,20

Filing Bills of Costs.

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 RIVERDALE AVENUE, from its junction with Spuyten Duyvil road at a point near West 231st street to the northerly boundary line of the City of New York, in the 24th Ward, Borough of The Bronx, The City of New York.

NOTICE IS HEREBY GIVEN THAT A BILL of costs, charges and expenses incurred by reason of the above-entitled proceeding will be presented to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof for the hearing of motions, to be held at the County Court House in the Borough of The Bronx, in The City of New York, on the 27th day of December, 1917, at 10 o'clock in the forenoon of that day, or as soon thereafter as Counsel can be heard thereon for taxation, in accordance with the Certificate of the Corporation Counsel, and that the said bill of costs, charges and expenses with the Certificate of the Corporation Counsel thereto attached has been deposited in the Office of the Clerk of the County of Bronx, there to remain for and during the space of ten days, as required by law.

Dated, New York, December 14, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, New York City. d14,26

In the Matter of the Application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee to the lands, tenements and hereditaments required for the opening and extending of KINSELLA STREET, between Matthews (Rose) avenue and Bear Swamp road, and of VAN NEST (COLUMBUS) AVENUE, between West Farms road and Bear Swamp road, in the 24th Ward, Borough of The Bronx, City of New York, as amended by an order of the Supreme Court, First Department, dated October 25, 1915, and entered in the office of the Clerk of the County of Bronx October 27, 1915, so as to conform to the map or plan adopted by the Board of Estimate and Apportionment February 19, 1915, and approved by the Mayor February 27, 1915, decreasing the width of Kinsella street to 50 feet, with the intention of making its lines coincide with those which have been recognized by the property owners; the proceeding as now amended providing for the acquisition of title to Kinsella street, between Matthews (Rose) avenue and Bear Swamp road, and Van Nest (Columbus) avenue, between West Farms road and Bear Swamp road, as the said streets are now laid out upon the map or plan of The 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, for the hearing of motions, to be held at the County Court House in the Borough of Manhattan, in The City of New York, on the 19th day of December, 1917, 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 supplemental and additional 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 law.

Dated, New York, December 6, 1917.

MAX BENDIT, JOHN L. GOLDWATER, JOHN J. MACKIN, Commissioners of Estimate; MAX BENDIT, Commissioner of Assessment.

JOEL J. SQUIER, Clerk. d6,17

Application for Appointment of Commissioners.

In the Matter of the Application of the Corporation Counsel of The City of New York for the appointment of Commissioners of Estimate and Assessment to ascertain and determine the compensation which should justly be made to Emily C. Martens and Frederick F. Martens by reason of the closing and discontinuance of REID'S MILL LANE, in the Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN, PURSUANT to Chapter 1006 of the Laws of 1895, that it is the intention of the Corporation Counsel of The City of New York, in behalf of The City of New York, to make application to the Supreme Court of the State of New York, First Judicial District, at a Special Term, Part III thereof, to be held in and for the County of New York, at the County Court House in the Borough of Manhattan, in the City of New York, on the 17th day of December, 1917, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of three discreet and disinterested persons as Commissioners of Estimate and Assessment to ascertain and determine the compensation to be justly made to Emily C. Martens and Frederick F. Martens, for the closing and discontinuance of portions of Reid's Mill Lane, situated in Blocks 5273, 5269 and 5266, in the Borough of The Bronx, City of New York; being the following described lots, pieces or parcels of lands, viz.:

Parcel "A."

Beginning at a point in the southern line of Boston road, distant 124.75 feet easterly from the intersection of said line and the northeastern line of Steenwick avenue; thence easterly along said southern line of Boston road 70.56 feet; thence southwesterly, forming an angle of 63° 21′ 40″ to the west from the prolongation of the radius of the preceding course drawn through its eastern extremity 84.30 feet; thence southerly, deflecting 35° 21′ 18″ to the left 120.61 feet; thence still southerly, deflecting 1° 05′ 10″ to the right 98.23 feet; thence still southerly, deflecting 5° 16′ 00″ to the right 45.98 feet to said northeastern line of Steenwick avenue; thence northwesterly along said northeastern line of Steenwick avenue 62.87 feet; thence northerly, deflecting 35° 27′ 42″ to the right 15.75 feet; thence still northerly, deflecting 4° 45′ 13″ to the left 23.90 feet; thence still northerly, deflecting 5° 24′ 10″ to the left 27.04 feet; thence still northerly, deflecting 1° 45′ 35″ to the left 120.99 feet; thence still northerly, deflecting 10° 53′ 20″ to the right 25.0 feet; thence northeasterly 37.30 feet to the point of beginning.

Parcel "B."

Beginning at a point in the northwestern line of Hollers avenue, distant 9.93 feet westerly from the intersection of said line and the southwestern line of Steenwick avenue; thence southwesterly along said northwestern line of Hollers avenue 45.14 feet; thence northerly, deflecting 119° 58′ 59″ to the right 14.76 feet; thence still northerly, deflecting 8° 36′ 30″ to the left 39.0 feet; thence easterly, deflecting 102° 08′ 15″ to the right 5.50 feet; thence northerly, deflecting 97° 59′ 00″ to the left 67.05 feet to said southwestern line of Steenwick avenue; thence southeasterly along said southwestern line of Steenwick avenue 84.64 feet; thence southerly 24.07 feet to the point of beginning.

Parcel "C."

Beginning at a point in the southeastern line of Hollers avenue, distant 106.29 feet easterly from the intersection of said line and the northeastern line of Dyre avenue; thence northeasterly along said southeastern line of Hollers avenue 49.98 feet; thence southerly, deflecting 123° 22′ 34″ to the right 3.76 feet; thence southwesterly, deflecting 8° 29′ 15″ to the right 92.26 feet; thence still southwesterly, deflecting 4° 28′ 00″ to the right 88.79 feet; thence still southwesterly, deflecting 27° 29′ 10″ to the right 29.58 feet to said northeastern line of Dyre avenue; thence northwesterly along said northeastern line of Dyre avenue 40.56 feet; thence northeasterly, deflecting 64° 43′ 39″ to the right 29.96 feet; thence still northeasterly, deflecting 17° 37′ 25″ to the left 40.0 feet; thence still northeasterly 78.67 feet to the point of beginning.

The portions of Reid's Mill Lane above described are included in blocks shown on Section 43 of the Final Maps of the Borough of The Bronx, which map was filed in the office of the President of the Borough of The Bronx on May 2, 1911, in the office of the Register of the County of New York on April 29, 1911, as Map No. 1510, and in the office of the Counsel to the Corporation of the City of New York on April 29, 1911, in pigeonhole 159, and are situated in Blocks 5273, 5269 and 5266 of Section 17 of the Land Map of the City of New York.

Dated, New York, December 5, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, City of New York. d5,15

Application.

In the Matter of the Application of The City of New York, relative to amending its application heretofore made and entitled:

"In the Matter of the Application of the City of New York relative to acquiring title wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of WHITE PLAINS ROAD, from a point near Old Unionport road to a point near Thwaites place, and to the area between Bronx Park East and White Plains road, south of the northerly line of Bear Swamp road, which has not been heretofore legally acquired, in the Twenty-fourth Ward, Borough of The Bronx, City of New York."

—so as to empower the Commissioners of Estimate heretofore appointed therein to award compensation for damages caused by the closing and discontinuance of Bear Swamp road, in said Twenty-fourth Ward, Borough of The Bronx, City of New York, pursuant to Chapter 1006 of the Laws of 1895.

NOTICE IS HEREBY GIVEN THAT, PURsuant to Section 14 of Chapter 1006 of the Laws of 1895, the Corporation Counsel of The City of New York, in behalf of the City of New York, will make application to the Supreme Court of the State of New York, First Judicial District, at a Special Term, Part III thereof, to be held at the County Court House of the County of New York, in the Borough of Manhattan, City of New York, on the 17th day of December, 1917, at the opening of the Court on that day, or as soon thereafter as Counsel can be heard thereon, for an order empowering the Commissioners heretofore appointed in the above entitled proceeding to ascertain and determine the compensation, if any (in all cases where such compensation has not been heretofore ascertained and determined), which should justly be made and legally awarded pursuant to the said Chapter 1006 of the Laws of 1895, to all owners, parties and persons interested in the lands, tenements, hereditaments, premises, rights, easements, or interests taken, affected, damaged, extinguished or destroyed by and in consequence of the abandonment, discontinuance and closing of parts of Bear Swamp road, which premises are more particularly described as follows:

BEAR SWAMP ROAD.

Parcel "A."

Beginning at a point in the southern line of Brady avenue, distant 13.17 feet easterly from the intersection of said line and the eastern line of Bronx Park East; thence easterly along said southern line of Brady avenue 52.87 feet; thence southerly, deflecting 64° 29′ 00. to the right 35.71 feet; thence still southerly, deflecting 8° 57′ 10″ to the right 120.26 feet to the northeastern line of Bronxdale avenue; thence northwesterly along said northeastern line of Bronxdale avenue 81.16 feet; thence northerly, deflecting 35° 11′ 02″ to the right 15.90 feet; thence still northerly 89.01 feet to the point of beginning.

Parcel "B."

Beginning at a point in the eastern line of Bronx Park East, distant 330.98 feet northerly from the intersection of said line and the northern line of Brady avenue; thence northerly along said eastern line of Bronx Park East 168.93 feet; thence southeasterly, deflecting 150° 41′ 55″ to the right 64.03 feet; thence southerly, curving to the right on the arc of a circle of 220.82 feet radius tangent to the preceding course 110.42 feet; thence still southerly tangent to the preceding course 47.21 feet; thence northeasterly, deflecting 105° 56′ 47″ to the left 36.04 feet; thence southerly, deflecting 110° 02′ 00″ to the right 37.21 feet; thence still southerly, deflecting 9° 51′ 00″ to the right 128.54 feet; thence still southerly, deflecting 10° 24′ 00″ to the left 40.38 feet; thence still southerly, deflecting 2° 29′ 00. to the left 117.04 feet to northern line of Brady avenue; thence westerly along said northern line of Brady avenue 52.87 feet; thence northerly, deflecting 73° 07′ 32″ to the right 51.22 feet; thence still northerly, deflecting 3° 19′ 00″ to the right 114.01 feet; thence still northerly, deflecting 5° 49′ 00″ to the left 131.01 feet; thence northwesterly 38.98 feet to the point of beginning.

Parcel "C"

Beginning at a point in the eastern line of Bronx Park East distant 812.30 feet northerly from the intersection of said line and the northern line of Brady avenue; thence northerly along said eastern line of Bronx Park East 145.80 feet; thence still northerly, deflecting 9° 40′ 30″ to the right 78.31 feet; thence still northerly, deflecting 11° 45′ 40″ to the left 88.53 feet to the southern line of Embrie place; thence easterly along said southern line of Embrie place 45.67 feet; thence southerly, deflecting 73° 26′ 46.3″ to the right 159.41 feet; thence still southerly, deflecting 19° 56′ 30″ to the right 110.51 feet; thence still southerly 38.37 feet to the point of beginning.

Parcel "D."

Beginning at a point in the eastern line of Bronx Park East, distant 42.51 feet northerly from the intersection of said line and the northern line of Embrie place; thence northerly along said eastern line of Bronx Park East 46.27 feet to the southeastern line of Boston road; thence northeasterly along said southeastern line of Boston road 275.401 feet to the southern line of Pelham Parkway South; thence easterly along said southern line of Pelham Parkway South 1.08 feet; thence southwesterly, deflecting 114° 57′ 41.3″ to the right 27.90 feet; thence still southwesterly, deflecting 0° 25′ 11″ to the left 210.37 feet; thence southeasterly, deflecting 36° 34′ 04″ to the left 103.80 feet to the northern line of Embrie place; thence westerly along said northern line of Embrie place 48.52 feet; thence northwesterly, deflecting 71° 13′ 42.1″ to the right 53.26 feet; thence southwesterly 10.29 feet to the point of beginning.

The portions of streets closed are located in Blocks 4283, 4286 and 4317 of Section 15 of Land Map of the City of New York.

Dated, New York, December 5, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, City of New York. d5,15

SUPREME COURT—SECOND DEPARTMENT.

Application to Court to Condemn Property.

In the Matter of the Application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, to sewer easements in NORTHFIELD BOULEVARD, from South avenue to Harbor road and from Union avenue to Granite avenue; in MERSEREAU AVENUE, from Northfield Boulevard to the Staten Island Rapid Transit Railroad; in MAPLE PARKWAY for a distance of about 113 feet north of the easement in Northfield Boulevard; in MELYNN PLACE, from Northfield Boulevard to Mersereau avenue and from Washington avenue to a point about 100 feet north; and in GRANITE AVENUE, from Northfield Boulevard to Dixon avenue, in the Third Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT AN application will be made to the Supreme Court of the State of New York, Second Judicial District, at a Special Term for the hearing of motions, of said Court, held in and for the County of Kings, at the County Court House in the Borough of Brooklyn, in the City of New York, on the 24th day of December, 1917, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, to have the compensation which should justly be made to the respective owners of the real property proposed to be acquired for such improvement, ascertained and determined by the Supreme Court without a jury, in accordance with the resolution of the Board of Estimate and Apportionment.

The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public to sewer easements in Northfield Boulevard, from South avenue to Harbor road and from Union avenue to Granite avenue; in Mersereau avenue, from Northfield Boulevard to the Staten Island Rapid Transit Railroad; in Maple Parkway for a distance of about 113 feet north of the easement in Northfield Boulevard; in Melynn place, from Northfield Boulevard to Mersereau avenue, and from Washington avenue to a point about 100 feet north; and in Granite avenue, from Northfield Boulevard to Dixon avenue, in the Third Ward, Borough of Richmond, City of New York. The real property through or over which it is necessary to acquire the easement for sewer purposes is more particularly bounded and described as follows, to wit:

Parcel "A."

Beginning at a point on the easterly line of South avenue, 604.82 feet north of the intersection of the northerly line of Washington avenue and the easterly line of South avenue; thence northerly along said easterly line of South avenue 10.00 feet; thence easterly, deflecting 90° 19′ 13″ to the right 718.12 feet; thence northerly, deflecting to the left 90° 19′ 46″ to S. I. R. T. R. R. right of way 1,674.73 feet; thence easterly, deflecting 86° 10′ 47″ to the right along said S. I. R. T. R. R. right of way 10.02 feet; thence southerly, deflecting 93° 49′ 13″ to the right along the easterly side of Mersereau avenue 1,675.46 feet parallel to and 10 feet easterly from course No. 3; thence easterly, deflecting 89° 40′ 14″ to the left 899.17 feet to the westerly side of Harbor road; thence southerly, deflecting 89° 36′ 58″ to the right along said westerly line of Harbor road 10.00 feet; thence westerly, deflecting 90° 23′ 02″ to the right 1,627.30 feet, parallel to and 10 feet distant southerly from course No. 6, and course No. 2 to the point of beginning.

Parcel "B."

Beginning at a point on the easterly line of Union avenue 923.25 feet north of the intersection of the northerly line of Washington avenue and the easterly line of Union avenue, within the lines of Northfield Boulevard; thence northerly along said easterly line of Union avenue 10.03 feet; thence easterly, deflecting 94° 07′ 30″ to the right within the lines of Northfield Boulevard 350.24 feet; thence northerly, deflecting 89° 40′ 08″ to the left within the lines of Northfield Boulevard and Maple Parkway 112.78 feet; thence easterly, deflecting 89° 33′ 18″ to the right in Maple Parkway 10.00 feet; thence southerly, deflecting 90° 26′ 42″ to the right 113.13 feet parallel to and distant 10 feet from course No. 3 in Maple Parkway and Northfield Boulevard; thence easterly, deflecting 86° 30′ 07″ to the left 149.33 feet; thence still easterly, deflecting 2° 31′ 30″ to the right 122.00 feet to the westerly side of Van Pelt avenue; thence southerly, deflecting 85° 29′ 09″ to the right along said westerly line of Van Pelt avenue 10.03 feet; thence westerly, deflecting 94° 30′ 51″ to the right 122.57 feet parallel to and 10 feet distant from course No. 7; thence still westerly, deflecting 2° 31′ 30″ to the left 153.64 feet parallel to and 10 feet distant from course No. 6; thence still westerly, deflecting 3° 49′ 45″ to the left 354.32 feet, within the lines of Northfield Boulevard parallel to and 10 feet distant from course No. 2, to the point of beginning.

Parcel "C."

Beginning at a point on the easterly line of Van Pelt avenue 980.78 feet north of the intersection of the northerly line of Washington avenue and the easterly line of Van Pelt avenue; thence northerly along said easterly line of Van Pelt avenue 10.14 feet; thence easterly, deflecting 99° 24′ 26″ to the right 504.53 feet; thence still easterly, deflecting 2° 09′ 58″ to the left 231.00 feet to the westerly line of Simonson avenue; thence southerly, deflecting 85° 20′ 19″ to the right along said westerly line of Simonson avenue 10.03 feet; thence westerly, deflecting 94° 39′ 41″ to the right 232.01 feet parallel to and distant 10 feet from course No. 3; thence still westerly, deflecting 2° 09′ 58″ to the right 503.07 feet parallel to and distant 10 feet from course No. 2, to the point of beginning.

Parcel "D."

Beginning at a point on the easterly line of Simonson avenue 937.63 feet north of the intersection of the northerly line of Washington avenue and the easterly line of Simonson avenue; thence northerly along said easterly line of Simonson avenue 10.03 feet; thence easterly, deflecting 94° 39′ 41″ to the right 726.54 feet; thence northerly, deflecting 87° 40′ 55″ to the left 213.16 feet to the southerly line of Dixon avenue (Hazel avenue); thence easterly, deflecting 85° 50′ 29″ to the right along said southerly line of Dixon avenue (Hazel avenue) 10.02 feet; thence southerly, deflecting 94° 09′ 31″ to the right 223.51 feet parallel to and distant 10 feet from course No. 3; thence westerly, deflecting 87° 40′ 55″ to the right 131.45 feet parallel to and distant 10 feet from course No. 2; thence southerly, deflecting 91° 45′ 15″ to the left 249.90 feet to the northerly line of Mersereau street; thence westerly, deflecting 90° to the right along said northerly line of Mersereau street 10.00 feet; thence northerly, deflecting 90° to the right 250.21 feet parallel to and distant 10 feet from course No. 7; thence westerly, deflecting 88° 14′ 45″ to the left 593.87 feet parallel to and distant 10 feet from course No. 2, to the point of beginning.

Parcel "E."

Beginning at a point on the northerly line of Washington avenue 618.56 feet westerly from the intersection of the westerly line of Richmond avenue and the northerly line of Washington avenue; thence westerly along said northerly line of Washington avenue 10.00 feet; thence northerly, deflecting 90° 01′ 16″ to the right 100.20 feet to the southerly end of Melynn place; thence easterly, deflecting 89° 58′ 44″ to the right along said southerly end of Melynn place 10.00 feet; thence southerly, deflecting 90° 01′ 16″ to the right 100.20 feet parallel to and 10 feet distant from course No. 2 to the point of beginning.

The foregoing Sewer Easement is shown on Map entitled:

"Map showing the various parcels of land required for Easements in connection with the construction and maintenance of a system of Sanitary Sewers in the Third Ward, Borough of Richmond, City of New York," dated May 1, 1917, which was approved by the Board of Estimate and Apportionment September 21, 1917, and filed in the office of the Corporation Counsel of the City of New York on the 26th day of November, 1917; in the office of the Clerk of the County of Richmond, and in the office of the President of the Borough of Richmond on or about the same day.

The Board of Estimate and Apportionment, by a resolution adopted on the 16th day of November, 1917, duly determined that no portion of the cost and expense of said proceedings, incurred by reason of the provisions of the Greater New York Charter, as amended, shall be borne and paid by The City of New York, and that the whole of such cost and expense, including the expense of the Bureau of Street Openings, the cost and expense incurred by the President of the Borough of Richmond in the preparation of rule, damage and benefit maps for the use thereof; and all other expenses and disbursements authorized by the Greater New York Charter, as amended, shall be assessed upon the property deemed to be benefited by the improvement and shall be included in the assessment to be levied by the Board of Assessors, under Chapter 698, Laws of 1917, for the cost of constructing the sewers and appurtenances through the lands for which the sewer easements herein are to be acquired.

Dated, New York, December 12, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, City of New York. d12,22

Filing Bills of Costs.

In the Matter of the Application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the extending of LINCOLN TERRACE PARK as laid out on the map or plan of the City of New York, under a resolution adopted by the Board of Estimate and Apportionment on February 11, 1916, and to the unacquired portion of President street from Buffalo avenue to Rochester avenue, in

the 24th and 29th Wards, Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held at the Garfield Building, No. 26 Court street, in the Borough of Brooklyn, in The City of New York, on the 24th day of December, 1917, at 10 o'clock in the forenoon of that day, or as soon thereafter as Counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by law.

Dated, New York, December 11, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, City of New York. d11,21

In the Matter of the Application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of CEDAR PLACE from Sullivan street to Malbone street, in the 29th Ward, Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held at the Garfield Building, No. 26 Court street, in the Borough of Brooklyn, in The City of New York, on the 24th day of December, 1917, at 10 o'clock in the forenoon of that day, or as soon thereafter as Counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by law.

Dated, New York, December 11, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, City of New York. d11,21

In the Matter of the Application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of EAST 92ND STREET, from East New York avenue to Avenue D, in the 29th and 32d Wards, Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held at the Garfield Building, No. 26 Court street, in the Borough of Brooklyn, in The City of New York, on the 18th day of December, 1917, at 10 o'clock in the forenoon of that day, or as soon thereafter as Counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by law.

Dated, New York, December 4, 1917.

PAUL BONYNGE, HIRAM THOMAS, EUGENE P. DOANE, Commissioners of Estimate; PAUL BONYNGE, Commissioner of Assessment

ANDREW C. TROY, Clerk. d4,14

Filing Preliminary Abstracts.

In the Matter of the Application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of CROPSEY AVENUE, from Harway avenue to Stillwell avenue, excluding the right of way of the Brooklyn, Bath and West End Railroad; BAY 38TH STREET, from Cropsey avenue to Harway avenue, in the 31st Ward, Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN TO ALL PERsons interested in the above entitled proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First.—That the undersigned, Commissioners of Estimate, have completed their estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with them at their office, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 26th day of December, 1917, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 27th day of December, 1917, at 3 o'clock p. m.

Second.—That the undersigned, Commissioner of Assessment, has completed his estimate of benefit and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with him at his office, No. 166 Montague street, in the Borough of Brooklyn, in the City of New York, on or before the 26th day of December, 1917, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at his said office on the 28th day of December, 1917, at 3 o'clock p. m.

Third.—That the Commissioner of Assessments has assessed any or all of such lands, tenements and hereditaments and premises as are within the area of assessment fixed and prescribed as the area of assessment for benefit by the Board of Estimate and Apportionment on the 14th day of April, 1916, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the southwesterly line of Cropsey avenue, where it is intersected by the prolongation of a line midway between Bay 34th street and Bay 35th street, as these streets are laid out between Cropsey avenue and Bath avenue, and running thence northeastwardly along the said line midway between Bay 34th street anl Bay 35th street, and along the prolongation of the said line to the intersection with the prolongation of a line midway between Bath avenue and Cropsey avenue, as these streets are laid out east of 24th avenue; thence southeastwardly along the said line midway between Bath avenue and Cropsey avenue and along the prolongations of the said line to the intersection with the easterly line of Stillwell avenue; thence eastwardly at right angles to Stillwell avenue to the intersection with a line midway between West 12th street and West 13th street; thence southwardly along the said line midway between West 12th street and West 13th street to the intersection with a line midway between Avenue Y and Avenue Z; thence westwardly along the said line midway between Avenue Y and Avenue Z to the intersection with a line midway between West 16th street and West 17th street; thence northwardly along the said line midway between West 16th street and West 17th street to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of Cropsey avenue and Harway avenue as these streets are laid out between Bay 47th street and 28th avenue; thence northwestwardly along the said bisecting line to a point distant 325 feet southwesterly from the southwesterly line of Cropsey avenue, the said distance being measured at right angles to Cropsey avenue; thence northwestwardly and always distant 325 feet southwesterly from and parallel with the southwesterly line of Cropsey avenue to the intersection with a line parallel with 23d avenue as this street is laid out between Cropsey avenue and Warehouse avenue, and passing through the point of beginning; thence northeastwardly along the said line parallel with 23d avenue to the point or place of beginning.

Fourth.—That the abstracts of said estimate of damage and of said assessment for benefit, together with the damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate and by the Commissioner of Assessment in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 166 Montague street, in the Borough of Brooklyn, in said City, there to remain until the 7th day of January, 1918.

Fifth.—That, provided there be no objections filed to either of said abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held in the Garfield Building, No. 26 Court street, in the Borough of Brooklyn, in The City of New York, on the 19th day of February, 1918, at the opening of the Court on that day.

Sixth.—In case, however, objections are filed to the foregoing abstracts of estimate and assessment, or to either of them, the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, pursuant to Sections 981 and 984 of the Greater New York Charter, as amended by Chapter 606 of the Laws of 1915.

Dated, New York, December 7, 1917.

EDMUND D. HENNESSY, JOHN F. DWYER, JOSEPH A. GUIDER, Commissioners of Estimate; EDMUND D. HENNESSY, Commissioner of Assessment.

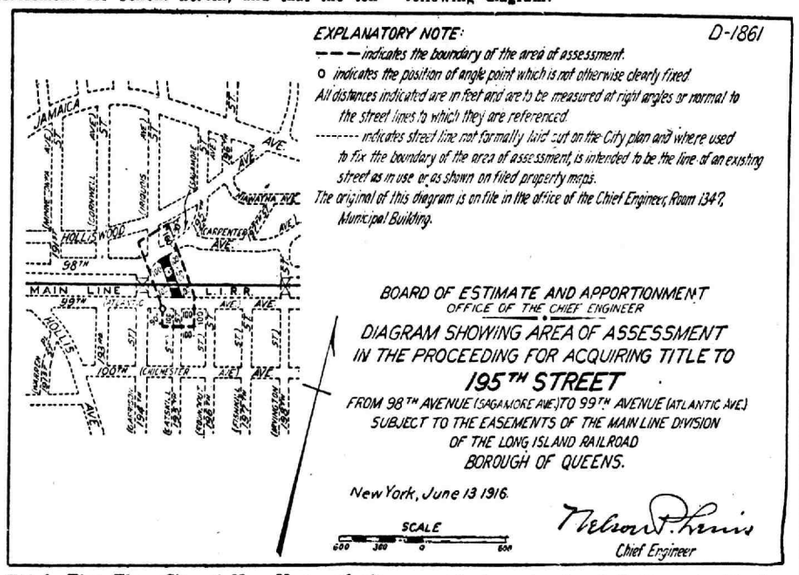
ANDREW C. TROY, Clerk. d7,24

In the Matter of Acquiring Title to 195TH (CATSKILL) STREET, from 98th (Sagamore) avenue to 99th (Atlantic) avenue, in the Fourth Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN TO ALL PARties interested in the above entitled proceeding, as follows:

First—That the above named Court, after considering the testimony and proofs submitted on the trial of the above entitled proceeding, has completed its estimate of the compensation which should be made by The City of New York to the respective owners of the real property to be acquired in this proceeding, and has made an assessment of the value of the benefit and advantage of the improvement to the respective owners of the real property within the area of assessment for benefit herein, and that the tentative decree of the said Court as to awards for damages and as to assessments for benefit was signed on the 22nd day of November, 1917, by Hon. Walter M. Jaycox, Justice of the Supreme Court, presiding at the trial of the above entitled proceeding, and was filed with the Clerk of the County of Queens on the 27th day of November, 1917, for the inspection of whomsoever it may concern.

Second—That the said Court has assessed all the real property within the area of assessment fixed and prescribed as the area of assessment for benefit by the Board of Estimate and Apportionment on the 27th day of July, 1916, and that the said area of assessment includes the parcels of real property situate and being in the Borough of Queens, in the City of New York, which, taken together, are bounded as shown on the following diagram:



Third—That The City of New York and all other parties interested in such proceeding or in any of the real property affected thereby, having any objections thereto, shall file such objections in writing, duly verified, in the manner required by law for the verification of pleadings in an action, setting forth the real property owned by the objector and his post office address, with the Clerk of the County of Queens on or before the 17th day of December, 1917, and parties other than The City of New York shall within the same time serve on the Corporation Counsel of The City of New York, at his office, Municipal Building, Court House Square, Long Island City, Borough of Queens, City of New York, a copy of such verified objections.

Fourth—That on the 20th day of December, 1917, at 10 o'clock in the forenoon of that day, or as soon thereafter as Counsel can be heard, the Corporation Counsel of The City of New York will apply to the Hon. Walter M. Jaycox, the Justice of the Supreme Court who signed said tentative decree, at a Special Term of the Supreme Court, Part I, for the hearing of motions, to be held in the Garfield Building, 26 Court street, in the Borough of Brooklyn, to fix a time when said Justice will hear the parties who will have filed objections to the said tentative decree.

Dated, New York, November 27, 1917.

LAMAR HARDY, Corporation Counsel, Municipal Building, Borough of Manhattan, New York City. n27,d14

BOARD OF ELECTIONS.

Proposals.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Elections at Room 1840, Municipal Building, Manhattan until 12 noon on

TUESDAY, DECEMBER 18, 1917,

FOR FURNISHING AND DELIVERING COPIES OF THE LISTS OF ENROLLED VOTERS OF THE YEAR 1917, IN THE ASSEMBLY DISTRICTS IN THE BOROUGHS OF MANHATTAN, THE BRONX, BROOKLYN, QUEENS AND RICHMOND.

The time for the delivery of the said lists and the performance of the contract shall be ten (10) calendar days after the delivery of the last copy to the contractor.

Delivery will be required to be made to the General and various Borough Offices of the Board of Elections in such quantities as is shown in the specifications and schedule.

The amount of security required is fifty (50) per cent. of the total amount for which the contract is awarded.

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

Blank forms and other information may be obtained at the General Office of the Board of Elections, Room 1840, Municipal Building, Manhattan.

Dated, December 6, 1917.

EDWARD F. BOYLE, MOSES M. McKEE, JAMES KANE, JACOB A. LIVINGSTON, Commissioners of Election.

S. HOWARD COHEN, Chief Clerk. d7,18

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

NOTICE TO BIDDERS AT SALES OF OLD BUILDINGS, ETC.

TERMS AND CONDITIONS UNDER WHICH BUILDINGS, ETC., WILL BE SOLD FOR REMOVAL FROM CITY PROPERTY.

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

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

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

All the material of buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the exterior walls of the buildings and their foundations, and the sidewalks and curb in front of said buildings, extending within the described area, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point. The exterior walls and their foundations shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building. Where there is no curb the elevation of the surrounding ground shall be considered curb level. All wells, cesspools, sinks, etc., existing on the property must be filled to the level of the surrounding ground with clean earth.

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

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

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

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

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the date of possession, and the successful bidder will provide and furnish all materials or labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Where party walls are found to exist between buildings purchased by different bidders, the materials of said party walls shall be understood to be equally divided between the separate purchasers.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beam holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs and adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operations of the Contractor.

"No buildings, parts of buildings, fixtures or machinery sold for removal under these terms and conditions shall in any case be relocated or re-erected within the lines of any proposed street or other public improvement, and if any such buildings, parts of buildings, fixtures or machinery, etc., shall be relocated or re-erected within the lines of any proposed street or other public improvement, title thereto shall thereupon become vested in The City of New York and a resale at public or private sale may be made in the same manner as if no prior sale thereof had been made."

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids, and be it further

Resolved, That while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

NOTICE TO CONTRACTORS.

GENERAL INSTRUCTIONS TO BIDDERS ON WORK TO BE DONE FOR, OR SUPPLIES TO BE FURNISHED TO THE CITY OF NEW YORK.

The person or persons making a bid for any service, work, materials or supplies for The City of New York, or for any of its departments, bureaus or officers, shall furnish the same in a sealed envelope, indorsed with the title of the supplies, materials, work or services for which the bid 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 bids 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 shall contain the name and place of residence of the person making the same, and the names of all persons interested with him therein, and, if no other person be so interested, it shall distinctly state that fact; also that it is made without any connection with any other person making a bid 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 or employee 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 must be verified by the oath, in writing, of the party or parties making the bid that the several matters stated therein are in all respects true.

No bid will be considered unless as a condition precedent to the reception or consideration of such bid, it be accompanied by a certified check upon one of the State or National banks or trust companies of The City of New York, or a check of such bank or trust company signed by a duly authorized officer thereof, drawn to the order of the Comptroller, or money or corporate stock or certificates of indebtedness of any nature issued by The City of New York, which the Comptroller shall approve as of equal value with the security required in the advertisement to the amount of not less than three nor more than five per centum of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

All bids for supplies must be submitted in duplicate.

The certified check or money should not be inclosed in the envelope containing the bid, 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.

For particulars as to the quantity or 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 of the City.

The contract must be bid for separately.

The right is reserved in each case to reject all bids if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids in addition to inserting the same in figures.

Bidders are requested to make their bids 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 or the supplies are to be furnished. Plans and drawings of construction work may be seen there.