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THE CITY RECORD.

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GEORGE B. McCLELLAN, Mayor.

WILLIAM B. ELLISON, CORPORATION COUNSEL. HERMAN A. METZ, COMPTROLLER.

PATRICK J. TRACY, SUPERVISOR.

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BOARD OF ESTIMATE AND APPORTIONMENT.

(FINANCIAL AND FRANCHISE MATTERS.)

MINUTES OF MEETING OF BOARD OF ESTIMATE AND APPORTIONMENT, CITY OF NEW YORK,
HELD IN ROOM 16, CITY HALL, FRIDAY, FEBRUARY 1, 1907.

The Board met in pursuance of an adjournment.

Present—George B. McClellan, Mayor; Herman A. Metz, Comptroller; Patrick F. McGowan, President, Board of Aldermen; John F. Ahearn, President, Borough of Manhattan; Bird S. Coler, President, Borough of Brooklyn; Louis F. Haffen, President, Borough of The Bronx; Joseph Bermel, President, Borough of Queens; George Cromwell, President, Borough of Richmond.

The Mayor, Hon. George B. McClellan, presided.

The minutes of the meetings held January 11, 18 and 25, 1907, were approved as printed.

In accordance with a resolution adopted at the meeting held January 11, the Board proceeded to a hearing on site selected by Court House Board, appointed pursuant to chapter 336, Laws of 1903, as amended, said site being situate in the Eighteenth Ward, City of New York, Borough of Manhattan, and bounded and described as follows:

"Westwardly by the easterly line of Fourth avenue, or Union Square; northerly by the southerly line of Seventeenth street; easterly by the westerly line of Irving place, and southerly by the northerly line of Fourteenth street and the easterly line of Fourth avenue, or Union Square, including so much of the beds of Fifteenth and Sixteenth streets as are included within the said boundaries."

Hon. William M. Cohen and Hon. Edward M. Grout appeared on behalf of the Court House Board and urged favorable consideration of the above site, as recommended in the report of said Board, which report is printed in the minutes of the meeting held January 11, at pages 61 to 88.

The chair then declared the hearing closed, and on motion of the President of the Board of Aldermen, the matter was referred to a select committee, consisting of the President of the Board of Aldermen, the Comptroller and the President of the Borough of Manhattan.

H. C. F. Koch & Co., Estate of Charles Broadway Rouss, R. H. Macy & Co., and Quinroy Construction Company.

A communication was received from the Mayor's office, transmitting, duly approved by the Mayor, resolutions as follows:

Granting to H. C. F. Koch & Co. an extension of time in which to complete construction of a tunnel under and across West One Hundred and Twenty-fourth street, between Lenox and Seventh avenues, Borough of Manhattan.

Granting to the Estate of Charles Broadway Rouss an extension of time in which to complete construction of a tunnel under and across Mercer street, Borough of Manhattan.

Granting to the firm of R. H. Macy & Co. an extension of time in which to construct a railroad spur on the north side of West Thirty-fourth street, connecting its premises on Broadway, between West Thirty-fourth and West Thirty-fifth streets, Borough of Manhattan, with the existing railroad tracks in front of said premises.

Rescinding the consent granted to the Quinroy Construction Company permitting said company to construct, maintain and operate a single-track railroad spur at Inuis street and along Newark avenue, Borough of Richmond, to connect with the tracks of the Staten Island Rapid Transit Railway at Elm Park.

Which was ordered filed.

Fort George and Eleventh Avenue Railroad Company.

Communications were received from John B. Duff, W. J. Huston, Frank S. Carson and H. G. Steinhilber requesting the restoration of street car service on One Hundred and Forty-fifth street, between Lenox and Seventh avenues, Borough of Manhattan. As the service has been restored the communications were ordered filed.

Loop Between Brooklyn and Williamsburg Bridges.

Communications were received from J. P. Curtis, Henry Moskowitz, Mary G. Drier and Lillian D. Wald relative to the construction of a loop between the Brooklyn and Williamsburg bridges.

Which were ordered filed.

Fort George Street Railway Company.

A communication was received from R. E. Simon and resolutions adopted by the Washington Heights Taxpayers' Association in favor of the grant of a franchise to the Fort George Street Railway Company, to construct, maintain and operate a street surface railroad by the overhead trolley system from the Dyckman Street Station of the subway along St. Nicholas avenue to One Hundred and Ninetieth street, Borough of Manhattan.

Which were referred to the Select Committee to whom this matter was referred at the meeting of January 18, 1907.

A communication was received from the Eleventh Avenue Track Removal Association relative to its previous communication, dated January 18, 1907, and protesting against the City's accepting compensation for the street surface railway tracks in One Hundred and Forty-fifth street unless the railroad company consents to issue transfers to and from the Boroughs of Manhattan and The Bronx.

Which was referred to the Bureau of Franchises and to the Select Committee to whom was referred, on January 25, 1907, the application of the One Hundred and Forty-fifth Street Railway Company.

Manhattan Refrigerating Company.

By resolution adopted by the Board July 6, 1906, this company was required to remove, on or before November 1, 1906, certain pipes illegally maintained by it in all of the streets west of Hudson street, from Horatio to Fourteenth street, Borough of Manhattan.

On November 9, 1906, as the pipes had not been removed, the matter was referred to the Corporation Counsel to take such steps as were necessary to secure the removal of same.

The Secretary presented the following:

LAW DEPARTMENT—OFFICE OF THE CORPORATION COUNSEL,
NEW YORK, January 18, 1907.

Board of Estimate and Apportionment:

SIR:—I have received from you the following communication, dated November 9, 1906:

"I inclose herewith certified copy of a resolution adopted by the Board of Estimate and Apportionment at a meeting held this day in relation to the removal of certain pipes of the Manhattan Refrigerating Company from the streets of the City, which pipes were directed by resolution of the Board to be removed on or before November 1, together with copies of certain papers in relation thereto.

"You will note that the resolution requests that you take such steps as are necessary to carry the resolution of the Board into effect and secure the removal of the said pipes.

"You will remember that these pipes of the Manhattan Refrigerating Company were first called to your attention in January, 1906, in relation to an application by the Atlantic Hotel Supply Company, and in an opinion rendered to the Board under date of February 9, 1906, you advised that from facts presented to you there was no question but that certain of the pipes were laid without authority, and unless the company should secure a franchise to operate the same they should be removed.

"I also inclose a print showing the pipes in the streets laid without legal authority and which were directed by the Board to be removed.

"It is requested that you advise the Board of the result of any action taken by you."

The resolution adopted by the Board of Estimate and Apportionment on November 9, 1906, referred to was to the following effect:

"Resolved, That the matter be referred to the Corporation Counsel, with a request to take such steps as are necessary to secure the removal of the pipes as directed by the Board in its resolution of July 6, 1906."

Such resolution of July 6, 1906, was as follows:

"Resolved, That the application of the Manhattan Refrigerating Company to maintain refrigerating pipes in all of the streets west of Hudson street, from Horatio to Fourteenth street, be and the same hereby is denied; and be it further

"Resolved, That said company be and it hereby is required to remove such pipes in the City's streets on or before the first day of November, 1906, under the supervision of the President of the Borough of Manhattan; and be it further

"Resolved, That the President of the Borough of Manhattan be requested to report to this Board on or before November 9, 1906, stating whether such pipes have been removed in accordance with this resolution, and the work done to his satisfaction; and be it further

"Resolved, That the Secretary be directed to serve a copy of these resolutions upon the said company, and also to furnish a copy of the entire proceedings relative to the application of the Manhattan Refrigerating Company to the Corporation Counsel, in order that he may institute such suits as may to him appear proper to protect the interests of the City, and recover such sums as may be due it; and to forward a copy

of these resolutions to the Department of Docks and Ferries, with a request that the permit issued by said department on October 23, 1903, be canceled and revoked."

The original consent of the City to the use of the streets for the pipes in question is found in resolution of the Board of Aldermen of April 1, 1890, made to the Greenwich Refrigerating Company, to whose rights in the streets the Manhattan Refrigerating Company has succeeded. This resolution provided:

"Resolved, That permission be and the same is hereby given to the Greenwich Refrigerating Company to lay two pipes, not more than 6 inches in diameter each, beneath the surface of the following streets, viz.: West street and Tenth avenue, from Horatio street to Fourteenth street; Fourteenth street, from Tenth avenue to the North river; Thirteenth avenue, from Horatio street to Fourteenth street; Horatio street, from Thirteenth avenue to West street; Gansevoort street, from West street to Thirteenth avenue and Bloomfield street, and the streets or parts of streets immediately adjoining the new market located in the Ninth Ward of The City of New York, bounded by Tenth avenue and West street, Thirteenth avenue and by Gansevoort and Bloomfield streets, and the streets and passages intersecting said market, for the purpose of conducting salt water for refrigerating purposes, provided the said company shall stipulate with the Commissioner of Public Works to save the City harmless from any loss or damage to any sewer, gas or water pipe, or from any other cause that may arise from the exercise of the privilege hereby given during the progress or subsequent to the completion of the work of laying such pipes, the work to be done at the expense of said company, under the direction and to the satisfaction of the Commissioner of Public Works."

I received with your communication a map of the locality in question. From this it appears pipes were laid in the following streets, for which no authority was granted by the Board of Aldermen, and which, by the resolution of the Board of Estimate and Apportionment of July 6, 1906, were ordered removed:

Horatio street, from the factory of the Manhattan Refrigerating Company to Washington street; Washington street, from Horatio street to Fourteenth street, branch line on Gansevoort street, between Washington and Greenwich streets, and West Fourteenth street, between Tenth and Ninth avenues.

The resolution also covered an intake pipe from the pier at the foot of Gansevoort street to the factory of the company at Horatio street, which intake pipe I will consider later on in this opinion.

In your letter you state the company, although directed to remove its pipes before November 1, has not done so, and I am informed the Borough President so reported to your Board.

In a letter addressed to me by Messrs. Harris & Towne, attorneys, on behalf of the Manhattan Refrigerating Company, the following statement appears:

"Subsequently, at the meeting of July 6, resolutions were passed * * *. Rather than contest the point, as the business of public supply in the disputed district has been continued by the company rather as matter of convenience to its old customers than as profit to itself, the company, after withdrawal of its application, immediately took steps to notify such customers that it could no longer supply them. After the passage of the resolutions the company, as soon as possible, without serious inconvenience to its customers, discontinued the use of the said pipes and removed a number of them from the streets. With the acquiescence of the Borough President, however, in order to avoid tearing up the streets, the other pipes were abandoned to the City, and no use was thereafter made of them. Before the first of November, 1906, therefore, the company had practically complied fully with the requirements of the resolution, and has not since that time used such pipes in any way."

There would thus seem to be some difference of opinion as to what the company considered itself required to do in this connection.

It may be that it was the opinion of the Borough President that the pipes should not be removed, inasmuch as such action would necessitate tearing up the pavement of many streets.

As the company apparently is willing to comply with the demands of the City as to the removal of these pipes, it would seem preferable not to take action until the company has definitely refused to comply with the directions of the Borough President.

If the company refuses to remove these pipes, I am of opinion that the Borough President may remove such pipes at the expense of the company.

What has usually been the custom in making such removals is to impound the articles removed and hold them subject to redemption by the offending company. The pipes in question, I am informed, are practically worthless, so that the usual procedure cannot be followed successfully in this action. Inasmuch, however, as the amount such a company is obliged to pay to redeem the articles removed is based upon the cost incurred by the City in taking such action itself, it is no extension of the rule to hold that a company unlawfully occupying a City street must remove any obstructions that are placed therein. On failing to do so, the City may remove the same at the cost of the company, and in the event of the company refusing to pay the cost thereof, the City may recover such amount in the courts.

To avoid any question of the Borough President having acquiesced in the abandonment of such pipes in the street, I recommend that he make a demand on the company to remove such pipes, and that on failure of the company to comply therewith that he proceed to have such pipes removed, and send me a copy of his demand and a memorandum of the cost of removal, and I will thereupon institute a suit for the recovery of such amount.

In my opinion the City is further entitled to compensation, for the unlawful use and occupation of the company of the streets in question, for a period, dating from the laying of such pipes.

The right of the City to recover in such a case was decided in *The City of New York against Brown*, 179 N. Y. 303. There a Dock Commissioner had granted a company a permit to use a pier for certain purposes at an annual rental of \$1,000. A succeeding Dock Commissioner revoked the permit on the ground that his predecessor had no authority to grant the same. In a suit brought by the City, judgment was entered for the City at the rate of \$12,000 a year for such unlawful use. The Court of Appeals reversed the judgment and ordered a new trial on the ground that the amount expended in adapting the pier to the particular use for which it was put should have been deducted from the gross annual rental value. The following significant language, however, was used:

"The use of the pier for dumping purposes was contrary to the provisions of section 845 of the Charter (L. 1897, ch. 378), and defendants' occupation thereof was, therefore, unlawful. (*Brown vs. City of New York*, 78 App. Div. 361; affirmed 176 N. Y. 571.) Under these circumstances the plaintiff has the undoubted right to recover such damages as it may have sustained by reason of such unlawful use and occupation."

"In the effort to prove the plaintiff's damages, its Commissioner of Docks was permitted to testify that the use of the pier for dumping purposes was worth \$12,000 a year and upon this evidence the jury rendered a verdict of \$5,000 for such use during the period from May 9 to December 24, 1902."

"In various forms the defendants' counsel requested the learned trial court to charge the jury that upon the facts alleged and proved the plaintiff was not entitled to recover damages based solely upon the rental value of the pier for dumping purposes, and that the recovery should be limited to the rental value of the pier for general purposes. These requests were refused and the court charged in substance that the plaintiff was entitled to recover for the use of the pier for dumping purposes. The exceptions to the rulings of the learned trial court in that behalf present the only question that we deem it necessary to discuss upon this appeal."

"Under familiar principles two distinct and separate measures of damages were open to the plaintiff. It had the right either to base its claim upon the rental value of the pier for general purposes, or to demand the damages growing out of the particular use to which it was subjected by the defendants. Under the first alternative all the uses to which the pier could ordinarily be devoted would have been proper subjects of consideration in determining the measure of damages. (*Reiser vs. City of New York*, 174 N. Y. 196.) Under the second alternative chosen by the plaintiff, the use of the pier for dumping purposes was the sole and specific ground upon which its claim to damages was based."

The ascertaining of the rental value of the streets for the period in question may be difficult to determine, particularly inasmuch as by the original consent of the Board of Aldermen, no terms were imposed by the City for the use by the company of the other streets in that locality. This, however, is a question that will be taken up later.

A further question is involved as to the right of the company to maintain an intake pipe from the end of the pier at the foot of Gansevoort street, and along Thirteenth

avenue, Gansevoort street, West street and Horatio street, to the factory of the company.

By the terms of the original consent of the City the company had the right to lay two six inch pipes in Thirteenth avenue, Gansevoort street and West street to the factory "for the purpose of conducting salt water for refrigerating purposes."

On November 10, 1903, the company secured from the President of the Borough of Manhattan a permit as follows:

"Permission is hereby given to the Manhattan Refrigerating Company to take up the pavement and excavate such portion as may be necessary on Horatio street from its building to West street; West street from Horatio street to Gansevoort street; Gansevoort street from West street to Thirteenth avenue and Thirteenth avenue from Gansevoort street to the next pier North of Pier 42, for the purpose of laying a twelve inch refrigerating main, according to the plan on file in this office, in pursuance of the resolution of the Board of Aldermen, adopted April 1, 1890, on the following special condition: They shall move the location or alter the main when directed to do so by the Borough President."

A further permit was secured from the Dock Department for the laying of such pipe and main in the marginal street and in the pier.

It is clear the purpose of the consent of the City was to grant a franchise for distributing purposes, and not for the purpose of drawing salt water from the river, but inasmuch as apparently in either case the burden on the streets would be the same, it might be a question whether the company would not have the right to use the street for the purpose it did. It, however, appears that for part of the distance on Gansevoort, West and Horatio streets, the company had already laid two pipes for distributing purposes, so that the intake pipe was an additional burden on the street not authorized by the City, and therefore unlawful.

It further appears that the intake pipe in question was referred to in the permit of the Borough President as "a twelve inch refrigerating main" and from its size would not come under the original consent of the Board of Aldermen.

It is, therefore, my opinion that such intake pipe, or main, is totally unauthorized and unlawful and should be removed unless the company applies for a franchise therefor, and the same is granted by the Board of Estimate and Apportionment.

In this connection the letter of Messrs. Harris & Towne, referred to above, states as follows:

"On October 23, 1903, the Commission of Docks and Ferries, having jurisdiction over a certain portion of West street adjoining the new bulkhead line, issued a permit to the company to run a pipe to the river for the purpose of obtaining water for its refrigerating plant for cooling purposes, and the Borough President of Manhattan granted the necessary permit to take up the pavement and install said pipe, the pipe being thus entirely within the old franchise limits of the company and the portion of the street under the control of the Dock Department. For this privilege the company paid the Department of Docks \$300 per year, as provided by the permit, which was the usual charge made to all concerns along the North river for like permits. No notification was served on the company attempting to annul or affect this permit until the resolution of July 6, above referred to."

"We are informed that the Board of Estimate and Apportionment now claims exclusive jurisdiction in such matters and if the Corporation Counsel is of the opinion that application should be made to that Board for the continued use of such pipe for taking salt water from the river, this company is ready to make a petition and pay the usual charges for the same and comply with the terms usually imposed for like privileges."

The company is thus willing to apply to the Board of Estimate and Apportionment for a franchise for such intake pipe. If the Board should wish to grant such franchise application it might, in my opinion, properly include as one of the conditions thereof that the company should make some compensation for its unlawful use of the streets in the past.

I prefer before instituting any action in the premises that the above matter should be settled, and believe that any action on my part might safely await:

(1) The demand of the Borough President on the company to remove the pipes, other than the said intake pipe, and the subsequent removal by him of such pipes in the event of the refusal of the company to comply with his demand; and

(2) The action to be taken by the Board of Estimate and Apportionment on the franchise application to be made by the Manhattan Refrigerating Company for the intake pipe now unlawfully maintained from the pier at the foot of Gansevoort street to the factory of the company in Horatio street.

Respectfully yours,

G. L. STERLING, Acting Corporation Counsel.

The following was offered:

Resolved, That the President of the Borough of Manhattan be and he hereby is requested to make formal demand on the Manhattan Refrigerating Company to remove the pipes illegally maintained by it in the streets west of Hudson street, from Horatio to Fourteenth street, Borough of Manhattan, other than the intake pipe maintained by the aforesaid company for the purpose of obtaining water for cooling purposes; and in the event of the Manhattan Refrigerating Company refusing or failing to remove the aforesaid pipes, the President of the Borough of Manhattan is requested to have same removed at the expense of the Manhattan Refrigerating Company; and be it further

Resolved, That the Secretary of this Board be and he hereby is directed to transmit a copy of the opinion this day received from the Corporation Counsel, together with a copy of these resolutions, to the President of the Borough of Manhattan, and to the Manhattan Refrigerating Company.

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 and Brooklyn—13.

The following was offered:

Resolved, That the Manhattan Refrigerating Company be and it hereby is requested to make an application in writing, duly verified, to the Board of Estimate and Apportionment, on or before February 25, 1907, for the right to maintain the intake pipe now unlawfully maintained by said company from the pier at the foot of Gansevoort street to the factory of the company in Horatio street, Borough of Manhattan; and be it further

Resolved, That the Secretary of this Board be and he hereby is directed to transmit a copy of these resolutions to the Manhattan Refrigerating Company.

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 and Brooklyn—13.

Quinroy Construction Company.

The Secretary presented the following:

QUINROY CONSTRUCTION COMPANY, }
PORT RICHMOND, S. I., January 25, 1907. }

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

GENTLEMEN—The Quinroy Construction Company, a duly organized corporation, respectfully makes application to your Board for the consent of the City of New York to construct, maintain and operate a single track railroad at grade for the purpose of facilitating the transportation of materials from its quarry at Elm Park, in the Third Ward of the Borough of Richmond, City and State of New York: The said track beginning at a point on the south side of Innis street, opposite the centre of Newark avenue, and running thence across Innis street and in and along Newark avenue to connect with the Staten Island Rapid Transit Railroad, a distance of five hundred and fifteen (515) feet, more or less, as shown on the accompanying plan entitled "Map showing proposed track in Newark avenue and Innis street in the Borough of Richmond, City of New York, to accompany the application of the Quinroy Construction Company to the Board of Estimate and Apportionment."

A resolution was adopted by the Board of Estimate and Apportionment on December 15, 1905, approved by the Mayor December 21, 1905, granting its consent to the construction of the above railroad track.

The Quinroy Construction Company, having been delayed by the Baltimore and Ohio Railroad Company in making arrangements for the construction of the track, requested the Board of Estimate and Apportionment, under date of March 21, 1906, to grant an extension of time for its completion.

By a resolution of the Board, adopted March 30, 1906, approved by the Mayor April 5, 1906, the original resolution of December 15, 1905, was rescinded and a new consent was granted to the Quinroy Construction Company under the same dates, to wit, March 30, 1906, and April 5, 1906, under the provisions of which the railroad track was to be completed within four months after the date of approval of consent by the Mayor. This time limit expired on August 5, 1906.

Owing to the inability of the Quinroy Construction Company to secure the co-operation of the railroad company the railroad track has not been constructed.

Arrangements having now been completed between the two companies for the immediate construction of the railroad track, the Quinroy Construction Company respectfully requests the Board of Estimate and Apportionment to grant its consent to the construction of the railroad track as described above.

The Quinroy Construction Company has deposited the security under the resolution of March 30, 1906, to wit, \$750, the security required, and made the payments for compensation therein required up to and including November 1, 1907, and would therefore request that the security deposited and the compensation paid be made applicable to the consent about to be granted under this application.

In the event of a favorable consideration of this application the Quinroy Construction Company agrees to bind itself to conform to all the laws, ordinances and departmental regulations, and all other conditions which your Board may see fit to impose.

Respectfully,

QUINROY CONSTRUCTION COMPANY,
W. J. QUINLAN, President.

Which was referred to the Bureau of Franchises for investigation and suggestions.

Kings County Refrigerating Company.

At the meeting of December 21, 1906, by resolution duly adopted the Board tentatively approved the terms and conditions to govern the proposed grant of a franchise to the Kings County Refrigerating Company to construct, maintain and operate a pipe line under and along Washington, Park and Flushing avenues and Hall street, in the Borough of Brooklyn, for the purpose of furnishing cold air to various business enterprises in the vicinity of its plant and in Wallabout Market, and the matter was referred to the Corporation Counsel to draw a contract in accordance with the proposed terms and conditions and to incorporate therein such matter as in his opinion would seem advisable to fully protect the interests of the City.

The Secretary presented the following:

LAW DEPARTMENT—OFFICE OF THE CORPORATION COUNSEL,
NEW YORK, January 25, 1907.

Board of Estimate and Apportionment:

GENTLEMEN—I have received a communication signed by Joseph Haag, Secretary, dated December 22, 1906, reading as follows:

"I transmit herewith certified copy of resolution adopted by the Board of Estimate and Apportionment on December 21, 1906, in relation to the franchise proposed to be granted to the Kings County Refrigerating Company and also printed copy of the report of the Bureau of Franchises, dated March 21, 1906, containing proposed form of contract embodying the conditions tentatively approved by the Board."

The above resolution of December 21, after tentatively approving the terms and conditions approved by the Bureau of Franchises, further stated:

"Resolved, That the Corporation Counsel be requested to draw a contract in accordance with the terms and conditions proposed and to incorporate therein such matter as in his opinion would seem advisable to fully protect the interests of the City."

I have made a careful examination of the proposed contract and find that by its terms the City's interests will be properly safeguarded and fully protected. I would, however, suggest one amendment. In paragraph seventh it is provided that

"* * * so much of the rights hereby granted as pertains to such route or parts of route not then constructed from and after May 1, 1911, shall be thereupon forthwith and immediately forfeited without judicial or other proceedings."

Paragraph twelfth provides:

"The Company, upon the application for refrigeration of any person or corporation located along the routes herein authorized, shall extend its conduit to such premises and furnish to said applicant refrigerant at the prices which are herein prescribed, or at which such prices may be hereafter fixed; otherwise this contract shall cease and determine at the option of the Board of Estimate and Apportionment."

Paragraph twenty-first provides for the deposit by the company with the Comptroller of the sum of \$3,000 in security for the performance of the terms and conditions of the grant, then states:

"* * * In case of any drafts so made upon this security fund, the said company shall, upon thirty 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 three thousand dollars (\$3,000), and in default thereof, the grant hereby made may be canceled and annulled at the option of the Comptroller of The City of New York, acting on behalf of said City."

Paragraph sixteenth contains the following omnibus clause:

"In case of any violation or breach or failure to comply with any of the provisions herein contained, this contract may be forfeited or avoided by The City of New York by a suit brought by the Corporation Counsel, on notice of ten days to the said company."

To avoid any apparent conflict between this paragraph and the other three referred to above, I would suggest that it be amended to read as follows:

Sixteenth—In case of any violation or breach or failure to comply with any of the provisions herein contained, except as otherwise herein specifically provided, this contract may be forfeited or avoided by The City of New York by a suit brought by the Corporation Counsel on notice of ten days to the said company.

Respectfully yours,

G. L. STERLING, Acting Corporation Counsel.

BOARD OF ESTIMATE AND APPOINTMENT,
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,
January 29, 1907.

HON. GEORGE B. MCCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—At the meeting of the Board of Estimate and Apportionment of December 21, 1906, when the reports of the President of the Borough of Brooklyn and of the Bureau of Franchises were presented, the Board tentatively approved certain terms and conditions for the grant of a franchise to the Kings County Refrigerating Company, and forwarded the same to the Corporation Counsel with a request to draw a contract in accordance therewith, and to incorporate therein such matter as in his opinion would seem advisable to fully protect the interests of the City.

The Corporation Counsel, in a communication to the Board, dated January 25, 1907, states as follows:

"I have made a careful examination of the proposed contract, and find that by its terms the City's interests will be properly safeguarded and fully protected."

He suggests, however, the interlineation of the following words after the word "contained," in section 2, sixteenth, to wit: "except as otherwise herein specifically provided." And I have caused such words to be inserted in the proposed form of contract.

The Kings County Refrigerating Company, has, however, submitted a new application to the Board, which is printed in the minutes of December 21, 1906, and was at that meeting referred to the Bureau of Franchises for investigation and suggestions.

This application is solely for a pipe line in Hall street, from its plant through and along Hall street to Flushing avenue, and thence across Flushing avenue to the Wallabout Market lands; in other words, it now intends to confine its business exclusively to the tenants of Wallabout Market, with the exception of what refrigerant might be supplied from its pipe line in Hall street, between its plant and the southerly side of Flushing avenue; thus the company, instead of using 3,000 feet of the public streets and being enabled to supply refrigerant to a district outside of the market, will now require but about 300 feet of pipes in the streets.

The original report of this Bureau upon the application of the Kings County Refrigerating Company, dated March 21, 1906, was presented to the Board on March 30, and is printed in full in the minutes of that date. The terms and conditions proposed in that report were similar to those imposed upon the Seaboard Refrigeration Company, except that it was the opinion of this Bureau that the greater part of the business would be secured from the tenants of the Wallabout Market, and that the lines outside, which the company had petitioned for, might or might not prove a profitable venture, depending entirely upon the class of business which might be conducted around the market during the next fifteen to twenty-five years.

The estimated receipts of the company from the market land were \$15,000 per annum, and it was on these representations largely that the terms and conditions were fixed, particularly as to the minimum sums. In order, therefore, to make the terms and conditions applicable to what may be termed the amended application of the company I would propose the following changes:

Section 1. The route as described to be altered to fit the new route.

Section 2—Third:

1. \$3,000, instead of \$5,000.

Section 2—Seventh. To read as follows:

The company shall complete the entire conduit line along the route hereinbefore described, and have the same in operation within one (1) year from the date of the signing of this contract; otherwise this grant shall cease and determine.

Section 2—Twenty-first. Substitute the sum of \$500 for that of \$3,000, contained herein, as security deposit.

With these changes I think the contract will fit the amended petition.

At the meeting of the Board, held January 25, 1907, the matter of this application was referred to a Select Committee composed of the Comptroller, the President of the Board of Aldermen, the President of the Borough of Brooklyn and the Chief Engineer of the Board.

I append herewith a revised form of contract, and would suggest that the same be referred to the Select Committee.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

KINGS COUNTY REFRIGERATING COMPANY.

Proposed Form of Contract.

This contract, made this _____ day of _____, 190____, by and between The City of New York, 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, and Kings County Refrigerating Company, a domestic corporation of the State of New York, hereinafter called the Company, party of the second part, witnesseth:

In consideration of the mutual covenants and agreements herein contained, the parties hereto do hereby covenant and agree as follows:

Section 1. The City of New York hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate a conduit not to exceed twelve inches in diameter, with the necessary branches and connections therefrom, leading directly into private property, and also into the lands of the Wallabout Market, for the sole purpose of supplying refrigerant to consumers, said conduits and branches to be beneath the surface of each of the following named streets, avenues and highways, between the points described in the following route, all situate in the Borough of Brooklyn, City of New York, to wit:

Route—Beginning at a point in Hall street, about 325 feet north of the northerly line of Park avenue; thence northerly in, under and along Hall street to Flushing avenue; thence still northerly in, under and across Flushing avenue to the lands of the Wallabout Market, together with such branches from the pipes laid in the above described route leading directly into private property or lands of the Wallabout Market as may be necessary for the purpose of supplying patrons of the Company with cold air or refrigerant, said route being shown on a map entitled "Map showing the proposed pipe line of the Kings County Refrigerating Company, to accompany petition to the Board of Estimate and Apportionment, dated July 13, 1905," signed by James J. Phelan, secretary, copy of which is annexed hereto and made a part of this grant.

Sec. 2. The grant of this privilege is subject to the following conditions:

First—The said right to lay one conduit line in each of the streets, avenues or highways, and between the limits as hereinbefore described, and the privilege to maintain and operate the same shall be held and enjoyed by the said Company, its lessee or successors, for a term of fifteen years from the date of the signing of this contract, with the privilege of renewal of said grant for a further period of ten years upon a fair revaluation of said right and privilege.

If the Company shall determine to exercise its privilege of renewal it shall make application to the Board of Estimate and Apportionment of The City of New York, or any authority which shall be authorized by law to act for the City in place of the said Board. Such application shall be made at any time not earlier than two years and not later than one year before the expiration of the original term of this grant. The determination of the revaluation shall be sufficient, if agreed to in writing by the Company and the Board of Estimate and Apportionment, or such other authority in its place. If the Company and the Board, or such other authority in its place for the City, shall not reach such agreement on or before the day one year before the expiration of the original term of this grant, then the annual rate of compensation for such succeeding ten years shall be reasonable, and either the City (by the Board or such other authority in its place) or the Company shall be bound upon request of the other to enter into a written agreement with such other authority, fixing the rate of such compensation at such amount as shall be reasonable, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board of Estimate and Apportionment or its successors in authority; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluations aforesaid. Such appraisers shall be chosen at least six months prior to the expiration of the contract, and their report shall be filed with the Board of Estimate and Apportionment or its successors in authority within three months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations without the presence of either party. They shall have the right to examine the books of the Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but shall not in any event be less than the minimum amount fixed as the sum to be paid annually for the last year of this original grant. If in any case the annual rate shall not be fixed prior to the termination of the original term of this grant, then the Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Company, each paying one-half thereof.

Second—Upon the termination of this contract, or if the same is renewed, then at the termination of the said renewal term or upon the termination of the rights hereby granted, or for any other cause, all conduit lines and appurtenances thereto, constructed pursuant to this contract, shall be and become the property of The City of New York, without compensation therefor, and the same may be used by the City for any purpose whatsoever. If, however, at the termination of this grant, as above, the City, by the Board of Estimate and Apportionment, or its successors in authority, shall so order by resolution, the said Company shall remove, at its own expense, said conduit line and all appurtenances thereto, and shall restore the streets and pavements to their original condition.

Third—The Company, its successors or assigns, shall pay for this privilege to The City of New York, the following sums of money, to wit:

1. Three thousand dollars (\$3,000) in cash within thirty (30) days after the signing of the contract.
 2. During the first five years of this contract an annual sum which shall in no case be less than seven hundred and fifty dollars (\$750), and which shall be equal to 5 per cent. of the gross receipts of the Company, if such percentage shall exceed the sum of seven hundred and fifty dollars (\$750).
During the second five years of this contract an annual sum which shall in no case be less than one thousand dollars (\$1,000), and which shall be equal to 6 per cent. of the gross receipts of the Company, if such percentage shall exceed the sum of one thousand dollars (\$1,000).
During the third and remaining five years of this contract an annual sum which shall in no case be less than thirteen hundred dollars (\$1,300), and which shall be equal to 7 per cent. of the gross receipts of the Company, if such percentage shall exceed the sum of thirteen hundred dollars (\$1,300).
- The gross receipts as above shall be the total receipts of the Company from all business of furnishing refrigerant to consumers outside of its warehouse at No. 30 Hall street, and outside of the lands of the Wallabout Market. The minimum sums provided to be paid annually shall include the percentages of such gross receipts as above and also such sums as may be paid under any agreement made with the Comptroller for privileges in the lands of the Wallabout Market.
3. An annual payment of twenty-five (25) cents for each linear foot of conduit line and two dollars (\$2) for each manhole constructed within the limits of any street, avenue or highway. The sums due shall be calculated from the day when permit is obtained to open the streets for any section of the work.

All sums herein provided for shall be paid into the Treasury of The City of New York on November 1 of each year, and shall be for the amount due to September 30 next preceding.

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

Fourth—The annual charges or payments shall continue throughout the whole term of the privilege hereby granted, whether original or renewal, as hereinbefore provided, notwithstanding any clause in any statute or in the charter of any other company, providing for payments for refrigerating rights or franchises at a different rate, and no assignments, lease or sublease of the rights or privileges hereby granted, whether original or renewal, or of any part thereof, or of any of the routes mentioned herein, or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this grant; and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said condition as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise, exemption from liability to perform each and all of the conditions of this grant. Nothing herein contained shall apply to any mortgage or mere lienor, but shall apply to any purchaser upon foreclosure, or under or by virtue of any provision of a mortgage or lien.

Fifth—The rights and privileges granted hereby shall not be assigned either in whole or in part, or leased or sublet in any manner, nor shall title thereto or right, interest or property therein pass to, or vest in any other person or corporation whatsoever, either by the act of the Company, its successor or assigns, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations, or otherwise, without the consent of The City of New York, acting by the Board of Estimate and Apportionment, or its successor in authority, evidenced by an instrument under seal, anything herein contained to the contrary thereof in anywise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents. This provision, however, shall not apply to the making of a mortgage, but shall apply to a sale under foreclosure.

Sixth—The grant of this privilege is subject to whatever right, title or interest the owners of abutting property or others may have in and to the streets, avenues and highways on the route heretofore described.

Seventh—The Company shall complete the entire conduit line along the route hereinbefore described, and have the same in operation within one (1) year from the date of the signing of this contract; otherwise this grant shall cease and determine.

Eighth—All construction which shall be made under this grant shall be done in a manner solely upon the terms and conditions hereafter to be imposed by the President of the Borough of Brooklyn and the Commissioner of Water Supply, Gas and Electricity, or their respective successors in authority. The said Company shall submit a working plan of construction to the said President and to the said Commissioner, which shall include and show in detail the method of construction of said pipe line, connections, manholes and other appurtenances, and the mode of protection of all sub-surface construction under the streets, avenues and highways described in the route.

Ninth—The said Company shall bear the expense of keeping in repair for one year after it has been replaced all pavement which may at any time be removed by said Company, either for the purpose of construction or for the repairing of the pipe line and its appurtenances.

Tenth—The said Company shall bear the expense of inspection, which may be required by the President of the Borough of Brooklyn and the Commissioner of Water Supply, Gas and Electricity, of all the work of construction required, or removal of the said pipe line, which shall be done under this grant.

Eleventh—The Company shall cause a test to be made of the pipes laid under this grant before said pipes shall be used for the conveyance of gas or fluid under pressure for refrigerating purposes. The pipes so tested shall be submitted to a pressure of 450 pounds per square inch, and such test shall be made under the supervision of the Commissioner of Water Supply, Gas and Electricity. A certificate showing that such a test has been made without injury to the pipes shall be executed by an officer of the Company, indorsed by the Commissioner of Water Supply, Gas and Electricity and filed with the Board of Estimate and Apportionment.

Twelfth—The Company, its successor or assigns, shall not charge consumers more than the following annual rates:

For boxes or rooms having a cubical contents of from 0 to 1,000 cubic feet, 10 cents per cubic foot; from 1,000 to 10,000 cubic feet, 7 cents per cubic foot; 10,000 cubic feet or over, 5 cents per cubic foot.

During the term of this contract the Board of Estimate and Apportionment, or its successor in authority, shall have absolute power to regulate the maximum rates, provided that such rates shall be reasonable and fair.

All refrigerant which may be required by The City of New York for its own use at any point along the route herein described, or within lands of the Wallabout Market, shall be furnished by the Company without cost to the City.

The Company, upon the application for refrigeration of any person or corporation located along the routes herein authorized, shall extend its conduit to such premises and furnish to said applicant refrigerant at the prices which are herein prescribed, or at which such prices may be hereafter fixed; otherwise this contract shall cease and determine at the option of the Board of Estimate and Apportionment.

Thirteenth—A correct map shall be furnished to the Board of Estimate and Apportionment by the Company, showing the exact location of all the conduit lines and manholes laid with reference to the curb lines of the streets and the street surface, and the same shall be furnished on the first day of November of each year until all pipe lines which are authorized by this grant are constructed, or until the right hereby authorized to construct pipe lines along the routes described has ceased by limitation, as herein provided.

Fourteenth—The grant of this privilege shall not affect in any way the right of The City of New York to grant a similar privilege upon the same or other terms and conditions to any other person or corporation.

Fifteenth—The Company shall assume all liability by reason of the construction and operation of the conduit line, and the City shall assume no liability whatsoever to either persons or property by reason of its construction.

As a condition of this grant the Company, its successor or assigns, hereby agrees to repay to the City any damages which the City shall be compelled to pay by reason of any acts or defaults of the Company, its successor or assigns.

Sixteenth—In case of any violation or breach or failure to comply with any of the provisions herein contained, except as otherwise herein specifically provided, this contract may be forfeited or avoided by The City of New York by a suit brought by the Corporation Counsel, on notice of ten days to the said Company.

Seventeenth—The conduit line hereby authorized shall be used only by the Kings County Refrigerating Company, and for no other purpose than for supplying refrigeration by the ammonia process, or such other process as may be consented to by the Board of Estimate and Apportionment.

Eighteenth—The Company shall at all times keep accurate books of accounts of the gross earnings from the privileges granted under this contract. The Company shall, on or before November 1 in each year, make a verified report to the Comptroller of The City of New York of the business done by the Company for the year ending September 30 next preceding, as he may prescribe. Such report shall contain the number of feet of conduit laid and the number of manholes constructed during the year, and also a statement of the gross receipts from all business of furnishing refrigerant to consumers outside of its warehouse at No. 30 Hall street, together with such other information and in such detail as the Comptroller may require.

The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report and may examine its officers under oath.

Nineteenth—The Company shall comply with the existing provisions of Article V. of chapter 566 of the Laws of 1890, and future amendments thereto, except in so far as the same are inconsistent with the provisions of this contract, and provided that all powers of the Company shall be limited by the provisions of this contract.

Twentieth—If the said Company, its successors or assigns, shall fail to give efficient public service at the rates herein fixed or fails to maintain its structures in good condition throughout the full term of its occupancy of such streets, the Board of Estimate and Apportionment of The City of New York may give written notice to the said Company specifying any default on the part of said Company and requiring said Company to remedy the same within a reasonable time, and upon the failure of the Company to remedy the said default within a reasonable time, said company shall, for each day thereafter during which the default or defect remains, pay to The City of New York a sum of \$50, as fixed or liquidated damages, or the said City, in case such structures, which may affect the surface of the streets, shall not be put in good condition within a reasonable time after notice by the Board as aforesaid, shall have the right to make all needed repairs at the expense of the Company, in which case the said Company shall pay to the City the amount of the cost of such repairs with legal interest thereon, all of which sums may be deducted from the fund hereinbefore provided.

Twenty-first—This grant is upon the express condition that the Company, within thirty days after the execution of this contract and before anything is done in exercise of the rights conferred thereby, shall deposit with the Comptroller of The City of New York the sum of five hundred dollars (\$500), either in money or in securities, to be approved by him, which fund shall be security for the performance by the Company of the terms and conditions of this grant, especially those which relate to the payment of the annual charge for the privilege and the penalties herein provided, and in case of default in the performance by said Company of such terms and conditions, The City of New York shall have the right, after due notice, to collect the same from the said fund without legal proceedings, or after default in the payment of the annual charges, shall collect the same, with interest, from said fund after ten days' notice in writing to the said Company. In case of any drafts so made upon this security fund, the said Company shall, upon thirty 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 five hundred dollars (\$500), and in default thereof the grant hereby made may be canceled and annulled at the option of the Comptroller 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 other legal rights, remedies or causes of action belonging to The City of New York.

Twenty-second—The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms, conditions and requirements in this contract fixed and contained.

In witness whereof the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed, and the corporate seal of said City to be hereunto affixed, and the party of the second part, by its officers, thereunto duly authorized, has caused its corporate name to be hereunto signed, and its corporate seal to be hereunto affixed, the day and year first above written.

[SEAL.] THE CITY OF NEW YORK,
By..... Mayor.
THE KINGS COUNTY REFRIGERATING COMPANY,
By..... President.

Attest:
[SEAL.] Secretary.

Which was referred to the Select Committee to whom this matter was referred at the meeting of January 25, 1907.

The President of the Borough of The Bronx took his place in the meeting.

Union Railway Company of New York City, New York City Interborough Railway Company and the Southern Boulevard Railroad Company.

At the meeting of December 19, 1905, applications previously made by these companies for extensions to their routes and changes of lines were referred to the Comptroller, who subsequently referred them to the Bureau of Franchises for conference with the representatives of the railroad companies as well as the parties interested, so as to adjust all differences possible before presenting same to the Board.

The Secretary presented the following:

BOARD OF ESTIMATE AND APPORTIONMENT,
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,
January 25, 1907.

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

SIX—There have for some time been pending before the Board of Estimate and Apportionment petitions from three street surface railways, in the Borough of The Bronx, for the right to construct, maintain and operate extensions or alterations to their existing or proposed railway systems, as follows:

The Union Railway Company of New York City (hereinafter referred to as the Union Company) applied, under date of May 31, 1905, for twenty-two extensions to its existing system.

The Southern Boulevard Railroad Company (hereinafter referred to as the Boulevard Company), under date of May 31, 1905, applied for four extensions to its existing system.

The New York City Interborough Railway Company (hereinafter referred to as the Interborough Company), under date of June 26, 1905, applied for thirteen extensions to its existing or proposed system.

The Interborough Company on the same date made application for five alterations in its authorized routes.

These applications were referred to the Comptroller for investigation and report, and by him to the Bureau of Franchises. Accordingly, reports were submitted to the Comptroller by the Bureau of Franchises as follows:

Upon the application of the Union Company, on September 11, 1905; upon the application of the Boulevard Company September 26, 1905, and upon the application of the Interborough Company for alterations and extensions on September 27, 1905.

The reports made by this Bureau contained no suggestions as to the conditions which should be incorporated in the contracts between the City and the companies for the rights sought, but they were rather discussions upon the routes, as to whether it was advisable to grant a franchise to the applicants in the streets asked, whether the streets selected were the best adapted for railroad purposes, and whether they

were those on which railroads would be of the greatest use to the traveling public, and at the same time cause the least damage to property owners.

It was found upon examination, and so stated in the reports, that all of the routes selected by the companies were not such as would best protect the interests of the City, and it was decided, therefore, to recommend to the Board only routes which did not violate the following rules:

First—That only one track should be laid in streets of a width of fifty feet, under any circumstances, and only one track in a street of a width of sixty feet, if it be possible to find a parallel street within a distance of one block in which the second may be laid.

Second—Where possible to avoid them, no terminals should be created in streets, but rather loops should be made either in private property or a circuit be made about a block, thus eliminating crossover and stub-end terminals for cars, to the exclusion of other classes of traffic.

Third—No grant should be made in a street not yet physically improved, unless it be stipulated when such route shall be completed, or the right forfeited.

It was claimed by the Interborough Company, at the time it was organized and received its rights from the City, that it was an independent company, and desired to construct and operate a railroad as a competing line to the Union Company. Later it was found to be allied with the Interborough Rapid Transit Company, which then operated the elevated and sub-surface railroads in the Boroughs of Manhattan and The Bronx.

The primary object of the system of the Interborough Company was, therefore, to act as a feeder to the subway and elevated systems at points in the Borough of The Bronx, and in upper Manhattan, where lines were proposed to cross the Harlem river upon the bridges at One Hundred and Thirty-eighth street, One Hundred and Fifty-fifth street and One Hundred and Eighty-first street, and extending into the Borough of Manhattan to intersect with the lines of the sub-surface railroad.

The Union Company, which is owner of the Boulevard Company, the other applicant, was controlled by the Third Avenue Railroad Company by ownership of a majority of the stock, and the Third Avenue Railroad Company was leased to the Metropolitan Street Railway Company. It is seen then that the Union Company and the Boulevard Company were closely allied with those companies operating surface lines in the Borough of Manhattan. Under these conditions, the Interborough and Union companies would be competitors for the local railway traffic originating in the Borough of The Bronx.

This was the condition at the time when the applications above referred to were made. Each company was endeavoring by those applications to round out its system and secure rights which would be sufficient for a number of years, to the exclusion of the competing company. Both companies applied for the rights in the same streets in several instances, and in others, narrow streets and zig-zag routes were resorted to, in order to evade streets in which rights were already held by the competing company.

Several applications covered streets only fifty feet in width. Terminals were contemplated even on the approaches to bridges crossing the Harlem river, and many other streets applied for were not physically improved, and some not legally opened.

These were the principal reasons for unfavorable reports upon some of the routes applied for.

The President of the Borough of The Bronx presented a report upon all these applications, by Mr. Josiah A. Briggs, Chief Engineer of that Borough, dated November 23, 1905. Mr. Briggs sustained the position taken by this Bureau in nearly every case.

Briefs were submitted by the company in answer to the reports, and on December 15, 1905, a public hearing was held, at which the objections were presented by counsel. The counsel for the Union Company stated that his company would eliminate stub-end terminals on bridge approaches, and would make other changes in the application, which would overcome the objections to the proposed routes, as set forth in the reports.

At the conclusion of the hearing, the matter was referred to the Comptroller for conference with the representatives of the companies, so as to adjust all differences before the matter was again presented to the Board. The Comptroller again referred the matter to the Bureau of Franchises. Shortly after it was announced that a merger of the companies controlling the street surface lines in the Boroughs of Manhattan and The Bronx, and those controlling the elevated and sub-surface railroads in the Borough of Manhattan and The Bronx, was made. After this announcement, the companies discontinued further negotiations with the Comptroller and this Bureau in regard to their applications for franchises. Although the franchise to the Interborough Company did not permit of its being merged with or assigned to any other person or corporation, without the consent of the Board, the fact that it was owned by the same interests which controlled the Interborough Rapid Transit Company has removed it from the field as a competing company. Recently, however, under these new conditions, which, of course, have eliminated local railway competition in the Borough of The Bronx, the companies have now turned their attention to the extension of the present systems, and have conferred with this Bureau, with a view to amending their former applications in such a way that the objections set forth in the reports will be overcome.

The first move on the part of the Interborough Company was a formal application, presented on July 6, 1906, for a further change of route from Summit avenue to Ogden avenue, the Ogden avenue route having been previously covered by a grant made to the People's Traction Company, subsequently owned by the Union Company.

A conference was held with Messrs. Vreeland, Skitt and Mahr, representing the respective companies, and after considerable discussion as to the routes, it was decided to retain certain of the routes already applied for, and to abandon others entirely, and that the companies should make new applications for additional routes to take the place of some of those abandoned.

The question of extending the several Bronx routes not only across the bridges to a terminus in Manhattan, but that the lines should be continued across Manhattan Island and intersect with the north and south lines in Manhattan Borough, was discussed, and the general proposition was accepted by the representatives of the respective companies. This would tend to distribute the traffic more evenly, and in a number of instances, carry passengers on Bronx cars to much nearer their point of destination, and thereby prevent congestion at the entrance or approach to the several bridges on the Manhattan side.

The matter was presented by the companies to their counsel, and it was found that in some instances railroads were already constructed in the cross streets, and the Bronx lines operating over these tracks would come under the provisions of the Railroad Law requiring a transfer for a single fare, and, in consequence, the companies declined to apply for these rights. Another instance in which the companies declined to apply for extensions was on Broadway, between Muscota street and Two Hundred and Thirtieth street, where a franchise to the Kingsbridge Railroad Company was claimed although it has not as yet been constructed.

The operation of cars in One Hundred and Forty-fifth street was claimed by this Bureau to be without authority, and the Board has already sent this matter to the Corporation Counsel, to take such action as may be necessary to put the City in possession of its rights, and thus leave the way open for an application by the Bronx Company.

I believe that all three of these extensions should be made, and the companies should be required to apply for them, in order to round out the present system of traffic in the Borough of The Bronx, as connected with that in Manhattan.

Following I have discussed the routes which the companies have decided to retain, and which they have already applied for, and designated them as "old extensions," and those which the companies have stated they intend to apply for, as well as those which I believe the Board should require them to apply for, designated as "new extensions."

Before arriving at the conclusions reached in regard to the several routes, several trips were taken over the proposed routes, by representatives of this Bureau, the Engineer for the Union Railway Company, and Mr. Josiah A. Briggs, Chief Engineer of the Borough of The Bronx, representing the President of the Borough.

CHANGES IN ROUTE APPLIED FOR BY THE INTERBOROUGH COMPANY.

Old Change 1 (Change 1 in Contract).

Route Originally Granted—From the intersection of Sedgwick avenue and Perot street, west on Perot street to Boston avenue; thence northerly on Boston avenue to its intersection with Fort Independence street. Length of route, 1,150 feet.

Route Proposed—From the intersection of Sedgwick avenue and Perot street, north on Sedgwick avenue to the intersection of Boston avenue and Sedgwick avenue;

thence westerly on Boston avenue to Fort Independence street. Length of route, 800 feet.

This change was approved in the original report and, I believe, is desirable.

Old Change 2 (Change 2 in Contract).

Route Originally Granted—From the intersection of Kingsbridge road and Heath avenue, northerly on Heath avenue to its intersection with Two Hundred and Thirtieth street, and thence westerly on Two Hundred and Thirtieth street to Bailey avenue. Length of route, 1,400 feet.

Route Proposed—From the intersection of Kingsbridge road and Heath avenue, westerly on Kingsbridge road; thence across the tracks of the New York and Putnam Railroad Company, the New York Central and Hudson River Railroad Company, and the Spuyten Duyvil creek to Muscota street, in the Borough of Manhattan; thence westerly on and along Muscota street to Broadway. Length of route, 1,500 feet.

The object of this change is to afford transit facilities to and from the proposed rapid transit subway station and the station of the New York Central Railroad at Broadway. The adoption of this point for these stations has been decided upon since the original franchise was granted to the Interborough Company. It is desirable, therefore, that the Interborough Company's route make connections with these stations. It was suggested to the companies that cars be operated upon a loop in Muscota street, Broadway, West Two Hundred and Thirtieth street and Bailey avenue. The companies objected, however, on account of the unconstructed franchise of the Kingsbridge Railroad Company on Broadway, as before referred to, and they proposed to let the original application stand; that is, simply extend the line from Bailey avenue to Broadway on Muscota street and create a stub-end terminal on Muscota street at Broadway. I am of the opinion that it will be much more desirable to operate the cars about this loop, and I would suggest that the change be denied unless the company makes an application for an extension on Broadway, between Muscota street and West Two Hundred and Thirtieth street, on West Two Hundred and Thirtieth street to Bailey avenue and on Bailey avenue over the tracks of the Union Company to Kingsbridge road.

Old Change 3 (Change 3 in Contract).

Route Originally Granted—From the intersection of Boston road and East One Hundred and Seventy-eighth street, west on East One Hundred and Seventy-eighth street to Vyse street; thence northerly on Vyse street to East One Hundred and Eighty-second street; thence westerly on East One Hundred and Eighty-second street to the Southern boulevard. Length of route, 3,600 feet.

Route Proposed—From the intersection of Boston road and East One Hundred and Seventy-eighth street, north on Boston road to East One Hundred and Eightieth street; thence westerly on East One Hundred and Eightieth street to the Southern boulevard. Length of route, 2,800 feet.

This proposed change is to my mind very desirable. Streets on which the company now proposes to construct are all eighty feet in width, whereas some of the streets on which the franchise was granted were only sixty feet in width. The route is shortened by about eight hundred feet, and it makes a more direct crosstown line. The change was approved in the original report, and I would suggest that it be granted.

Old Change 4 (Change 4 in Contract).

Route Originally Granted. From the intersection of Ogden avenue and West One Hundred and Sixty-first street; thence northwesterly on West One Hundred and Sixty-first street to Summit avenue; thence northeasterly on Summit avenue to West One Hundred and Sixty-sixth street, westerly on West One Hundred and Sixty-sixth street to Lind avenue; thence northerly on Lind avenue to Aqueduct avenue, and thence northeasterly on Aqueduct avenue to the intersection of Aqueduct avenue and Ogden avenue. Length of route, 5,375 feet.

Route Proposed—From the intersection of Ogden avenue and West One Hundred and Sixty-first street, thence northeasterly on Ogden avenue to Aqueduct avenue. Length of route, 5,250 feet.

The application for this change was made by petition to the Board of Estimate and Apportionment, presented on July 6, 1906. Ogden avenue, was, as before stated, originally covered by a franchise granted to the People's Traction Company, and the Interborough Company, when originally applying, shows the route granted to them for this reason. The Corporation Counsel having decided that the rights given the People's Traction Company are void, the Interborough Company now applies to alter the route from Summit and Lind avenues to Ogden avenue.

Ogden avenue is now a 70-foot street, having been widened, and is a much more desirable line for a trolley road than the route heretofore granted, for the reason that the original line traversed 50-foot streets almost entirely, the route was very winding and the grades in some parts were extremely steep.

I would suggest that the application for the change be granted.

New Change 1 (Change 5 in Contract).

Route Originally Granted—Beginning at the intersection of Kingsbridge road and Reservoir avenue, thence northerly and westerly on Reservoir avenue to Sedgwick avenue. Length of route, 3,540 feet.

Route Proposed—Beginning at the intersection of Sedgwick avenue and Kingsbridge road, thence northerly on Sedgwick avenue to the intersection of Reservoir avenue. Length of route, 2,650 feet.

The company states that this route is more desirable for the reason that it served a larger area than the route originally granted. Sedgwick avenue is a wide street, and it may be that the property owners along this street may object to a trolley line, but if such is the case, it will be shown by the public hearing. I see no reason for objection to the route, and would, therefore, suggest that the Board grant the change provided there is no serious objection from the property owners.

New Route 2 (Change 6 in Contract).

Route Originally Granted—From the intersection of Tremont avenue and Ryer avenue, north on Ryer avenue to East One Hundred and Eightieth street, thence east on East One Hundred and Eightieth street to Webster avenue. Length of route, 2,000 feet.

Route Proposed—From the intersection of Ryer avenue and Tremont avenue easterly on Tremont avenue to Webster avenue, thence northerly on Webster avenue upon the tracks of the Union Company to East One Hundred and Eightieth street. Length of route, 1,950 feet.

A change is necessary because the Board of Estimate and Apportionment, on July 8, 1903, adopted a resolution changing the map of the City, by closing Ryer avenue, between Tremont avenue and East One Hundred and Eightieth street, and adding the same to Echo Park, thereby cutting the route originally granted at that point. The route now proposed is more desirable than the old, for the reason that wide streets are used, and it is proposed to use a track of the Union Company, which eliminates the necessity of constructing other tracks in the vicinity.

In the Union Company's franchise there should be a condition requiring that company to allow the Interborough Company to use the Union Company's tracks on Webster avenue, from Tremont avenue to East One Hundred and Eightieth street.

New Change 3 (Change 7 in Contract).

Route Originally Granted—From the intersection of East One Hundred and Forty-ninth street and Cortlandt avenue, north on Cortlandt avenue to East One Hundred and Fifty-sixth street, east on One Hundred and Fifty-sixth street to St. Ann's avenue. Length of route, 3,825 feet.

Route Proposed—From the intersection of East One Hundred and Forty-ninth street and Cortlandt avenue, east on One Hundred and Forty-ninth street to St. Ann's avenue, north on St. Ann's avenue to East One Hundred and Fifty-sixth street. Length of route, 3,975 feet.

A portion of this change proposed on East One Hundred and Forty-ninth street is necessary for the completion of the crosstown line, and will be referred to under discussion of New Extension 4 of the Interborough Company.

The object of the change is to avoid two tracks in East One Hundred and Fifty-sixth street, that street being only 50 feet in width, and, I understand further, to overcome objection of property owners on East One Hundred and Fifty-sixth street, where it has been impossible to get their consents.

Tracks have been laid upon St. Ann's avenue by the Union Company, but no cars have been operated thereon, as the consent of the property owners has never been obtained.

The present route will perhaps serve crosstown facilities to a larger area than that now proposed, but I believe that two tracks on One Hundred and Fifty-sixth street should be prohibited, especially in a thickly populated district, such as the one in question.

I would suggest that the application for the change be granted.

PROPOSED EXTENSIONS OF THE INTERBOROUGH COMPANY.

New Extension 2 (Route 1 in Contract).

From the tracks of the Interborough Company on Aqueduct avenue, at the intersection of Aqueduct avenue and Boscobel avenue; on Boscobel avenue, upon the existing tracks of the Union Company, to Jerome avenue; on Jerome avenue to East One Hundred and Sixty-seventh street; along East One Hundred and Sixty-seventh street, the Transverse road under the Grand Boulevard and Concourse, and again on East One Hundred and Sixty-seventh street to Webster avenue; on Webster avenue, upon the existing tracks of the Union Company, to East One Hundred and Sixty-eighth street; on East One Hundred and Sixty-eighth street to Franklin avenue; on Franklin avenue to East One Hundred and Sixty-ninth street and McKinley square; on McKinley square and East One Hundred and Sixty-ninth street to East One Hundred and Sixty-seventh street; on East One Hundred and Sixty-seventh street to Westchester avenue; on Westchester avenue, upon the existing tracks of the Union Company, to Edgewater road; on Edgewater road to West Farms road; on West Farms road to the intersection of West Farms road with East One Hundred and Seventy-seventh street and Boston road. Length of route, double track, The Bronx, 20,440 feet.

This extension, together with existing tracks of the Interborough Company on Washington Bridge, forms a crosstown line from the station of the subsurface railroad at St. Nicholas avenue and One Hundred and Eighty-first street, in the Borough of Manhattan, to points near the Bronx river, in the Borough of The Bronx, and passing through a section which is not at the present time served by a crosstown route. This route, as originally applied for, was made up of Extensions 3, 12 and 6, which the company now proposes to withdraw.

Objections in the previous report were made to those routes because the portion of Extension 3 on McClellan street, between River avenue and Jerome avenue, was not regulated and graded, and because of the narrow width of Shakespeare avenue, One Hundred and Sixty-eighth street (Extension 3) and Home street (Extension 6), such streets being only 60 feet in width.

The present application omits that portion which was originally applied for on McClellan street, Shakespeare avenue and One Hundred and Sixty-eighth street, and substitutes One Hundred and Sixty-seventh street, from River avenue to Jerome avenue, and eliminates Home street, and the company has substituted the continuation of One Hundred and Sixty-eighth street to One Hundred and Sixty-seventh street; One Hundred and Sixty-seventh street to Westchester avenue, thence upon the tracks of the Union Company on Westchester avenue to Edgewater road, and Edgewater road to West Farms road.

The route as now applied for consists of wide streets, none of which is less than 80 feet, with the exception of one block of One Hundred and Sixty-seventh street, between Clay avenue and Webster avenue, which is 60 feet in width. This being but one block, I see no serious objection to placing a double-track road in that street. The only portion of the entire route which cannot be constructed at once is that portion on the Transverse road, under the Grand Boulevard and Concourse. No doubt it will be some time before this Transverse road is constructed; of course, if that portion of the route is not available, it cannot be operated as a complete crosstown route, and would, for that reason, not be of much advantage to the traveling public. I understand, however, the Interborough Company is willing to accept a franchise for this route, with a provision that the City may order the construction of the route any time after a period of two years from the date on which the franchise is granted, if the Transverse road has not been constructed, and the company has not built the railroad in the meantime. As this seems to me a very important crosstown line, and especially of great advantage to people of this district, to enable them to make connection with the subsurface railroad in the Borough of Manhattan and to reach points of transfer to the various north and south lines in the boroughs of both The Bronx and Manhattan, I believe that this extension should be granted, with the provision above mentioned.

EXTENSIONS OLD 1 AND NEW 3.

Old Extension 1 (Route 2 in Contract).

From the existing tracks of the Interborough Company, on Aqueduct avenue, at Featherbed lane; on Featherbed lane to East One Hundred and Seventy-fourth street; on East One Hundred and Seventy-fourth street to Clay avenue; on Clay avenue to Wendover avenue; on Wendover avenue to Third avenue. Length of route, double track, The Bronx, 8,450 feet.

New Extension 3 (Route 3 in Contract).

From the existing tracks of the Interborough Company on Wilkins place, at Boston road; on Boston road upon the tracks of the Union Company, to East One Hundred and Seventieth street; on East One Hundred and Seventieth street, to Third avenue; on Third avenue, upon the tracks of the Union Company to Wendover avenue. Length of route, double track, Bronx, 4,900 feet.

These two extensions, together with existing tracks of the Interborough Company on Aqueduct avenue and Washington Bridge, form a crosstown route between the stations of the subsurface railroad at One Hundred and Eighty-first street and St. Nicholas avenue, in the Borough of Manhattan, to the various points in the easterly portion of the Borough of The Bronx, which may be reached by the routes already constructed or authorized of the Interborough Company.

All of New Extension 3, and that portion of Old Extension 1 east of Webster avenue, is identical with that proposed by the Union Company, which is a portion of the proposed crosstown line of that Company by the way of Clay avenue, East One Hundred and Seventieth street, Boscobel avenue and the tracks of the Interborough Company on Washington Bridge. A portion of this route east of Third avenue was originally applied for by the Interborough Company on Wendover avenue, from Third avenue to Fulton avenue; on Fulton avenue, to Crotona Park South; on Crotona Park South to Crotona Park East; on Crotona Park East to Wendover avenue, and there connect with the existing tracks of the Interborough Company.

Objection was made in the previous report to the use of Crotona Park South and Crotona Park East for a double track street surface railway, on the ground that these two streets are adjacent to Crotona Park, which are only 60 feet in width, and it would seem that there should be as little obstruction as possible to vehicular traffic in these two streets.

It was suggested that no track be put on Wendover avenue, east of Third avenue, and no track in Fulton avenue, but that the tracks of the Union Company should be used on Third avenue instead of between Wendover avenue and East One Hundred and Seventieth street; that one track be placed in St. Paul's place, Crotona Park South and Crotona Park East, from Third avenue to the tracks of the Interborough Company in Wendover avenue; that the second track be placed in East One Hundred and Seventieth street from Third avenue to Boston road, and that the tracks of the Union Company in Boston road, between One Hundred and Seventieth street and Wendover avenue, should be used by the Interborough Company for eastbound cars. The Company has not complied with this suggestion, but intends to make application for two tracks in East One Hundred and Seventieth street; this street is only 50 feet in width, and is, therefore, too narrow for the operation of a double-track railway. I believe, therefore, that the Company should be allowed to operate only one track in East One Hundred and Seventieth street.

A portion of East One Hundred and Seventy-fourth street, between Jerome avenue and the east side of the Grand Boulevard and Concourse, is as yet unimproved, and it may be some time before this street is constructed across the boulevard. The difficulty in the route, therefore, is similar to the one just previously discussed; that is, New Extension 2.

I understand that the Interborough Company is willing to accept the condition for this route which is suggested for New Extension 2. That is, that the City may direct the construction of the route at any time after a period of two years from the date of granting the franchise, provided, of course, the Company has not in the meantime constructed the route.

New Extension 1 (Route 4 in Contract).

From tracks of the Interborough Company on Aqueduct avenue at Fordham road, on Fordham road upon the tracks of the Union Company to West One Hundred and Eighty-fourth street, on West One Hundred and Eighty-fourth street to the east approach of the Fordham Heights Bridge now being constructed, on the bridge and its approaches to West Two Hundred and Seventh street, in the Borough of Manhattan; on West Two Hundred and Seventh street to the intersection of Amsterdam or Tenth avenue and Emerson street, on Emerson street to Broadway, on Broadway upon the tracks of the Kingsbridge Railroad Company to Isham place, on Isham place to Amsterdam or Tenth avenue; on Amsterdam or Tenth avenue to West Two Hundred and Seventh street. The portion of the route in Emerson street, Broadway, Isham place, Amsterdam (or Tenth) avenue, to be a single track. Length of route, double track, Bronx, 3,100 feet. Length of route, double track, Manhattan, 1,300 feet. Length of route, single track, Manhattan, 3,400 feet.

The original application, being Extension 2, extended into the Borough of Manhattan only as far as Amsterdam avenue, being the point at which transfer can be made to the Rapid Transit Railroad, in the Borough of Manhattan. The application also included West One Hundred and Eighty-eighth street, between Aqueduct avenue and Fordham road, which street is adjacent to the proposed Devoe Park. Objection was made to the use of this street by a railroad company for the reason that if a railroad was constructed thereon this proposed park would be entirely surrounded by street surface railways. The application was made in this street merely for the purpose of avoiding streets occupied by the Union Company. It was suggested that the Interborough Company make arrangements with the Union Company to use its tracks on Fordham road from Aqueduct avenue to East One Hundred and Eighty-fourth street. The present application covers that portion of Fordham road suggested, and it is proposed to use the tracks of the Union Company in that street. Further objection was made to the original application, because of the fact that it was proposed to operate a stub-end terminal in the Borough of Manhattan; a single-track loop now proposed eliminates that objection also.

I see no objection to the route as now proposed. I would suggest that it be granted.

There is possibly an objection to placing two tracks upon the Fordham Heights Bridge, which is now being constructed. This bridge is the one which formerly spanned the Harlem river at Broadway, and its roadway is only 30 feet in width. No doubt this bridge will be used within a short time very extensively by vehicles other than street cars, and two tracks in such a narrow roadway may be somewhat of a hindrance to such traffic.

I would suggest that two tracks be authorized at present, but authority should be given the Board of Estimate and Apportionment to direct the company to remove one track, should it be found desirable to have but one track upon the bridge.

Old Extension 4 (Route 5 in Contract).

From the proposed route of the Interborough Company on West Two Hundred and Thirty-eighth street, for which it has a franchise, at the intersection of West Two Hundred and Thirty-eighth street and Albany road; thence northerly on Albany road to Van Cortlandt Park South. Length of route, double track, The Bronx, 1,300 feet.

This extension is proposed for the purpose of extending to Van Cortlandt Park, the north and south route of the Interborough Company ending at West Two Hundred and Thirty-eighth street.

Objection was made in the previous report because of the stub-end terminal at Van Cortlandt Park South. However, there are no open streets which the company can use to form a loop terminal, and I would, therefore, suggest that the extension be granted as applied for.

New Extension 4 (Route 6 in Contract).

From the tracks of the Interborough Company on Leggett avenue at Southern Boulevard; on the Southern Boulevard upon the tracks of the Southern Boulevard Railroad Company to East One Hundred and Forty-ninth street; thence westerly on East One Hundred and Forty-ninth street to St. Ann's avenue. Length of route, double track, The Bronx, 3,975 feet.

This extension, together with the route already constructed of the Interborough Company on One Hundred and Forty-ninth street, from Cortlandt avenue to One Hundred and Forty-fifth Street Bridge, and across One Hundred and Forty-fifth Street Bridge to Lenox avenue, in the Borough of Manhattan, and the portion of new change 3, which the Interborough Company intends to apply for on East One Hundred and Forty-ninth street, between St. Ann's avenue and Cortlandt avenue, which has heretofore been discussed, forms a crosstown route from the Borough of Manhattan to the Southern Boulevard, in the Borough of The Bronx. A portion of this route on One Hundred and Forty-ninth street was originally applied for, also by the Union Company. It was suggested in the previous report that the route be granted to the Interborough Company only. The Union Company now intends to withdraw its application upon this street, and I, therefore, suggest that the application be granted to the Interborough Company.

OTHER EXTENSIONS WHICH SHOULD BE APPLIED FOR.

In order to make interborough communication between Manhattan and The Bronx as efficient as possible, I am of the opinion that The Bronx crosstown lines should be extended into Manhattan, so that they will intersect all north and south lines operating in Manhattan. This mode of operation will obviate the congestion at the bridge approaches, and also distribute passengers at several points and in many cases, nearer their destination.

At the conference between the representatives of the railroads and of this Bureau, this proposition was agreed to, but subsequently counsel for the companies have made objections on account of possible interference with existing rights. I believe, however, that no technical objections should deter the City from requiring the very best operation which can be obtained. I therefore suggest that the Board require that the Interborough Company make application for the following additional extensions before taking any action on its pending applications:

New Extension 5 (Route 7 in Contract).

From the intersection of Lenox avenue and West One Hundred and Forty-fifth street; thence by double track westerly on West One Hundred and Forty-fifth street to Broadway; northerly on Broadway to West One Hundred and Forty-sixth street; thence by single track on West One Hundred and Forty-sixth street to Amsterdam avenue; thence southerly on Amsterdam avenue to West One Hundred and Forty-fifth street. Length of route, double track, Manhattan, 5,150 feet. Length of route, single track, Manhattan, 1,150 feet.

New Extension 6 (Route 8 in Contract).

From the intersection of St. Nicholas avenue and West One Hundred and Eighty-first street; thence by double track westerly on West One Hundred and Eighty-first street to Broadway; thence northerly on Broadway to West One Hundred and Eighty-second street; thence by single track easterly on West One Hundred and Eighty-second street to St. Nicholas avenue; thence southerly on St. Nicholas avenue to West One Hundred and Eighty-first street. Length of route, double track, Manhattan, 870 feet. Length of route, single track, Manhattan, 900 feet.

To prevent congestion at Broadway and Muscota street, where the company desires to maintain a stub-end terminal, I would suggest that the Board insist upon an application for the following route:

New Extension 7 (Route 9 in Contract).

From the intersection of Broadway and Muscota street; thence by double track northerly on Broadway to West Two Hundred and Thirtieth street; thence easterly on West Two Hundred and Thirtieth street to Bailey avenue; thence southerly on Bailey avenue upon the tracks of the Union Company to Kingsbridge road. Length of route, double track, Manhattan, 900 feet. Length of route, double track, The Bronx, 2,350 feet.

PROPOSED EXTENSIONS OF THE UNION COMPANY.

New Extension (Route 1 in Contract).

From Willis avenue at East One Hundred and Thirty-fourth street south on the approach of the Willis Avenue Bridge, over the bridge and the southerly approach to First avenue; south on First avenue to East One Hundred and Twenty-third street; east on East One Hundred and Twenty-third street to Pleasant avenue; north on Pleasant avenue to East One Hundred and Twenty-fourth street; west on East One

Hundred and Twenty-fourth street to First avenue. That portion of First avenue between West One Hundred and Twenty-third street and East One Hundred and Twenty-fourth street, and the portion on East One Hundred and Twenty-third street, Pleasant avenue and East One Hundred and Twenty-fourth street, to be a single track. Length of route, double track, The Bronx, 1,670 feet; double track, Manhattan, 1,145 feet; single track, Manhattan, 1,950 feet.

This route was originally designed to end in a stub-end terminal at One Hundred and Twenty-fifth street at the bridge approach; the terminal to be upon the bridge approach. In the previous report the objection to such a terminal was shown, and in consequence the company is willing to amend its application as described above.

I would suggest that a condition be imposed requiring that no loading or unloading of passengers be permitted on the bridge approach. With that condition I would suggest that the route be granted.

New Extension 4 and a Portion of Old Extension 20.

New Extension 4 (Route 2 in Contract).

From the present terminus of the Union Company's line on West One Hundred and Fifty-fifth Street Viaduct, at a point near Eighth avenue, thence on West One Hundred and Fifty-fifth Street Viaduct and West One Hundred and Fifty-fifth street to Broadway, on Broadway to West One Hundred and Fifty-eighth street, on West One Hundred and Fifty-eighth street to Audubon place, on Audubon place to Broadway; a portion on Broadway between Audubon place and One Hundred and Fifty-eighth street, and on One Hundred and Fifty-eighth street and Audubon place, to be a single track. Length of route, double track, Manhattan, 3,475 feet; single track, Manhattan, 1,000 feet.

Portion of Old Extension 20 (Route 3 in Contract).

From Third avenue and East One Hundred and Sixty-third street, east on East One Hundred and Sixty-third street to Stebbins avenue; on Stebbins avenue to Dongan street; on Dongan street to Intervale avenue. Length, double track, The Bronx, 3,700 feet.

New extension 4 is substituted for that as originally applied for, as extension 11, with a loop around the block bounded by One Hundred and Fifty-eighth street, Broadway and Audubon place, which eliminates the objection made in the previous report to the stub-end terminal at One Hundred and Fifty-eighth street.

Franchises have been heretofore granted on the portion of Broadway which the Union Company now applies for, though no railroad has been built in that thoroughfare at this point.

In the previous report it was suggested that the Corporation Counsel be asked whether the City has the legal right to grant a franchise to the Union or Interborough Companies on West One Hundred and Fifty-fifth street, as applied for, as he had in 1903 rendered an opinion in which he stated that under the provisions of Chapter 419 of the Laws of 1901, the City had the right to grant a franchise only as far west as Eighth avenue.

Since the previous report was made the Corporation Counsel has rendered an opinion upon this subject in which he advises as follows:

"I see no valid reason or objection why the Union Railroad Company should not be permitted to extend its road across the viaduct over the route proposed for the purpose of reaching the said subway station."

It would seem, therefore, that the Board may properly grant this extension to the Union Company.

The Union Company has withdrawn a portion of old extension 20 upon Intervale avenue. Rights were asked for in this avenue originally in order that the cars of this crosstown line might reach the Hunt's Point station of the New York, New Haven and Hartford Railroad without using streets in which the Interborough Company already holds a franchise. It is the intention of the company now, however, to use the tracks which shall be constructed under the franchise of the Interborough Company upon Dongan street and Hunt's Point road, which will make a more direct route than originally applied for. I believe that these extensions of the crosstown route of the Union Company are desirable, and would, therefore, suggest that the rights be granted.

New Extension 5 and Old Extension 15.

New Extension 5 (Route 4 in Contract).

From the tracks of the Union Company on Third avenue at East One Hundred and Seventieth street; east on East One Hundred and Seventieth street to and connecting with the tracks of the Union Company on Boston road. Length of route, double track, The Bronx, 1,950 feet.

Old Extension 15 (Route 5 in Contract).

From the tracks of the Union Company on Third avenue at Wendover avenue; west on Wendover avenue to Clay avenue; on Clay avenue to East One Hundred and Seventieth street; on East One Hundred and Seventieth street to West One Hundred and Seventieth street; on West One Hundred and Seventieth street to Boscobel avenue. Length of route, double track, The Bronx, 6,600 feet.

New extension 5 is substituted for old extension 14 in the original application which the company now proposes to abandon. This route is identical with that applied for by the Interborough Company and has been previously discussed. The same recommendation would apply in this case, but one track be allowed in East One Hundred and Seventieth street, as it has a width of but 50 feet.

The two routes forming a crosstown line are most urgently needed as there is no crosstown line between One Hundred and Sixty-first street and Burnside avenue, and I would, therefore, recommend that they be granted.

Old Extension 21 (Route 6 in Contract).

From the tracks of the Union Company on White Plains road at the Boston road or turnpike; on Boston road or turnpike to the city line. Length of route, double track, The Bronx, 17,000 feet.

It has already been suggested that this extension be granted, it being a route through a thinly settled district, but I believe it will be a great advantage in building up the section through which it runs, and it will furnish a more direct route than now exists between The Bronx and the Village of Pelham and the City of New Rochelle. Boston turnpike has been in use many years. The new street adopted upon the map of the city does not conform with the lines of the existing street, but there is to be a widening of the same. Should, however, the tracks be laid in the centre of the present street, they will not be in the centre of the new street when constructed, for the reason that the new street will not be a uniform widening of the present road. It may therefore be necessary when the new street is constructed to remove the tracks to the centre of such new street, and I suggest that a general clause be inserted in the contract, requiring the companies to change their tracks when street lines or grades are changed by the authorities. The present bridge across the Hutchinson river has not sufficient strength to carry a railway, and furthermore is too narrow for two tracks. The Bridge Department is now making plans for a new bridge at this point, which will cost approximately \$200,000. It is the intention of the Bridge Department to construct a temporary bridge during the construction of the new bridge. This temporary bridge may be used to carry one track of the Union Company, so that traffic will not be interrupted in the meantime.

I would suggest that the Union Company be required to bear one-fourth of the cost of such structure and one-half the cost of maintenance of the same.

New Extension 3 (Route 7 in Contract).

From the tracks of the Union Company on Webster avenue, at East Two Hundred and Thirty-third street; easterly on East Two Hundred and Thirty-third street to Kingsbridge road, or Bussing avenue; easterly on Kingsbridge road, or Bussing avenue, to Baychester avenue; northerly on Baychester avenue to Pitman avenue; easterly on Pitman avenue to the city line. Length, double track, The Bronx, 7,880 feet.

This route was originally applied for as two extensions. One on East Two Hundred and Thirty-sixth street, from White Plains road to Pitman avenue, thence on Pitman avenue to the city line, and the other on East Two Hundred and Thirty-third street, from Webster avenue to and across the bridge over the Bronx river. The connection between these two extensions to be made by a franchise claimed by the Union Company on East Two Hundred and Thirty-third street, from the Bronx river to White Plains road and the existing tracks on the White Plains road, from East Two Hundred and Thirty-third street to East Two Hundred and Thirty-sixth street.

The objection to the route was that Pitman avenue was not physically or legally opened. The extension as now applied for is upon streets which are legally and physically opened, with the exception of Pitman avenue, from Baychester avenue to the city line. Representatives of the company have stated that the property owners along that portion of Pitman avenue are ready to cede to the city the land for that street. However, as the City cannot grant a franchise upon a street which is not legally opened, I would suggest that the right in Pitman avenue be withheld until the property owners have ceded land for Pitman avenue or have filed a map showing the same to be a street. The route will connect with the tracks at the city line, which the Union Company contemplate building in South Mount Vernon, and will furnish a more direct route between that portion of Mount Vernon and The Bronx than now exists, and will connect with the New York Central Railroad at Williamsbridge station at East Two Hundred and Thirty-third street.

Old Extension 5 (Route 8 in Contract).

From tracks of the Union Company at the intersection of Bailey avenue and Harlem river terrace; south on Harlem river terrace and Cedar avenue to the tracks of the Union Company at the intersection of Cedar avenue and West One Hundred and Seventy-ninth street. Length of route, double track, The Bronx, 5,000 feet.

Objection was made in the previous report to this route, for the reason that Harlem river terrace is only 50 feet in width, and therefore too narrow for a double-track railway if the street is constructed with the width of sidewalks usually adopted for a street of that width.

Mr. Josiah A. Briggs, Chief Engineer of the Borough of The Bronx, has stated to me in a communication under date of July 7, 1906, that Harlem River terrace is adjacent to railroad property, and that it has been the custom in the Borough of The Bronx to construct no sidewalk upon the side of a street adjacent to such railroad property, and he believes that Harlem River terrace should be treated in this manner, with the exception of a short space just north of Cedar avenue, which will have a frontage on both sides, and will therefore require two sidewalks. This would leave practically a 35-foot roadway, which is wider than that usually employed in a 70-foot street, with the exception of the short piece which would be only 24 feet in width. Under these conditions I see no reason why a franchise may not be properly granted as applied for.

New Extension 2, Old Extension 13 and New Extension 6.

New Extension 2 (Route 9 in Contract).

From the tracks of the Union Company on Jerome avenue at an unnamed street adjacent to the southwesterly side and parallel to Moshulu parkway; on said unnamed street to Sedgwick avenue; on Sedgwick avenue to Van Cortlandt avenue; on Van Cortlandt avenue to Albany road; on Albany road to West Two Hundred and Thirty-eighth street; on West Two Hundred and Thirty-eighth street to Broadway. The unnamed street and Sedgwick avenue above described are to be, or are being, constructed by the Aqueduct Commissioners, and are under their supervision. Length of route, double track, The Bronx, 6,150 feet.

Old Extension 13 (Route 10 in Contract).

From the tracks of the Union Company on Jerome avenue at Gun Hill road; easterly on Gun Hill road to the tracks of the Union Company on Gun Hill road at Webster avenue. Length of route, double track, The Bronx, 3,200 feet.

New Extension 6 (Route 11 in Contract).

From the tracks of the Union Company on White Plains road at Gun Hill road; easterly on Gun Hill road to the intersection of Stillwell avenue and Baychester avenue; thence a single track loop in Baychester avenue at that point. Length of route, double track, The Bronx, 12,300 feet; single track, The Bronx, 650 feet.

Van Cortlandt avenue has not as yet been brought to its final grade and width, and, therefore, tracks placed in that street at the present time will have to be removed or changed to conform with the new grade of the street when finally regulated and graded. The track should be taken care of by the Union Company at such time.

With reference to the portion of New Extension 2 on the property of the Aqueduct Commissioners, I addressed a communication to that Commission on December 18, 1906, asking if there were any objections on the part of the Commissioners to the City granting a franchise upon that portion of Sedgwick avenue and the street adjacent to Moshulu parkway, which is still under their jurisdiction. In reply under date of January 9, 1907, the President of the Commission inclosed a report of the Chief Engineer, in which it was stated that there was no engineering objections to granting a franchise for a street surface railway upon these streets.

I see, therefore, no objection to the City giving a right as proposed. Gun Hill road (New Extension 6) is not physically opened, but I understand that the City is about to take title to the property acquired.

I believe this route will be of great advantage in opening up a territory through which it runs, and I would suggest that it be granted.

Old Extension 16 and a Portion of Old Extension 22.

Old Extension 16 (Route 12 in Contract).

From the tracks of the Union Company on Bailey avenue at Kingsbridge road; on Kingsbridge road to and across Spuyten Duyvil creek to Muscoota street; on Muscoota street to Broadway. Length of route, double track, 1,200 feet.

Portion of Extension 22 (Route 13 in Contract).

From the tracks of the Union Company on Bailey avenue at West Two Hundred and Thirtieth street; west on West Two Hundred and Thirtieth street to the tracks of the Union Company on Broadway. Length of route, double track, The Bronx, 600 feet.

A portion of Extension 22 is necessary for a complete north and south line of the Union Company by connecting existing tracks of the company on Broadway with those on Bailey avenue.

Old Extension 16 has the same objection as was pointed out under the discussion of Old Change 2 of the Interborough Company; that is, the cars should be operated upon a loop in Muscoota street, Broadway, West Two Hundred and Thirtieth street and Bailey avenue. The company objects to applying for the portion of this route on Broadway, but I would suggest that the granting of these two extensions be conditioned upon the companies applying for the right on Broadway, between Muscoota and West Two Hundred and Thirtieth streets.

New Extension 7 (Route 14 in Contract).

Beginning at the tracks of the Union Company and of the Southern Boulevard Railroad Company at the intersection of Boston road and Southern Boulevard; on Southern Boulevard to Crotona avenue; southerly on Crotona avenue to East One Hundred and Eighty-ninth street; easterly on East One Hundred and Eighty-ninth street to Southern Boulevard. The portion in Southern Boulevard, from East One Hundred and Eighty-ninth street to Crotona avenue and in Crotona avenue to be a single track. Length of route, double track, The Bronx, 8,575 feet; single track, The Bronx, 2,580 feet.

This extension was originally applied for by the Southern Boulevard Railroad Company, and included East One Hundred and Eighty-second street, from Southern Boulevard to Crotona avenue; Crotona avenue, from East One Hundred and Eighty-second street to Pelham avenue, instead of Southern Boulevard north of East One Hundred and Eighty-second street, as now proposed. The extension as originally applied for on East One Hundred and Eighty-second street and Crotona avenue was for the purpose of avoiding the franchise held by the Interborough Company on the Southern Boulevard, north of East One Hundred and Eighty-second street. The route now proposed is more direct, and I see no reason why it should not be granted to the Union Company instead of the Southern Boulevard Railroad Company.

New Extension 8 (Route 15 in Contract).

This extension is that proposed under the discussion of "Old Extension 16 and a portion of Old Extension 22," in order to complete the loop in Muscoota street, Broadway, East Two Hundred and Thirtieth street and Bailey avenue. Length of route, double track, 1,400 feet.

I have included this route in the contract, and suggest that the Board insist that the application be made.

The following are the lengths of the routes and of the single track for which application has been made and which are to be retained and for which the companies have expressed their intention of applying.

I also append the lengths of street and single track for which I believe application should be made:

Union Company.

Length of the routes already applied for and which the company states it will apply for, 87,825 feet, or 16.6 miles.

Length of single track of above, 167,470 feet, or 31.7 miles.

Interborough Company.

Length of the routes already applied for and which the company states it will apply for, 46,265 feet, or 8.8 miles.

Length of single track of above, 89,130 feet, or 16.9 miles.

The following are the lengths of routes of single track which I believe the companies should apply for:

Union Company.

Length of routes, 1,400 feet, or 0.27 mile.

Length of single track of above, 2,800 feet, or 0.53 mile.

Interborough Company.

Length of routes, 11,320 feet, or 2.1 miles.

Length of single track of above, 20,590 feet, or 3.9 miles.

IDENTICAL ROUTES OF THE TWO COMPANIES.

It will be noticed that in several cases the routes of one company are proposed in streets in which the other company is now operating a street railway. In such cases it will be necessary for the companies to use each other's tracks. In order to protect the City in granting the franchise over such routes, I believe it advisable that a condition be made requiring the company now operating a railway which will be so used, to waive its rights to any exclusive franchise which it may claim in such portions of its route. I have, therefore, inserted in the proposed contract a clause requiring each company to waive its rights to exclusive franchises in such portions of its route. There are other cases where the two companies are applying for a franchise in the same street. This, I believe, can easily be taken care of by inserting a clause which shall make no rights hereby given an exclusive franchise.

PRESENT AND PROPOSED SYSTEMS OF STREET SURFACE RAILWAYS IN THE BOROUGH OF THE BRONX.

The present system of the Union Company consists largely of north and south lines, the only crosstown lines being those on One Hundred and Thirty-eighth street, from the East river to the Harlem river; thence across the Harlem river in the Borough of The Bronx as far west as Eighth avenue on West One Hundred and Thirty-fifth street; a partial crosstown line on One Hundred and Sixty-first street, from Third avenue west to and across Macomb's Dam Bridge to Eighth avenue, in the Borough of Manhattan; a partial crosstown line on One Hundred and Seventy-seventh street and Burnside avenue, between Sedgwick avenue and Boston road, and a partial crosstown line on Fordham road, from Third avenue to the Harlem river.

The Interborough Company has franchises for three crosstown lines, none of which is in operation. The other franchise of the Interborough Company is for a north and south line on Aqueduct avenue, which is in operation. The extensions applied for by these companies are those necessary to create new crosstown lines or to extend those already existing, with the exception of a few cases where north and south lines are proposed to be extended. Since the lines of both companies will not in all probability be operated as one system, there has been no attempt by these extensions to build up two separate systems, but, on the contrary, the several extensions of each company will be used by the other company for a continuation of existing lines. There is considerable demand at present for these crosstown lines, now that through traffic is largely carried by the subway or elevated railroads, in order to carry passengers from points in the borough to stations on the elevated or subway railroads; many of these crosstown lines are situated in the built up portions of the Borough of The Bronx, and will have an immediate patronage and will be of great aid in further developing those sections of the borough.

Others that are applied for are in entirely new sections which have as yet few inhabitants, and will, therefore, at the first have little patronage, but will in time be of considerable value to the companies. It appears to me that all the extensions discussed here are necessary for the welfare of the borough.

UNUSED FRANCHISES CLAIMED BY THE UNION COMPANY.

The Union Company has in operation nearly one hundred miles of single-track street surface railway in the boroughs of The Bronx and Manhattan, and claims franchises on more than twenty-five miles of streets in addition, none of which has been used. These franchises were granted in 1892, as extensions to the then existing system, by ordinance of the Board of Aldermen.

On November 28, 1905, the former Comptroller addressed a communication to the Corporation Counsel, setting forth the facts in regard to these unused franchises, and asked for an opinion as to whether franchises granted to this company and not yet used are still valid. In answer, under date of November 19, 1906, the Corporation Counsel holds that, in his opinion, by the self-executing clause of section 5 of the Railroad Law, the Union Company had lost all of its rights to certain of the extensions heretofore referred to.

Section 5 of the Railroad Law provides that the railroad corporation shall, within five years after its certificate of incorporation is filed, begin the construction of its road, and expend thereon 10 per centum of the amount of its capital. The Corporation Counsel also states that it is possible that the courts will hold that a railroad company, having failed to commence the construction on all of its authorized routes, would lose its franchise rights, even as to those routes built and operated within the five-year period, and cites several cases of authority.

The Union Company has practically admitted that its franchise rights as yet unused and granted in the year 1892 have lapsed, by stating that it intends to apply for extensions in certain streets in which franchises were granted in 1892 and yet unused.

In order that the City may not in the future be put to the expense of litigation in order to maintain its rights in the streets, I would suggest that a condition be imposed in the franchise to the Union Company requiring the company to formally relinquish any claim to rights which it may have in streets by virtue of the franchises granted in 1892, and in which no railroad has been constructed and put in operation.

RATE OF FARE AND TRANSFERS.

All the surface railways in the boroughs of The Bronx and Manhattan are controlled by or in the interest of one company—that is, the Interborough-Metropolitan Company—although free transfers are not exchanged between the surface lines in the Borough of The Bronx and the surface lines in the Borough of Manhattan. The control of the Union Company by the Interborough-Metropolitan Company comes about in this way: The entire capital stock of the Union Company is owned by the Third Avenue Railroad Company; the Third Avenue Railroad Company was leased by the Metropolitan Street Railway Company, and nearly all of the Metropolitan Street Railway Company stock has been acquired by the Interborough-Metropolitan Company, by the exchange of stock of that company for that of the Metropolitan Company.

It is commonly understood that the Interborough Company is controlled by or in the interest of the Interborough Rapid Transit Company, though not by lease or ownership of stock. Nearly all of the Interborough Rapid Transit Company stock has been acquired by the Interborough-Metropolitan Company by interchange of stock. Thus it is seen that the Union Company, Interborough Company, Third Avenue Railroad Company and the Metropolitan Street Railway Company (name changed to the New York City Railway Company) are controlled by the same interests—namely, the Interborough-Metropolitan Company. This company was incorporated under the Business Corporations Law of New York State, and is not a railroad company, but a holding company for all the street railroads—elevated, surface or sub-surface—in the boroughs of Manhattan and The Bronx. It would seem, therefore, that a fair arrangement regarding the exchange of transfers could be entered into between these underlying companies, although by retaining their corporate existence

they are enabled to avoid the law requiring exchange of free transfers, for a single fare of 5 cents.

There has been for some years a system in operation between the surface lines of the Union and Third Avenue railroad companies and the elevated railroads, whereby a passenger paying a fare of 8 cents is given a transfer entitling him to a continuous passage upon the lines of the other company from points of intersection of the two lines; thus one may ride from the Battery, in the Borough of Manhattan, to points outside of The City of New York, as New Rochelle, Mount Vernon, Yonkers, etc., for a fare of 8 cents. There is nothing in the law or any franchise to these companies obligating them to sell an 8-cent ticket, and the agreement can be abrogated at their pleasure, and, as a matter of fact, the agreement between the companies has expired.

In view of the fact that both the Union Company and the Interborough Company, by means of their agreements with the elevated and with the subway roads, respectively, are giving for 8 cents a ride of from fifteen to thirty miles, it would seem unfair for the City to give extensions to these companies unless they will guarantee to furnish for a 5-cent fare, in connection with the other surface lines of the Interborough-Metropolitan system, a ride the average of which will be much shorter, the long-distance traveler preferring the quicker means of transportation by elevated or subway.

Again, the City, in awarding subway franchises, has secured for the public a 5-cent fare from The Bronx to Brooklyn, and I am of the opinion it should not grant more favorable terms for these extensions. If a free transfer between The Bronx and Manhattan is given on the surface lines, many short-haul passengers will use the surface lines, thus reducing the already congested condition of the subway. The payment of two fares between points in upper Manhattan and lower Bronx, as is required at the present time, is certainly an injustice.

I am of the opinion that no extensions should be granted to the railways in the Borough of The Bronx unless a condition is imposed requiring the giving of free transfers to surface railroads in the Borough of Manhattan. Such a condition would be of little avail unless the companies in Manhattan were also required to give transfers to those operating in the Borough of The Bronx. It would seem, therefore, wise to require the companies controlling the surface lines in the Borough of Manhattan to be parties to the contract, in so far as those companies are affected by the issuance of such transfers. The Corporation Counsel, in an opinion dated January 25, has, in response to a request, advised "That there appears to be no legal difficulty or other objection to the making of such a contract." In the attached form of contract I have proposed that both the Union and Interborough companies, the New York City Railway Company and the Third Avenue Railroad Company be made parties to the contracts, and have inserted a condition that they severally agree to issue transfers to the Interborough and Union companies' lines upon the payment of a single fare of 5 cents.

UNDERGROUND AND OVERHEAD ELECTRIC SYSTEM.

In the discussion of the application of the Fort George Street Railway Company for a franchise to operate a street surface railway by the overhead electric system on St. Nicholas avenue from West One Hundred and Eighty-first street north to Dyckman street, in the Borough, and presented to the Board under date of January 8, 1907, is set forth quite fully the fact that but little overhead system is used in the Borough of Manhattan. The railways that are operated by the overhead system in that Borough are termini of systems now operated by the Union Company or the Interborough Company in the Borough of The Bronx. The lines of the Interborough Company are controlled by the franchise granted in 1903, which provides that the portions of the railway of that company within the Borough of Manhattan shall be operated as soon as practical by the electric system, and that the Board of Estimate and Apportionment may require upon one year's notice the whole or any part to be changed to the underground system, whether in the Borough of Manhattan or The Bronx. Should the Board require the operation of the railway within the Borough of Manhattan be operated by the underground system, it would require the equipping of cars, running between the two boroughs, so that they may be operated by both the overhead and the underground systems, and the change from one system to the other must be made at some point along the line.

As neither of the bridges for which applications are made is constructed so as to permit the use of the underground system, it would be necessary to make the change from one system to the other in the Borough of Manhattan for routes crossing such bridges.

The One Hundred and Forty-ninth street bridge and the Washington Bridge at One Hundred and Eighty-first street are constructed so as to permit of the underground system. The Interborough Company has the franchises upon both of these bridges, but has constructed the overhead system.

In addition to the report on the application of the Fort George Railway Company upon this subject, I would call your attention to the franchise of the Kingsbridge Railway Company for the right to operate a street surface railway in the Boroughs of Manhattan and The Bronx, on Broadway, from Manhattan street to Kingsbridge road, and on Kingsbridge road and Broadway, from Amsterdam avenue to West Two Hundred and Thirtieth street; thence on West Two Hundred and Thirtieth street and Riverdale avenue to the City line between New York City and Yonkers. This franchise was granted by a resolution adopted by the Board of Aldermen and the Council on December 30, 1899, and approved by the Mayor January 8, 1900. It provided that all constructed within the Borough of Manhattan should be by the underground system, and that the portion in the Borough of The Bronx "may be operated by the overhead trolley electric system upon double tracks or upon single tracks with turnouts only until the grade of said streets now undetermined shall have been finally determined; and the roadbeds thereof shall have been regulated, graded and paved according to such determination; the reconstruction of said railroad to be simultaneous with said grading and paving, which reconstructed system shall conform to the system in operation south of the said Ship Canal."

The portion of the grant which came under the provision above quoted has never been constructed, but the portion in Manhattan upon Kingsbridge road and Broadway from Amsterdam avenue to the ship canal has been operated by the underground system for several years.

In this franchise it is seen that the City has restricted the use of the overhead system in the portions of The Bronx, and it has apparently been the intention of the City authorities to compel the underground system in the Borough of Manhattan, with a few exceptions, cited in the report previously referred to, in which the use of terminals to large overhead systems of the Borough of The Bronx, in the Borough of Manhattan have been allowed.

Whether the overhead system should be allowed to be extended further into the Borough of Manhattan would seem to depend upon the policy which the Board wishes to pursue. It is evident that the policy of the City heretofore has been to restrict the use of the overhead system in that Borough. It would also seem that owing to the fact that the Borough of The Bronx is growing very rapidly, and is becoming at points as congested as the Borough of Manhattan, that some steps should be taken to extend this policy, which has heretofore been followed by the City in the Borough of Manhattan somewhat into the Borough of The Bronx, and I would suggest that the Union company and the Interborough company should both be required to gradually change from the overhead to the underground system.

The streets in the business and closely populated districts should be the first to receive attention, and it would seem reasonable to require a certain amount of such work to be done during each succeeding five years, the division line between overhead and underground systems being gradually removed until it reaches the City line. In the attached form of contract it is provided that during the first five years, at least five miles shall be so altered and put in operation and during the succeeding five years ten miles in addition, and each succeeding five years ten miles more.

In the Borough of Manhattan the extensions of both companies, should only be permitted by the underground system and both companies should be obliged to change all existing overhead systems to underground within one year.

TERMS OF GRANT.

The franchises of the Union Company are, with the exception of one, not for definite periods of time, the one exception being that of the extension of the Jerome avenue line into the Borough of Manhattan by the way of Macomb's Dam Bridge to Eighth avenue, which was granted by an ordinance of the Board of Aldermen adopted September 8, 1903, and approved by the Mayor September 14, 1903, for a term of twenty-five years from that date, with the privilege of renewal of a further term of

twenty-five years. All the rights of the Interborough Company are limited to a term of twenty-five years, with a privilege of renewal of twenty-five years. They were granted by an ordinance of the Board of Aldermen adopted March 16, 1903, and approved by the Mayor March 31, 1903. By the terms of the present Charter of the City, a period of twenty-five years, with a renewal of twenty-five years, is the maximum period for which a franchise can be granted for a street surface railway. It would seem desirable that the franchises which may be granted now to these companies should be coterminous with those limited franchises which have been heretofore granted; that is, that the grant to the Union Company should terminate on twenty-five years from March 31, 1903, and that a grant to the Interborough Company should terminate on twenty-five years from September 14, 1903; each company having the right of renewal for a further period of twenty-five years.

At the termination of such periods, the City, if the systems are constructed as now planned by these extensions, will, by purchasing the lines which are now authorized under the condition that the City shall have the right to purchase at a fair valuation at the end of the term, and by taking possession of the lines herein discussed, at the end of the term proposed, have at least one north and south line in addition to the crosstown lines, without purchasing any of the track of the Union Company held under prior grants.

I have inserted in the proposed contracts the dates as above for the termination of the rights.

COMPENSATION.

The charter of the Union Company, that is, chapter 340 of the Laws of 1892, provides for the payment of compensation to the City, as follows:

"Whenever such earnings shall, during any period of six months, exceed an average of seventeen hundred dollars per day, then, and in that event the said Company shall thereafter annually, on the first day of December, pay into the Treasury of The City of New York, to the credit of the Sinking Fund of the said City a sum equalling in the aggregate 1 per cent. of its gross earnings; and an additional annual payment of 1 per cent. of such gross earnings shall be made by said Company in like manner for each multiple of seventeen hundred dollars per day of such average gross earnings."

The Union Company failed to make proper return to the City in 1904, and the former Comptroller made demand upon the Company for the sum of \$17,107.59, with interest thereon, and the Company having declined to pay the same unless it was deducted from the franchise tax then due and unpaid for the year, the present Comptroller has requested the Corporation Counsel to bring suit therefor. It would appear that before further privileges are granted to this Company, such arrears should be paid, and the form of proposed contract provides for such payment.

Under its charter the Union Company paid to the City for the year 1905, \$27,999.27; during 1906, \$30,429.12, that being in each case 2 per cent. of the gross receipts. It is, therefore, seen that the Union Company pays to the City less than one-half the amount now required by the Railroad Law, as the amount required under the present law would be 5 per cent. of the gross receipts. The Union Company pays for the extension granted in 1903 on Macomb's Dam Bridge \$4,000 per year for the first five years of the grant; this sum increasing \$500 each term of five years.

The Interborough Company, by the terms of its franchise, must pay to the City during the first term of five years 3 per cent. of the gross receipts, which shall in no case be less than \$15,000 per annum; during the remaining twenty years, 5 per cent. of the gross receipts, which shall not be less than \$30,000, the payment of such sums to begin at the commencement of the operation of any portion of the railroad. In addition to this, it is obligated to pay \$4,000 per year for the use of each bridge across the Harlem river, which it uses, during the first five years, which sum shall increase \$500 a year during each succeeding term of five years.

The terms above referred to under which the Interborough Company is now working were fixed while the Interborough Company was competing with the Union Company.

As an instance of compensation fixed by the City and accepted by the companies in the boroughs of Manhattan and The Bronx, I would call your attention to the franchise to the Kingsbridge Railway in December, 1899, in which the terms for compensation were fixed as follows:

- Four per cent. during the first five years.
- Six per cent. during the second five years.
- Eight per cent. during the third five years.
- Ten per cent. during the remaining ten years.

This franchise was for the right to operate a street surface railway in the Borough of Manhattan on Broadway, Kingsbridge road, from Amsterdam avenue to the Harlem Ship Canal, and also in the Borough of The Bronx on Riverdale avenue to the city line. The railway was proposed to run through a section at the time almost entirely uninhabited, and the portion on Broadway as far as the Ship Canal has been constructed and in operation for some years.

As before stated, some of the extensions now applied for by these two companies are through sections which are considerably built upon, and others are through sparsely settled sections, and I believe that in view of the fact of the compensation fixed for the Kingsbridge Railway Company that there should be fixed for the Union Company and the Interborough Company, the percentages, as follows:

- During the first five years, 3 per cent. of the gross receipts.
- During the second five years, 5 per cent. of the gross receipts.
- During the third five years, 6 per cent. of the gross receipts.
- During the fourth five years, 8 per cent. of the gross receipts.
- During the fifth five years, 10 per cent. of the gross receipts.

There should be minimums fixed as has heretofore been required in other grants, and I would suggest that such minimums be based upon the mileage asked for and the average earning per mile of the present system. For the Union Company I would suggest:

- During the first five years, seven thousand dollars.
- During the second five years, fourteen thousand dollars.
- During the third five years, eighteen thousand dollars.
- During the fourth five years, twenty-three thousand dollars.
- During the fifth five years, twenty-eight thousand dollars.

For the Interborough Company, the contract does not require the construction of twelve miles out of the twenty applied for during the first two years, and then the Board may at any time call upon the company to construct. I would suggest the following minimums:

- During the first five years, two thousand dollars.
- During the second five years, ten thousand dollars.
- During the third five years, twelve thousand dollars.
- During the fourth five years, sixteen thousand dollars.
- During the fifth five years, twenty thousand dollars.

For the use of the bridges, I would suggest that the amounts be fixed at \$4,000 per annum for each bridge during the first five years, and increase \$500 for each successive period of five years. The amounts are the same as those which are paid by the Interborough Company for the use of the bridges on which that company has tracks, and such sums were arrived at by the Board and the company as compromise sums when the original franchise to the Interborough Company was granted.

Other Conditions.

I believe that no exclusive franchise should be given to either company upon any of the streets covered by the extensions, and that the companies should, by the terms of the contract, bind themselves to comply with all laws, ordinances or resolutions passed by the state or local authorities as to efficiency of service, character of equipment, and betterment of the railways, under a penalty of forfeiture.

The contracts should require the completion of all of the extensions within a period of two years, except those especially hereinbefore referred to where construction is to be commenced at any time after two years as may be required by the Board.

A substantial deposit should be required from each company for the faithful performance of all the conditions of the contract.

The other terms and conditions are similar to those usually employed.

Before the Board can take any official action, the respective companies will have to make formal application for the alterations and extensions proposed, after which the Board may cause the same to be advertised and set a day for a public hearing.

I would, therefore, suggest that the Board adopt a resolution calling upon the respective companies to make formal application for such of the alterations and extensions as are described in the proposed forms of contracts attached.

I have caused to be prepared two maps, showing the respective routes of each company constructed and unconstructed with the proposed alterations and extensions.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY.

Proposed Form of Agreement for Alterations.

Agreement made and entered into the day of 1907, by and between the New York City Interborough Railway Company and the corporation of The City of New York.

Whereas, A certain ordinance entitled "An ordinance granting to the New York City Interborough Railway Company the right or franchise to construct and operate a street surface railroad in, upon and along certain streets, avenues, parkways, highways and bridges of The City of New York," was heretofore adopted by the Board of Aldermen March 16, 1903, and approved by the Mayor of The City of New York on March 31, 1903; and

Whereas, Thereafter the New York City Interborough Railway Company on April 3, 1903, filed with the Comptroller of said city a written acceptance, executed March 31, 1903, of said ordinance, and of the terms, conditions and provisions thereof, and an agreement to perform and observe the same; and

Whereas, In and by said ordinance the consent of the corporation of The City of New York was granted to the New York City Interborough Railway Company for the construction, maintenance and operation of the railroad of said railway company upon certain enumerated streets, avenues, highways, etc., within said city, and across certain streets, avenues, highways, etc., as may be encountered in its route; and,

Whereas, On the 10th day of April, 1905, and on the day of 190 , and on the day of 190 , the Board of Directors of the said New York City Interborough Railway Company at meetings of said Board duly held on said days, and by a vote of two-thirds of all the directors of said company, passed resolutions as shown on maps filed on April 25, 1905, and 190 , and 190 , in the office of the Clerk of New York County; and

Whereas, It is the intention of the said railway company to relinquish part of the routes as originally granted by the ordinance above referred to; and to substitute such changed or altered route therefor; and

Whereas, The said railway company has applied to the Board of Estimate and Apportionment as the local authorities of The City of New York by verified petitions dated June 26, 1905, July 6, 1906, and 1907, for the consent of such local authorities for such alterations and for the modification of the said ordinance in accordance therewith; and

Whereas, The Board of Estimate and Apportionment of The City of New York, on the day of 1907, by resolutions duly adopted, has consented to the relinquishment of parts of the routes of said railway company, and has also consented to the substitution in place thereof, of certain other routes, as is set forth in said resolutions, and are as follows:

Change First.

Route Relinquished—Beginning at the intersection of Sedgwick avenue with Perot street; running thence northwesterly in, upon and along Perot street to Boston avenue; thence northeasterly on Boston avenue to its intersection with Fort Independence street.

Route Substituted—Beginning at the intersection of Sedgwick avenue and Perot street; running thence northerly in, upon and along Sedgwick avenue to the intersection of Sedgwick avenue with Boston avenue; thence in, upon and along Boston avenue to Fort Independence street.

Change Second.

Route Relinquished—Beginning at the intersection of Kingsbridge road and Heath avenue; running thence northerly in, upon and along Heath avenue to its intersection with West Two Hundred and Thirtieth street; thence westerly in, upon and along West Two Hundred and Thirtieth street to its intersection with Bailey avenue.

Route Substituted—Beginning at the intersection of Kingsbridge road and Heath avenue; running thence westerly in, upon and along Kingsbridge road over the proposed viaduct or bridge, crossing the railroad tracks of the New York and Putnam Railroad Company and the New York Central and Hudson River Railroad Company and across Spuyten Duyvil creek to Muscota street; thence in, upon and along Muscota street to Broadway.

Change Third.

Route Relinquished—Beginning at the intersection of Boston road with East One Hundred and Seventy-eighth street; running thence northwesterly in, upon and along East One Hundred and Seventy-eighth street to Vyse street; thence northeasterly in, upon and along Vyse street to East One Hundred and Eighty-second street; thence northwesterly in, upon and along East One Hundred and Eighty-second street to the Southern boulevard.

Route Substituted—Beginning at the intersection of the Boston road with East One Hundred and Seventy-eighth street; running thence northeasterly in, upon and along Boston road to East One Hundred and Eightieth street; thence northwesterly in, upon and along East One Hundred and Eightieth street to the Southern boulevard.

Change Fourth.

Route Relinquished—Beginning at the intersection of Ogden avenue with West One Hundred and Sixty-first street; running thence northwesterly in, upon and along West One Hundred and Sixty-first street to its intersection with Summit avenue; thence northeasterly in, upon and along Summit avenue to its intersection with West One Hundred and Sixty-sixth street; thence westerly in, upon and along West One Hundred and Sixty-sixth street to its intersection with Lind avenue; thence northerly in, upon and along Lind avenue as it winds and turns to Aqueduct avenue; thence northeasterly in, upon and along Aqueduct avenue to Ogden avenue.

Route Substituted—Beginning at the intersection of Ogden avenue and West One Hundred and Sixty-first street; running thence northerly in, upon and along Ogden avenue to its intersection with Aqueduct avenue.

Change Fifth.

Route Relinquished—Beginning at the intersection of Kingsbridge road with Reservoir avenue; running thence northerly and westerly in, upon and along Reservoir avenue as it winds and turns to Sedgwick avenue.

Route Substituted—Beginning at the intersection of Kingsbridge road with Sedgwick avenue; running thence northerly in, upon and along Sedgwick avenue to its intersection of Reservoir avenue.

Change Sixth.

Route Relinquished—Beginning at the intersection of Tremont avenue with Ryer avenue; running thence northerly in, upon and along Ryer avenue to East One Hundred and Eightieth street; thence southeasterly in, upon and along East One Hundred and Eightieth street to Webster avenue.

Route Substituted—Beginning at the intersection of Tremont avenue and Ryer avenue; thence easterly in, upon and along Tremont avenue to Webster avenue; thence northeasterly in, upon and along Webster avenue upon the tracks of the Union Railway Company of New York City to the intersection of Webster avenue with East One Hundred and Eightieth street.

Change Seventh.

Route Relinquished—Beginning at the intersection of East One Hundred and Forty-ninth street and Cortlandt avenue; running thence northerly in, upon and along Cortlandt avenue to East One Hundred and Fifty-sixth street; thence easterly in, upon and along East One Hundred and Fifty-sixth street to its intersection with St. Ann's avenue.

Route Substituted—Beginning at the intersection of East One Hundred and Forty-ninth street with Cortlandt avenue; running thence easterly in, upon and along East One Hundred and Forty-ninth street to its intersection with St. Ann's avenue; thence northerly in, upon and along St. Ann's avenue to its intersection with East One Hundred and Fifty-sixth street; and

Whereas, In and by said resolution it was provided that said consent should not become operative until said New York City Interborough Railway Company shall procure to be executed and proved in proper form for record, and to be duly delivered to the Board of Estimate and Apportionment an agreement with the Union Railway Company of New York City wherein said Union Railway Company shall agree to permit the New York City Interborough Railway to operate its cars over the tracks of the said Union Railway Company wherever the routes or portions of routes here-

inbefore mentioned are identical with routes or portions of routes now operated or owned by the said Union Railway Company; and

Whereas, in and by said resolution it was further provided that said consent should not become operative until said New York City Interborough Railway Company should duly execute under its corporate seal an instrument in writing to be first approved by the Corporation Counsel, and should file the same in the office of the Comptroller of said City within thirty days from the passage of said resolutions granting said consent in and by which said instrument in writing said railway company should covenant and agree that the consent of the Board of Estimate and Apportionment to the change of route, should not in any way change, alter or amend any of the terms, conditions and requirements in said ordinance of March 16, 1903, fixed and contained and heretofore duly accepted by said company by an instrument filed with the Comptroller of The City of New York on April 3, 1903.

Now, therefore, in consideration of the premises and of the consent of the Board of Estimate and Apportionment to the amended routes of the New York City Interborough Railway Company as set forth herein, and in consideration of the sum of one dollar by the corporation of The City of New York to the said railway company in hand paid, the receipt whereof is hereby acknowledged, the said New York City Interborough Railway Company doth covenant and agree to and with the said corporation of The City of New York, to accept and it does hereby accept all the terms, conditions and provisions of said resolutions of the Board of Estimate and Apportionment of The City of New York passed, 1907, granting the consent of said Board to said amended routes of said railroad company as set forth in the description of the route contained in said resolution, and said railroad company further covenants and agrees that all the terms, provisions and conditions in said ordinance of March 16, 1903, contained, except only the description of the routes, which are hereby modified, and excepting so much of said ordinance which relates to the time for the completion of twenty-four miles of double track railway, shall apply to the routes of said railroad company as described herein, with the same force and effect as though they originally applied to the routes described in said ordinance of March 16, 1903, and had been specifically described in said ordinance of March 16, 1903. And said railway company further covenants and agrees faithfully to observe and perform all of the terms, conditions and provisions of said ordinance as applied to said amended routes described in said resolutions, and said railway company now further covenants and agrees to complete and put in operation the said twenty-four miles of double track railway, as therein described and hereby modified, within eighteen months from the execution of this instrument.

Said railway company further covenants and agrees that the consent of the Board of Estimate and Apportionment as given to said change of route shall not in any wise change, alter or amend any of the terms, conditions or requirements in the said ordinance of March 16, 1903, fixed and contained and heretofore duly accepted by said railway company by an instrument filed with the Comptroller of The City of New York on the 3d day of April, 1903, excepting only said change of route consented to, and excepting so much of said ordinance as relates to the time for the completion of said railway, and that said ordinance of March 16, 1903, shall remain in full force and effect, except as expressly stated in the resolutions of the Board consenting to said change of route.

In witness whereof, the New York City Interborough Railway Company has caused these presents to be signed in its name and behalf, and its corporate seal to be affixed by its president the day and year first above written.

By..... President.

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

On this day of, 1907, before me personally came to me personally known and known to me to be the President of the New York City Interborough Railway Company, one of the corporations described in and which executed the foregoing instrument, who, being by me duly sworn, did depose and say:

That he resides in the; that he is the President of the said New York City Interborough Railway Company, and knows the corporate seal thereof; that the seal affixed to the foregoing instrument is the corporate seal of said company and was affixed thereto by authority of the Board of Directors of said company, and that he signed his name thereto by the like authority as President of said company.

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY.

Proposed Form of Contract.

This contract made the day of, 1907, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), the New York City Interborough Railway Company (hereinafter called the Interborough Company), party of the second part, and the Union Railway Company of New York City (hereinafter referred to as the Union Company), the New York City Railway Company and the Third Avenue Railroad Company, parties of the fourth part, witnesseth:

In consideration of the mutual covenants and agreements herein contained the parties hereto do hereby covenant and agree as follows:

Section 1. The City hereby grants to the Interborough Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate extensions to its present street surface railroad, with the necessary wires and equipment, for the purpose of conveying persons and property in the Boroughs of The Bronx and Manhattan, in The City of New York, upon the following routes:

1. Beginning at the intersection of Aqueduct avenue and Boscobel avenue, and connecting there with existing tracks of the Interborough Company; thence by double track southeasterly in, upon and along Boscobel avenue upon the existing tracks of the Union Company to Jerome avenue; thence southwesterly in, upon and across Jerome avenue to East One Hundred and Sixty-seventh street; thence easterly in, upon and along East One Hundred and Sixty-seventh street to the transverse road extending under the Grand Boulevard and Concourse, and connecting with East One Hundred and Sixty-seventh street; thence easterly in, upon and along said transverse road under the Grand Boulevard and Concourse again to East One Hundred and Sixty-seventh street; thence easterly in, upon and along East One Hundred and Sixty-seventh street to Webster avenue; thence northerly in, upon and along Webster avenue on the tracks of the Union Company to East One Hundred and Sixty-eighth street; thence easterly in, upon and along East One Hundred and Sixty-eighth street to Franklin avenue; thence northeasterly in, upon and along Franklin avenue to East One Hundred and Sixty-ninth street at McKinley square; thence easterly in, upon and along McKinley square to East One Hundred and Sixty-ninth street; thence easterly in, upon and along East One Hundred and Sixty-ninth street to East One Hundred and Sixty-seventh street; thence easterly upon and along East One Hundred and Sixty-seventh street to Westchester avenue; thence northeasterly in, upon and along Westchester avenue on the existing tracks of the Union Company to the intersection of Westchester avenue, Freeman street and Edgewater road; thence northwesterly in, upon and along Edgewater road to West Farms road; thence northerly in, upon and along West Farms road to the intersection of East One Hundred and Seventy-seventh street, Boston road and West Farms road, and connecting there with the authorized tracks of the Interborough Company.

2. Beginning at the intersection of Aqueduct avenue and Featherbed lane and connecting there with the existing tracks of the Interborough Company on Aqueduct avenue; thence by a double track in a general northeasterly direction in, upon and along Featherbed lane to Jerome avenue; thence in a general northeasterly direction in, upon and across Jerome avenue and in, upon and along East One Hundred and Seventy-fourth street to the transverse road extending under the Grand Boulevard and Concourse; thence easterly in, upon and along said transverse road again to East One Hundred and Seventy-fourth street; thence easterly in, upon and along East One Hundred and Seventy-fourth street to Clay avenue; thence southerly in, upon and along Clay avenue to its intersection with Webster avenue and Wendover avenue; thence easterly in, upon and along Wendover avenue to Third avenue.

3. Beginning at the intersection of Boston road, Wilkins place and Wendover avenue, and there connecting with the tracks of the Interborough Company on Wilkins place; thence by double track southwesterly in, upon and along Boston road upon the tracks of the Union Company to East One Hundred and Seventieth street; thence westerly by a single track in East One Hundred and Seventieth street to Third ave-

nue; and thence northerly by a double track in Third avenue upon the tracks of the Union Company to Wendover avenue.

4. Beginning at the intersection of Aqueduct avenue and Fordham road, and there connecting with the tracks of the Interborough Company on Aqueduct avenue; thence by double track southwesterly in, upon and along Fordham road upon the tracks of the Union Company to West One Hundred and Eighty-fourth street; thence southwesterly in, upon and along West One Hundred and Eighty-fourth street to the easterly approach to the Fordham Heights Bridge, now being constructed; thence westerly upon and over Fordham Heights Bridge and its approaches to West Two Hundred and Seventh street, in the Borough of Manhattan; thence westerly in, upon and along West Two Hundred and Seventh street to Amsterdam avenue (or Tenth avenue); thence northwesterly in, upon and across Amsterdam avenue (or Tenth avenue) to its intersection with Emerson street; thence by single track northwesterly in, upon and along Emerson street to Broadway; thence northeasterly in, upon and along Broadway upon the tracks of the Kingsbridge Railway Company to Isham street; thence southeasterly in, upon and along Isham street to Amsterdam avenue (or Tenth avenue); thence southerly in, upon and along Amsterdam avenue (or Tenth avenue) to West Two Hundred and Seventh street.

5. Beginning at the intersection of West Two Hundred and Thirty-eighth street, Albany road and Bailey avenue, and there connecting with the authorized tracks of the Interborough Company on Bailey avenue and West Two Hundred and Thirty-eighth street; thence by double tracks northeasterly on Albany road to its intersection with Van Cortlandt avenue and Van Cortlandt Park, south.

6. Beginning at the intersection of the Southern Boulevard and Leggett avenue, and connecting there with the authorized tracks of the Interborough Company on Leggett avenue; thence by double track southwesterly in, upon and along Southern Boulevard upon the tracks of the Southern Boulevard Railroad Company to East One Hundred and Forty-ninth street; thence westerly in, upon and along East One Hundred and Forty-ninth street to St. Ann's avenue.

7. Beginning at the intersection of Lenox avenue and West One Hundred and Forty-fifth street, in the Borough of Manhattan, and connecting with the authorized tracks of the Interborough Company on the approach to the bridge across the Harlem river at West One Hundred and Forty-fifth street; thence by double track westerly on West One Hundred and Forty-fifth street to Amsterdam avenue; thence by single track westerly in West One Hundred and Forty-fifth street to Broadway; thence northerly on Broadway to West One Hundred and Forty-sixth street; thence easterly on West One Hundred and Forty-sixth street to Amsterdam avenue; thence southerly on Amsterdam avenue to West One Hundred and Forty-fifth street and there connecting with the tracks above described.

8. Beginning at the intersection of St. Nicholas avenue and West One Hundred and Eighty-first street and there connecting with the existing tracks of the Interborough Company in West One Hundred and Eighty-first street; thence by double track westerly on West One Hundred and Eighty-first street to Broadway; thence northerly on Broadway to West One Hundred and Eighty-first street; thence by single track easterly on West One Hundred and Eighty-first street to St. Nicholas avenue; thence southerly on St. Nicholas avenue to West One Hundred and Eighty-first street.

9. Beginning at the intersection of Broadway and Muscota street and connecting there with the proposed tracks of the Interborough Company on Muscota street; thence by double track, northerly on Broadway to West Two Hundred and Thirtieth street; thence easterly on West Two Hundred and Thirtieth street to Bailey avenue; thence southerly on Bailey avenue to Kingsbridge road.

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

First—the consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of each of the said extensions to said railroad shall be obtained by the Interborough Company within six months of the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained the Interborough Company shall within two months thereafter make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railroad ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate the extensions to the said railroad herein described shall be held and enjoyed by the Interborough Company, its successors or assigns from the date when this contract is signed by the Mayor until March 31, 1928, with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluation of such right and privilege. Such revaluation shall be of the right and privilege to maintain and operate the said railroad by itself, and not to include any valuation derived from the ownership, operation or control of any other railroad by the Interborough Company, its successors or assigns.

If the Interborough Company shall determine to exercise its privilege of renewal it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier than two years and not later than one year before the expiration of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Interborough Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than that sum required to be paid during the last year of this original contract.

If the Interborough Company and the Board shall not reach such agreement on or before the day one year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty-five years shall be reasonable, and either the City (by the Board) or the Interborough Company shall be bound upon request of the other, to enter into a written agreement with each other fixing the rate of such compensation and such amount as shall be reasonable, but in no case shall the annual rate so fixed be less than the sum required to be paid for the last year prior to the termination of the original term of this contract, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Interborough Company; these two shall choose a third disinterested freeholder and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six months prior to the expiration of this original contract, and their report shall be filed with the Board within three months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books of the Interborough Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but no annual sum shall, in any event, be less than the sum required to be paid for the last year of this original contract. If, in any case, the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Interborough Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Interborough Company each paying one-half thereof.

Third—Upon the termination of this original contract, or if the same is renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any other cause, or upon the dissolution of the Interborough Company before such termination, the tracks and equipment of the Interborough Company constructed pursuant to this contract, within the streets and highways of the City, shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual. If, however, at the termination of this grant as above, the City (by the Board or its successors in authority) shall so order by resolution, the Interborough Company shall, upon thirty (30) days' notice from the Board, remove any and all of the tracks and other equipment constructed pursuant to this contract, and the said streets and highways shall be restored to their original condition at the sole cost and expense of the Interborough Company.

Fourth—The Interborough Company, its successors or assigns, shall pay for the right to construct, maintain and operate the tracks hereby authorized and described, the following sums of money:

During the first term of five years an annual sum which shall in no case be less than two thousand dollars, and which shall be equal to 3 per cent. of the gross annual receipts, if such percentage shall exceed the sum of two thousand dollars. During the second term of five years an annual sum which shall in no case be less than ten thousand dollars, and which shall be equal to 5 per cent. of the gross annual receipts, if such percentage shall exceed the sum of ten thousand dollars. During the third period of five years an annual sum which shall in no case be less than twelve thousand dollars, and which shall be equal to 6 per cent. of the gross annual receipts, if such percentage shall exceed the sum of twelve thousand dollars. During the fourth period of five years an annual sum which shall in no case be less than sixteen thousand dollars, and which shall be equal to 8 per cent. of the gross annual receipts, if such percentage shall exceed the sum of sixteen thousand dollars. During the remaining period of the contract an annual sum which shall in no case be less than twenty thousand dollars, and which shall be equal to 10 per cent. of the gross annual receipts, if such percentage shall exceed the sum of twenty thousand dollars; for the use of the Fordham Heights Bridge during the first term of five years the annual sum of \$4,000; during the second term of five years the annual sum of \$4,500; during the third term of five years the annual sum of \$5,000; during the fourth term of five years the annual sum of \$5,500, and during the remaining period of the contract the annual sum of \$6,000. The compensation herein reserved shall commence from the date of the signing of this contract by the Mayor.

The minimum annual sum herein provided for shall be paid to the Comptroller of the City of New York in equal quarterly payments on the first days of January, April, July and October of each year, provided, however, that the first payment shall be only that proportion of such quarterly payments as the time of the signing of this contract by the Mayor to the succeeding quarter day shall bear to the whole of the quarter year. Whenever the percentage required to be paid shall exceed the minimum amount as above, such sum, over and above such minimum, shall be paid to the said Comptroller on or before November 1 of each year for the year ending September 30 next preceding. The fiscal year shall end on September 30 next preceding said date of payment, and the provisions of the Railroad Law, as it now exists, or as it may hereafter be amended, relating to the manner of payment and statements of percentages of gross receipts of street railway companies shall be strictly complied with.

The intention of this paragraph is to fix an annual charge to be paid by the Interborough Company, its successors or assigns, to The City of New York for the rights and franchise hereby granted, and it shall not be construed as providing for the payment by the Interborough Company, its successors or assigns of a percentage of gross receipts within the meaning of any general or special statute.

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

Fifth—The annual charges or payments shall continue throughout the whole term of the contract hereby granted, whether original or renewal, notwithstanding any clause in any statute or in the charter of any other railroad company providing for payments for railroad rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted, whether original or renewal, or of any part thereof, or of any of the routes mentioned herein, or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this contract; and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said conditions as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

Sixth—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Interborough Company, its successors or assigns, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations, or otherwise, without the consent of the City, acting by the Board, or its successors in authority, evidenced by an instrument under seal, anything herein contained to the contrary thereof in anywise notwithstanding, and the granting, giving, or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

Seventh—Nothing in this contract shall be deemed to affect in any way the rights of the City to grant to any individual or other corporation a similar right or privilege upon the same or other terms and conditions over the same streets, avenues, highways or bridges.

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

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

Eighth—The Interborough Company may operate those portions of said extensions which lie wholly within the Borough of The Bronx by the overhead electric system substantially similar to the system now used by the Interborough Company, or by the underground electric system now in use by the New York City Railway Company in the Borough of Manhattan, and by any other motive power except locomotive steam power or horse power, which may be approved by the Board of Railroad Commissioners, and the Board, and consented to by the owners of property, in accordance with the provisions of the Railroad Law; provided that the Interborough Company shall, on or before January 1, 1913, have in operation at least five miles of double-track railway in the Borough of The Bronx, by the underground system substantially similar to that at present employed by the New York City Railway Company in the Borough of Manhattan, and thereupon to discontinue the use of the overhead trolley system, and to remove its poles, wires and other structures used by it for that purpose from the streets, highways, bridges and public places in which said underground system is constructed. On or before the expiration of the succeeding five years of this contract, the Interborough Company shall have in operation fifteen miles of underground system as above described, and during each succeeding five years the Interborough Company shall have ten additional miles operated by such underground system, until all the railway of the Interborough Company shall be so operated.

Said extensions or portions of said extensions as lie within the Borough of Manhattan shall be constructed and operated by the underground electric system substantially similar to that now in use by the New York City Railway Company in the Borough of Manhattan.

No wires, except trolley wires in the Borough of The Bronx, for the transmission of power shall be permitted, unless they be placed in conduits underneath or along the side of the railroad. When such conduits are constructed, the Interborough Company shall provide two conduits not less than 3 inches in diameter each, for the exclusive use of the City. The Interborough Company hereby agrees that such conduits shall be used only by the Interborough Company and the City, as above.

Ninth—The Interborough Company shall commence construction of each of the extensions herein authorized within six months from the date upon which the consents of the property owners are obtained for such extensions, or upon date of the decision of the Appellate Division of the Supreme Court that such extensions ought to be constructed, shall complete the construction of the same within twelve months from the same date, otherwise the right to construct any extension or portion thereof

not constructed within such period or periods shall cease and determine, and the proportion of all sums which may be deposited with the Comptroller of the City, as herein provided, as the length of the extensions not constructed shall bear to the entire length of the extensions hereby authorized shall be forfeited to the City, provided that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months, and, provided further, that this condition shall not apply to extensions described herein as numbers one and two. If said extensions numbered one and two are not constructed within a period of two years from the time this contract is signed by the Mayor, the City may, by resolution of the Board, direct the Interborough Company to construct the one or both of said extensions numbered one and two, and the Interborough Company shall forthwith proceed to obtain the consents of the property owners adjacent thereto, or make application to the Appellate Division of the Supreme Court for a decision as to whether said extension or extensions ought to be constructed in lieu of said property owners' consents, and, upon receiving such consents, shall forthwith proceed to construct said extensions; the Interborough Company shall have no right, however, to construct said extensions after the expiration of two years from the date on which this contract is signed by the Mayor, without first receiving the consent of the Board.

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

Eleventh—The railway hereby authorized shall be constructed and operated in the most approved manner of street railway construction and operation, and it is hereby agreed that the Board may require the Interborough Company to improve or add to the railway equipment, including rolling stock and railway appurtenances, from time to time, as such additions and improvements are necessary, in the opinion of the Board. Upon failure on the part of the Interborough Company to comply with the written direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Twelfth—The rate of fare for any passenger upon such railway shall not exceed 5 cents, and the Interborough Company shall not charge any passenger more than 5 cents for one continuous ride from any point on said railway, or a line or branch operated in connection therewith, to any point thereof, or of any connecting line or branch thereof, within the limits of the City.

The Interborough Company hereby agrees that transfers shall be given upon all its cars or lines which intersect the surface railways now operating in the boroughs of Manhattan and The Bronx, in exchange for a single fare of 5 cents, which shall entitle passengers to a continuous passage upon the railways in the boroughs of Manhattan and The Bronx from said points of intersection.

The rate for the carrying of property over the said railroad upon the cars of the Interborough Company shall in all cases be reasonable in amount, subject to the control of the Board, or its successors in authority, and may be fixed by such Board after notice to the Interborough Company and a hearing had thereon, and when so fixed such rates shall be binding upon the Interborough Company, its successors or assigns, and no greater sums shall be charged for such service than provided for by it.

Thirteenth—The cars of each of the lines of the Interborough Company shall be run both day and night as often as the reasonable convenience of the public may require, or as may be directed by the Board.

Fourteenth—The Interborough Company shall attach to each car run over the said railroad proper fenders and wheel guards in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities.

Fifteenth—All cars which are operated on said railroad shall be heated during the cold weather in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities.

Sixteenth—The Interborough Company, so long as it shall continue to use any of the tracks upon the streets and avenues in which the railroad shall be constructed under this contract, shall cause to be watered the entire roadway of such streets and avenues, except when the width shall exceed 60 feet between curb lines, when a roadway of 60 feet shall be watered at least three times every twenty-four hours, when the temperature is above 35 degrees Fahrenheit, and shall provide for such purpose at least three tank cars to be propelled by electric power, the capacity of which shall be sufficient to water such streets and avenues in a satisfactory manner.

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

Eighteenth—The Interborough Company shall at all times keep the streets, avenues or highways upon which the said railroad is constructed, between its tracks, the rails of its tracks and for a distance of two feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, however, that the Interborough Company shall, at the option of the Commissioner of Street Cleaning, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of street surface from house line to house line.

Nineteenth—Should the grades or lines of the streets in which franchises herein granted be changed at any time during the term of this contract, the Interborough Company shall change its tracks to conform with such new grades and lines, and during the construction of any public improvement upon said street the Interborough Company shall take care of and protect the track at its own expense; all to be done subject to the direction of the President of the Borough in which such change is made or work done.

Twentieth—The Interborough Company agrees to waive any right it may have to exclusive franchises by former grants in streets or avenues in which the City has heretofore or shall hereafter grant rights to the Union Company, and shall allow the Union Company to use the tracks of the Interborough Company in said streets and avenues.

Twenty-first—The Board may at any time require the Interborough Company to remove one track from the Fordham Heights Bridge and approaches thereto, and to place the remaining track in the centre of the roadway of said bridge and operate the railway by means of said single track upon said bridge and its approaches.

Twenty-second—It is agreed that the right hereby given to operate street surface railways shall not be in preference or in hindrance to public work of the City, and should the said railway or railways in any way interfere with the economical construction of public works in the streets, whether the same is done by the City directly or by a contractor for the City, the Interborough Company shall at its own expense protect or move the tracks in a manner as directed by the President of the Borough in which said tracks are situated.

Twenty-third—The Interborough Company shall at all times keep accurate books of account of the gross earnings from the operation of its railway. The company shall on or before November 1 make a verified report to the Comptroller of The City of New York of the gross receipts of the company for the year ending September 30 next preceding, as he may prescribe. This report shall also show the total mileage in operation and the miles of railway constructed under this contract, and such other information as the Comptroller may require. The Comptroller shall have access to all books of the company for the purpose of ascertaining the correctness of its report, and may examine officers of the company under oath.

Twenty-fourth—As long as the said railroad, or any portion thereof, remains in the street, avenue or highway, the Interborough Company shall pave and keep in permanent repair that portion of the surface of the street, avenue or highway in which said railroad is constructed, between its tracks, the rails of its tracks, and for a distance of two feet beyond the rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe. And the City shall have the right to change the material or character of the pavement of any street, avenue and highway, and in that event the Interborough Company, its successors or assigns, shall be bound to replace such pavements in the manner directed by the proper City officer, at its own expense, and the provision as to repairs herein contained shall apply to such renewed or altered pavement.

Twenty-fifth—In case of any violation or breach or failure to comply with any of the provisions herein contained, this contract may be forfeited by a suit, brought by the Corporation Counsel, on notice of ten days to the Interborough Company, or at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the railroad constructed and in use by virtue of this contract, shall thereupon become the property of the City without proceedings at law or in equity.

Twenty-sixth—If the Interborough Company, its successors or assigns, shall fail to give efficient public service at the rates herein fixed, or fail to maintain its structures

in good condition throughout the whole term of this contract, the Board may give notice to the Interborough Company specifying any default on the part of the Interborough Company, and requiring the Interborough Company to remedy the same within a reasonable time; and upon failure of the Interborough Company to remedy such default within a reasonable time, the Interborough Company shall for each day thereafter during which the default or defect remains, pay to the City the sum of two hundred and fifty dollars (\$250) as fixed or liquidated damages, or the Board, in case such structures which may affect the surface of the streets shall not be put in good condition within a reasonable time after notice by the Board as aforesaid, shall have the right to make all needed repairs at the expense of the Interborough Company, in which case the Interborough Company shall pay to the City the amount of the cost of such repairs with legal interest thereon, all of which sums may be deducted from the fund hereinafter provided.

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

Twenty-eighth—This grant is upon the express condition that the Interborough Company within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of thirty thousand dollars (\$30,000), either in money or securities to be approved by him, which fund shall be security for the performance by the Interborough Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railroad; and in case of default in the performance by the Interborough Company of such terms and conditions the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same, with interest from the said fund after ten days' notice in writing to the Interborough Company; or in case of failure to keep the said terms and conditions of this contract relating to the headway, heating and lighting of cars, fenders, wheel-guards and watering of street pavements, the Interborough Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation, and the further sum of ten dollars (\$10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel-guards, in case of the violation of the provisions relating to those matters.

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

The Comptroller of the City, on complaint made, shall, in writing, notify the Interborough Company, through its president, to appear before him on a certain day not less than ten (10) days after the date of such notice, to show cause why it should not be penalized in accordance with the foregoing provisions. If the Interborough Company fails to make an appearance, or, after a hearing, appears in the judgment of the Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Interborough Company shall, upon ten (10) days' notice in writing, pay to the Comptroller of the City a sum sufficient to restore said security fund to the original amount of thirty thousand dollars (\$30,000), and in default thereof this contract shall be cancelled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Sec. 3. The grant of this privilege to the Interborough Company is likewise subject to the following condition which shall be complied with by the New York City Railway Company, the Third Avenue Railroad Company and the Union Company, parties of the third part, their successors or assigns. The New York City Railway Company, the Third Avenue Railroad Company and the Union Company each hereby agrees that transfers shall be given upon all cars operating on surface railways controlled or operated by them in the Boroughs of Manhattan and The Bronx, and which intersect the surface railways of the Interborough Company for a single fare of five cents, which shall entitle passengers to a continuous passage upon the railway of the Interborough Company from said points of intersection.

Sec. 4. This contract is also 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 be adopted affecting the surface railroads operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Interborough Company.

Sec. 5. The Interborough Company, the Union Company, the New York City Railway Company and the Third Avenue Railroad Company each promises, covenants and agrees on its part and behalf to conform to, abide by and perform all the conditions and requirements in this contract fixed and contained.

UNION RAILWAY COMPANY OF NEW YORK CITY.

Proposed Form of Contract.

This contract made this _____ day of _____, 1907, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board); the Union Railroad Company of New York City (hereinafter called the Union Company), party of the second part; the New York City Interborough Railway Company (hereinafter referred to as the Interborough Company), the New York City Railway Company, and the Third Avenue Railroad Company, parties of the third part, witnesseth:

In consideration of the mutual covenants and agreements herein contained, the parties hereto do hereby covenant and agree as follows:

Section 1. The City hereby grants to the Union Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate extensions to its present street surface railroad with the necessary wires and equipment for the purpose of conveying persons and property in the Boroughs of The Bronx and Manhattan, City of New York, upon the following routes:

1. Beginning at the intersection of Willis avenue and East One Hundred and Thirty-fourth street and connecting there with the existing tracks of the Union Company on Willis avenue; thence by double track southerly, in, upon and along Willis avenue to its intersection with the northerly approach to the Willis avenue (or First avenue) Bridge over the Harlem river and connecting the Boroughs of The Bronx and Manhattan; thence southerly in, upon and along said northerly approach to said bridge, and upon, over and across said bridge to the southerly approach of said bridge in the Borough of Manhattan; thence upon or along the southerly approach of said bridge to the intersection of said southerly approach with First avenue, in the Borough of Manhattan; thence in a southerly direction upon and along said First avenue to East One Hundred and Twenty-third street; thence by single track easterly in, upon and along East One Hundred and Twenty-third street to Pleasant avenue; thence northerly in, upon and along Pleasant avenue to East One Hundred and Twenty-fourth street; thence westerly in, upon and along East One Hundred and Twenty-fourth street to First avenue, and there to connect with the double track on First avenue.

2. Beginning on the so-called One Hundred and Fifty-fifth street viaduct at or near the terminus of the Union Company's existing track at or near Eighth avenue, and connecting therewith; thence by double track westerly in, upon and along said viaduct to West One Hundred and Fifty-fifth street; thence westerly in, upon and along West One Hundred and Fifty-fifth street to Broadway; thence northerly in, upon and along Broadway to Audubon place; thence by a single track northerly in, upon and along Broadway to West One Hundred and Fifty-eighth street; thence westerly in, upon and along West One Hundred and Fifty-eighth street to Audubon place; thence southerly in, upon and along Audubon place to Broadway, and there to connect with the double track in Broadway, all in the Borough of Manhattan.

3. Beginning at and connecting with the existing tracks of the Union Company at the intersection of Third avenue and East One Hundred and Sixty-third street; thence by double tracks easterly in, upon and along East One Hundred and Sixty-third

street to Stebbins avenue; thence southerly in, upon and along Stebbins avenue to its intersection with Westchester avenue; thence easterly in, upon and along Westchester avenue to Dongan street; thence easterly in, upon and along Dongan street to Intervale avenue.

4. Beginning at and connecting with the tracks of the Union Company on Third avenue at East One Hundred and Seventieth street; thence by single track easterly in, upon and along East One Hundred and Seventieth street to Boston road, and there connecting with the tracks of the Union Company.

5. Beginning at and connecting with the existing tracks of the Union Company on Third avenue at Wendover avenue; thence by double tracks westerly in, upon and along Wendover avenue to its intersection with Webster avenue and Clay avenue; thence southerly in, upon and along Clay avenue to East One Hundred and Seventieth street; thence westerly in, upon and along East One Hundred and Seventieth street to the Transverse road, underneath the Grand Boulevard and Concourse; thence westerly in, upon and along said Transverse road to East One Hundred and Seventieth street; thence westerly in, upon and along East One Hundred and Seventieth street to West One Hundred and Seventieth street; thence westerly in, upon and along West One Hundred and Seventieth street to Boscobel avenue, and connecting with the tracks of the Union Company in Boscobel avenue.

6. Beginning at and connecting with the existing tracks of the Union Company on White Plains road at the Boston road (or Boston turnpike); thence by double track northeasterly in, upon and along said Boston road (or Boston turnpike) to the southerly approach to the bridge over the Hutchinson river (or Eastchester creek); thence northeasterly in, upon and along said southerly approach to said bridge; upon, over and across said bridge, in, upon and along the northerly approach to said bridge to said Boston road (or Boston turnpike); thence northeasterly in, upon and along said Boston road (or Boston turnpike) to the northerly line of New York City.

7. Beginning at and connecting with the existing tracks of the Union Company on Webster avenue at East Two Hundred and Thirty-third street; thence by double track easterly in, upon and along East Two Hundred and Thirty-third street to Kingsbridge road or Bussing avenue; thence easterly in, upon and along said Kingsbridge road or Bussing avenue to Baychester avenue; thence northerly in, upon and along Baychester avenue to Pitman avenue; thence easterly in, upon and along Pitman avenue to the northerly line of New York City.

8. Beginning at and connecting with the existing tracks of the Union Company at the intersection of Bailey avenue and Harlem River terrace; thence by double track southerly in, upon and along said Harlem River terrace to Cedar avenue; thence southerly in, upon and along Cedar avenue to and connecting with the existing tracks of the Union Company at the intersection of Cedar avenue and West One Hundred and Seventy-ninth street.

9. Beginning at and connecting with the existing tracks of the Union Company in Jerome avenue south of, but not more than 200 feet south of the southwesterly line of Moshulu parkway; thence by double track northwesterly in, upon and along the unnamed street adjacent to Moshulu parkway which is to be constructed by the New Croton Aqueduct Commissioners, and the land for such street being now in the hands of such Commissioners, to Sedgwick avenue; thence westerly in, upon and along Sedgwick avenue to Van Cortlandt avenue; thence northwesterly in, upon and along Van Cortlandt avenue to Albany road; thence southerly in, upon and along Albany road to West Two Hundred and Thirty-eighth street; thence westerly in, upon and along West Two Hundred and Thirty-eighth street to Broadway, there to connect with the tracks of the Union Company in Broadway.

10. Beginning at and connecting with the existing tracks of the Union Company on Jerome avenue at Gun Hill road (Briggs avenue); thence by double track easterly in, upon and along Gun Hill road to Webster avenue, and there connecting with the existing tracks of the Union Company in Webster avenue and Gun Hill road.

11. Beginning at and connecting with the existing tracks of the Union Company on White Plains road at Gun Hill road; thence by double track easterly in, upon and along Gun Hill road (Briggs avenue) to the intersection of Stillwell avenue; thence by a single track easterly in, upon and along the southerly side of Baychester avenue to Bassett avenue; thence northerly in, upon and along Bassett avenue to the northerly side of Baychester avenue; thence westerly in, upon and along the northerly side of Baychester avenue to Gun Hill road, and there connecting with the double tracks above described.

12. Beginning at and connecting with the existing tracks of the Union Company on Bailey avenue at Kingsbridge road; thence by double track westerly in, upon and along Kingsbridge road to the easterly approach of the proposed bridge over the tracks of the New York Central and Hudson River Railroad and the New York and Putnam Railroad; thence westerly in, upon and along said easterly approach to said bridge, and upon, over, across and along said bridge, and in, upon and along the westerly approach to said bridge to the intersection of said westerly approach with Kingsbridge road; thence westerly in, upon and along said Kingsbridge road to Muscota street; thence westerly in, upon and along Muscota street to Broadway, in the Borough of Manhattan.

13. Beginning at and connecting with the existing tracks of the Union Company in Bailey avenue at West Two Hundred and Thirtieth street; running thence by double track westerly in, upon and along West Two Hundred and Thirtieth street to Broadway, and there connecting with the tracks of the Union Company in Broadway.

14. Beginning at and connecting with the existing tracks of the Union Company in Boston road at the Southern Boulevard; thence by double track northerly in, upon and along the Southern Boulevard to East One Hundred and Eightieth street; thence in, upon and along the Southern Boulevard upon the tracks of the Interborough Company to East One Hundred and Eighty-ninth street; thence by a single track northerly in, upon and along the Southern Boulevard to Crotona avenue, or at a point about 350 feet northerly from the northerly line of Pelham avenue; thence southerly in, upon and along Crotona avenue to East One Hundred and Eighty-ninth street; thence in, upon and along East One Hundred and Eighty-ninth street upon the tracks of the Interborough Company to the Southern Boulevard, and there connecting with the tracks above described.

15. Beginning at and connecting with the existing tracks of the Union Company on Broadway at West Two Hundred and Thirtieth street; thence by double track in, upon and along Broadway to Muscota street.

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

First—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of each of the said extensions to said railroad shall be obtained by the Union Company within six months of the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained the Union Company shall within two months thereafter make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railroad ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate the extensions to the said railway herein described shall be held and enjoyed by the Union Company, its successors or assigns from the date when this contract is signed by the Mayor until September 14, 1928, with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluation of such right and privilege. Such revaluation shall be of the right and privilege to maintain and operate the said railroad by itself, and not to include any valuation derived from the ownership, operation or control of any other railroad by the Union Company, its successors or assigns.

If the Union Company shall determine to exercise its privilege of renewal it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier than two years and not later than one year before the expiration of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Union Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than that sum required to be paid during the last year in this original contract.

If the Union Company and the Board shall not reach such agreement on or before the day one year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty-five years shall be reasonable, and either the City (by the Board) or the Union Company shall be bound upon request of the other, to enter into a written agreement with each other, fixing the rate of such compensation and such amount as shall be reasonable, but in no case shall the annual rate so fixed be less than the sum required to be paid for the last year prior to the termination of the original term of this contract, and if the

parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Union Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six months prior to the expiration of this original contract, and their report shall be filed with the Board within three months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books of the Union Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but no annual sum shall, in any event, be less than the sum required to be paid for the last year of this original contract. If, in any case, the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Union Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Union Company, each paying one-half thereof.

Third—Upon the termination of this original contract, or if the same is renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any other cause, or upon the dissolution of the Union Company before such termination, the tracks and equipment of the Union Company constructed pursuant to this contract, within the streets and highways of the City, shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual. If, however, at the termination of this grant as above, the City (by the Board or its successors in authority) shall so order, by resolution, the Union Company shall, upon thirty (30) days' notice from the Board, remove any and all of the tracks and other equipment constructed pursuant to this contract, and the said streets and highways shall be restored to their original condition, at the sole cost and expense of the Union Company.

Fourth—The Union Company, its successors or assigns, shall pay, for the right to construct, maintain and operate the tracks hereby authorized and described, the following sums of money:

During the first term of five years an annual sum which shall in no case be less than seven thousand dollars, and which shall be equal to three per cent. of the gross annual receipts, if such percentage shall exceed the sum of seven thousand dollars. During the second term of five years an annual sum which shall in no case be less than fourteen thousand dollars, and which shall be equal to five per cent. of the gross annual receipts, if such percentage shall exceed the sum of fourteen thousand dollars. During the third period of five years an annual sum which shall in no case be less than eighteen thousand dollars, and which shall be equal to six per cent. of the gross annual receipts, if such percentage shall exceed the sum of eighteen thousand dollars. During the fourth period of five years an annual sum which shall in no case be less than twenty-three thousand dollars, and which shall be equal to eight per cent. of the gross annual receipts, if such percentage shall exceed the sum of twenty-three thousand dollars. During the remaining period of the contract an annual sum which shall in no case be less than twenty-eight thousand dollars, and which shall be equal to ten per cent. of the gross annual receipts, if such percentage shall exceed the sum of twenty-eight thousand dollars. For the use of the Willis Avenue Bridge, during the first term of five years, the annual sum of four thousand dollars; during the second term of five years, the annual sum of four thousand five hundred dollars; during the third term of five years, the annual sum of five thousand dollars; during the fourth term of five years the annual sum of five thousand five hundred dollars, and during the remaining period of the contract an annual sum of six thousand dollars.

The compensation herein reserved shall commence from the date of the signing of this contract by the Mayor.

The minimum annual sums herein provided for shall be paid to the Comptroller of The City of New York in equal quarterly payments on the first days of January, April, July and October of each year, provided, however, that the first payment shall be only that proportion of such quarterly payments as the time of the signing of this contract by the Mayor to the succeeding quarter day shall bear to the whole of the quarter year. Whenever the percentage required to be paid shall exceed the minimum amount as above, such sum over and above such minimum shall be paid to the said Comptroller on or before November 1 of each year for the year ending September 30 next preceding. The fiscal year shall end on September 30 next preceding said date of payment, and the provisions of the Railroad Law, as it now exists, or as it may hereafter be amended, relating to the manner of payment and statements of percentages of gross receipts of street railway companies shall be strictly complied with.

The intention of this paragraph is to fix an annual charge to be paid by the Union Company, its successors or assigns, to The City of New York for the rights and franchise hereby granted, and it shall not be construed as providing for the payment by the Union Company, its successors or assigns of a percentage of gross receipts within the meaning of any general or special statute, referring particularly to chapter 340 of the Laws of 1892.

Before any rights hereby conferred are exercised by the Union Company, the Union Company shall pay to The City of New York \$17,107.59, with 6 per cent. interest from December 1, 1904, to date of such payment, which amount is due under the terms of the franchise of the Union Company granted to it by the Legislature by chapter 340 of the Laws of 1892.

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

Fifth—The annual charges or payments shall continue throughout the whole term of the contract hereby granted, whether original or renewal, notwithstanding any clause in any statute or in the charter of any other railroad company providing for payments for railroad rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted, whether original or renewal, or of any part thereof, or of any of the routes mentioned herein, or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this contract; and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said conditions as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

Sixth—The rights and privileges granted hereby shall not be assigned either in whole or in part, or leased or sublet in any manner, nor shall title thereto or right, interest or property therein pass to, or vest in any other person or corporation whatsoever, either by the act of the Union Company, its successor or assigns, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations, or otherwise, without the consent of The City of New York, acting by the Board of Estimate and Apportionment, or its successor in authority, evidenced by an instrument under seal, anything herein contained to the contrary thereof in anywise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

Seventh—Nothing in this contract shall be deemed to effect in any way the right of the City to grant to any individual or other corporation similar right or privilege upon the same or other terms and conditions over the same streets, avenues or highways.

The use of the railroad which shall be constructed and maintained in the streets, avenues and highways under this contract, including the tracks, wires and other equipment used in connection therewith, shall be permitted by the Union Company, its successors or assigns, to any individual or corporation to which the City may have granted, or may hereafter grant, the right or privilege to use such streets, avenues or highways, for street railroad purposes, upon payment of an annual sum by such individual or corporation to the Union Company, which shall not exceed the legal interest

on such proportion of the whole cost of the construction of such railroad, and of the cost of keeping the tracks and track equipment in repair, as the number of cars operated by such company or individual shall bear to the number of cars operated by the companies then using the same, together with the actual cost of the power necessary for the operation of the cars thereon of such individual or corporation and the cost of laying and repairing of pavement and removal of snow and ice, and all the other duties imposed upon the Union Company by the terms of this contract, in connection with the maintenance or the operation of the said railroad so used.

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

Eighth—The Union Company may operate those portions of said extensions which lie wholly within the Borough of The Bronx by the overhead electric system substantially similar to the system now used by the Union Company, or by the underground electric system now in use by the New York City Railway Company in the Borough of Manhattan, and by any other motive power, except locomotive steam power or horse power, which may be approved by the Board of Railroad Commissioners, and the Board, and consented to by the owners of property, in accordance with the provisions of the Railroad Law; provided, that the Union Company shall, on or before January 1, 1913, have in operation at least five miles of railway by the underground system substantially similar to that at present employed by the New York City Railway Company, in the Borough of Manhattan, and thereupon to discontinue the use of the overhead trolley system, and to remove its poles, wires and other structures used by it for that purpose from the streets, highways, bridges and public places in The City of New York. The Union Company shall also have its One Hundred and Thirty-fifth street line in the Borough of Manhattan in operation by the said underground system on or before July 1, 1908.

On or before the expiration of the succeeding five years of this contract the Union Company shall have in operation fifteen miles of underground system, as above described, and during each succeeding five years the Union Company shall have in operation ten additional miles by the said underground system, until all the railway of the Union Company shall be so operated.

Said extensions are portions of said extensions as lie within the Borough of Manhattan and shall be operated by the underground electric system substantially similar to that now in use by the New York City Railway Company, in the Borough of Manhattan.

With the exception of extensions as described herein, as numbers 6, 7, 9 and 10, no wires, except trolley wires, in the Borough of The Bronx, for transmission of power shall be permitted, unless they be placed in conduits underground or alongside of the railway. Wires used for extensions 6, 7, 9 and 10 shall be placed in conduits underground or alongside of the railway upon one year's notice in writing from the Board; the Board, however, shall not require the Union Company to place its wires used for extensions 6, 7, 9 and 10 underground at any time during the period of five years from the date on which this contract is signed. When such conduits are constructed, whether they be those required at present or by a future notice from the Board, as above, the Union Company shall provide two conduits not less than three inches in diameter each for the exclusive use of the City. The Union Company hereby agrees that such conduits shall be used only by the Union Company and the City as above.

Ninth—The Union Company shall commence construction of said extension herein authorized within six months from the date upon which the consents of the property owners are obtained for such extension, or upon the date of the decision of the Appellate Division of the Supreme Court that such extensions ought to be constructed, shall complete the construction of the same within twelve months from the same date, otherwise the right to construct any extension or portion thereof not constructed within such period or periods shall cease and determine, and the proportion of all sums which may be deposited with the Comptroller of the City, as herein provided, as the length of the extension not constructed shall bear to the entire length of the extension hereby authorized shall be forfeited to the City, provided that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months.

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

Eleventh—The railway hereby authorized shall be constructed and operated in the most approved manner of street railway construction and operation, and it is hereby agreed that the Board may require the Union Company to improve or add to the railway equipment, including rolling stock and railway appurtenances, from time to time, as such additions and improvements are necessary in the opinion of the Board. Upon failure on the part of the Union Company to comply with the written direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Twelfth—The rate of fare for any passenger upon such railway shall not exceed five cents, and the Union Company shall not charge any passenger more than five cents for one continuous ride from any point on said railroad, or a line or branch operated in connection therewith, to any point thereof, or of any connecting line or branch thereof, within the limits of the City.

The Union Company hereby agrees that transfers shall be given upon all its cars on lines which intersect the surface railways now operated in the boroughs of Manhattan and The Bronx, in exchange for a single fare of five cents, which shall entitle passengers to a continuous passage upon the said railways in the boroughs of Manhattan and The Bronx, from said points of intersection.

The rate for the carrying of property over the said railroad upon the cars of the Union Company shall in all cases be reasonable in amount, subject to the control of the Board, or its successors in authority, and may be fixed by such Board after notice to the Union Company and a hearing had thereon, and when so fixed such rates shall be binding upon the Union Company, its successors or assigns, and no greater sums shall be charged for such service than provided for by it.

Thirteenth—The cars of each of the lines of the Union Company shall be run both day and night as often as the reasonable convenience of the public may require, or as may be directed by the Board.

Fourteenth—The Union Company shall attach to each car run over the said railroad proper fenders and wheel guards in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities.

Fifteenth—All cars which are operated on said railroad shall be heated during the cold weather in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities.

Sixteenth—The Union Company, so long as it shall continue to use any of the tracks upon the streets and avenues in which the railroad shall be constructed under this contract, shall cause to be watered the entire roadway of such streets and avenues, except when the width shall exceed 60 feet between curb lines, when a roadway of 60 feet shall be watered at least three times in every twenty-four hours, when the temperature is above 35 degrees Fahrenheit, and shall provide for such purpose at least three tank cars, to be propelled by electric power, the capacity of which shall be sufficient to water such streets and avenues in a satisfactory manner.

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

Eighteenth—The Union Company shall at all times keep the streets, avenues or highways upon which the said railroad is constructed, between its tracks, the rails of its tracks and for a distance of two feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, however, that the Union Company shall, at the option of the Commissioner of Street Cleaning, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of street surface from house line to house line.

Nineteenth—Should the grades or lines of the streets in which franchises herein granted be changed at any time during the term of this contract, the Union Company shall change its tracks to conform with such new grades and lines, and during the construction of any public improvement upon said street the Union Company shall take care of and protect the track at its own expense; all to be done subject to the direction of the President of the Borough in which such change is made or work done.

Twentieth—The rights hereby given for that portion described as Route 7, in Pitman avenue and in Gun Hill road, described as Route 11, shall not become operative until the City has the legal right to grant a franchise in said streets.

Twenty-first—The Union Company hereby agrees to waive any right it may have to exclusive franchises by former grants in streets or avenues in which the City has heretofore or shall hereafter grant rights to the Interborough Company and shall allow the Interborough Company to use the tracks of the Union Company in the said streets or avenues.

Twenty-second—It is agreed that the right hereby given to operate street surface railways shall not be in preference or in hindrance to public work of the City, and should the said railway or railways in any way interfere with the economical construction of public works in the streets, whether the same is done by the City directly or by a contractor for the City, the Union Company shall at its own expense protect or move the tracks in a manner as directed by the President of the Borough in which said tracks are situated.

Twenty-third—The Union Company shall at all times keep accurate books of account of the gross earnings from the operation of its railway. The Company shall, on or before November 1 make a verified report to the Comptroller of The City of New York of the gross receipts of the Company for the year ending September 30 next preceding, as he may prescribe. This report shall also show the total mileage in operation and the miles of railway constructed under this contract, and such other information as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine officers of the Company under oath.

Twenty-fourth—The Union Company hereby agrees that it shall not claim any right which it has not yet exercised to construct street surface railways in streets upon which franchises were granted to the Union Company by a resolution of the Board of Aldermen, adopted the 23d day of August, 1892, and approved by the Mayor on the 26th day of August, 1892, and a resolution adopted by the Board of Aldermen on the 27th day of December, 1892, and approved by the Mayor on the 28th day of December, 1892.

Twenty-fifth—The Union Company shall pay to the City one-fourth the cost of constructing and maintaining a bridge across the Hutchinson river at Boston road if the Union Company shall place their tracks thereon.

Twenty-sixth—The Union Company shall not load or unload passengers at the Manhattan approach to the Willis Avenue Bridge, and shall make no stop for such purpose on said approach.

Twenty-seventh—As long as the said railroad, or any portion thereof, remains in the street, avenue or highway, the Union Company shall pave and keep in permanent repair that portion of the surface of the street, avenue or highway in which said railroad is constructed, between its tracks, the rails of its tracks, and for a distance of two feet beyond the rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe. And the City shall have the right to change the material or character of the pavement of any street, avenue and highway, and in that event the Union Company, its successors or assigns, shall be bound to replace such pavements in the manner directed by the proper City officer, at its own expense, and the provision as to repairs herein contained shall apply to such renewal or altered pavement.

Twenty-eighth—In case of any violation or breach or failure to comply with any of the provisions herein contained, this contract may be forfeited by a suit brought by the Corporation Counsel, on notice of ten days to the Union Company, or at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the railroad constructed and in use by virtue of this contract shall thereupon become the property of the City without proceedings at law or in equity.

Twenty-ninth—If the Union Company, its successors or assigns, shall fail to give efficient public service at the rates herein fixed, or fail to maintain its structures in good condition throughout the whole term of this contract, the Board may give notice to the Union Company specifying any default on the part of the Union Company, and requiring the Union Company to remedy the same within a reasonable time; and upon failure of the Union Company to remedy such default within a reasonable time, the Union Company shall for each day thereafter during which the default or defect remains, pay to the City the sum of two hundred and fifty dollars (\$250) as fixed or liquidated damages, or the Board, in case such structures which may affect the surface of the streets shall not be put in good condition within a reasonable time after notice by the Board as aforesaid, shall have the right to make all needed repairs at the expense of the Union Company, in which case the Union Company shall pay to the City the amount of the cost of such repairs with legal interest thereon, all of which sums may be deducted from the fund hereinafter provided.

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

Thirty-first—This grant is upon the express condition that the Union Company within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of fifty thousand dollars (\$50,000), either in money or securities, to be approved by him, which fund shall be security for the performance by the Union Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice, and the quality of construction of the railroad; and in case of default in the performance by the Union Company of such terms and conditions the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten days' notice in writing to the Union Company; or in case of failure to keep the said terms and conditions of this contract relating to the headway, heating and lighting of cars, fenders, wheel-guards and watering of street pavements, the Union Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation, and the further sum of ten dollars (\$10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel-guards, in case of the violation of the provisions relating to those matters.

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

The Comptroller of the City, on complaint made, shall, in writing, notify the Union Company, through its president, to appear before him on a certain day not less than ten (10) days after the date of such notice, to show cause why it should not be penalized in accordance with the foregoing provisions. If the Union Company fails to make an appearance, or, after a hearing, appears in the judgment of the Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Union Company shall, upon ten (10) days' notice in writing, pay to the Comptroller of the City a sum sufficient to restore said security fund to the original amount of fifty thousand dollars (\$50,000), and in default thereof this contract shall be cancelled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Sec. 3. The grant of this privilege to the Union Company is likewise subject to the following condition which shall be complied with by the Union Company, the New York City Railway Company, and the Third Avenue Railroad Company, parties of the third part, their successors or assigns. The Union Company, the New York City Railway Company and the Third Avenue Railroad Company each hereby agrees that transfers shall be given upon all cars operating on surface railways controlled or operated by them in the boroughs of Manhattan and The Bronx, and which intersect the surface railways of the Union Company, for a single fare of five cents, which shall entitle passengers to a continuous passage upon the railway of the Union Company from said points of intersection.

Sec. 4. This contract is also 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 be adopted affecting the surface railroads operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Union Company.

Sec. 5. The Union Company, the Interborough Company, the New York City Railway Company and the Third Avenue Railroad Company each promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the conditions and requirements in this contract, fixed and contained.

The following was offered:

Whereas, The Union Railway Company of New York City, the New York City Interborough Railway Company, and the Southern Boulevard Railroad Company have heretofore made application to this Board for extensions and changes to their existing routes; and

Whereas, At the meeting of December 15, 1905, a public hearing was had thereon, and at the conclusion thereof the matter was referred to the Comptroller, who subsequently referred it to the Bureau of Franchises "for a conference with the representatives of the railroad companies, as well as with parties interested, so as to adjust all difficulties possible before presenting same to the Board"; and

Whereas, A report has this day been received from the Bureau of Franchises stating that the companies have expressed their intention to withdraw their application for certain extensions and changes, to maintain their pending applications for some, and make new applications for others; and

Whereas, The report of the Bureau of Franchises suggests that certain other extensions be applied for; now therefore be it

Resolved, That the railroad companies be and they hereby are requested to submit applications in writing to this Board for the extensions and changes recommended in the report of the Bureau of Franchises; and be it further

Resolved, That the Secretary be and he hereby is directed to transmit a copy of the report of the Bureau of Franchises, together with a copy of these resolutions, to the railroad companies.

The Secretary presented the following:

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY,
No. 13 PARK ROW, NEW YORK,
January 31, 1907.

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

GENTLEMEN—This Company has received a copy of the report made to your Board by the Bureau of Franchises, dated January 25, 1907, with respect, among other things, to the application of this Company for the approval by the City of certain changes in the routes authorized to be constructed by it under ordinance of The City of New York adopted March 16, 1903.

The report recommends the approval of these changes and there is submitted to your Board, with the report, a proposed form of agreement for alterations printed on pages 32 to 36. This report and form of agreement is entirely satisfactory to this Company, and if approved by your Board we will at once take the necessary steps to enable this Company to enter into the contract, and we will vigorously prosecute the work of constructing the lines embraced within such changes.

With respect to that portion of the report of the Bureau of Franchises which deals with the proposed extension of our lines, we desire a few days' time to analyze and consider the various recommendations of the report, which contain some novel suggestions requiring study and reflection, before discussing them with the Board.

Yours very truly,

ALFRED SKITT, President.

The matter was referred to a Select Committee consisting of the Comptroller, the President of the Board of Aldermen and the President of the Borough of The Bronx.

Long Island Railroad Company.

The Secretary presented the following:

In the Matter of

The Application of the Long Island Railroad Company for the construction of a connection between its main line in the centre of Atlantic avenue, in the Borough of Brooklyn and City of New York, and its depot on the south side of such avenue, and between the several portions of such depot.

To the Board of Estimate and Apportionment:

The petition of the Long Island Railroad Company respectfully shows:

1. By chapter 256 of the Laws of 1832, the Brooklyn and Jamaica Railroad Company was organized and empowered to construct a railroad, "with such appendages as may be deemed necessary for the convenient use of the same between Brooklyn and Jamaica."

2. That thereafter it constructed a steam surface railroad upon a right of way which it acquired by purchase or condemnation proceedings, portions of which were included in what are now the limits of Atlantic avenue.

3. By chapter 178 of the Laws of 1834, the Long Island Railroad Company was organized and empowered to construct a railroad from Greenport to a point on the water adjacent to Brooklyn, "with such appendages as may be deemed necessary," with power to prescribe the manner in which the road shall be used and by what force the carriages to be used thereon may be propelled.

4. By chapter 94 of the Laws of 1836, the Brooklyn and Jamaica Railroad Company was authorized to lease its railroad from Brooklyn to Jamaica to the Long Island Railroad Company, and it was provided that the use of the Brooklyn and Jamaica Railroad under such lease should be taken as a performance of the obligations on the part of the Long Island Railroad Company to construct its road from Greenport to Brooklyn.

5. This lease was thereafter made and covers all the corporate rights and franchises of the said Brooklyn and Jamaica Railroad Company. It has been extended from time to time and now has seventy years to run. The Long Island Railroad Company under it, and under its own charter, has been for many years operating a double track steam railroad over the right of way formerly of the Brooklyn and Jamaica Railroad Company situated in the centre of what is now known as Atlantic avenue, from the junction of Atlantic and Flatbush avenues in the Borough of Brooklyn to Jamaica and points easterly therefrom.

6. The right of way of the old Brooklyn and Jamaica Railroad Company was partly the line of the old Jamaica turnpike and was very crooked. From Flatbush avenue east to about Classon avenue, this strip occupied the southern part of what is now Atlantic avenue. From Classon avenue eastwardly it was to the north of what is at present Atlantic avenue and ran through the middle of the blocks. It being desired to open Atlantic avenue as a straight thoroughfare, chapter 220 of the Laws of 1853 was passed, by which the Brooklyn and Jamaica Railroad Company was authorized to cede to the City of Brooklyn as and for a public street the strip of land belonging to it on the south side of Atlantic avenue, between Gowanus (now Sixth) avenue and Classon avenue, on such terms and conditions as shall be agreed upon by the company and the City, and the City was authorized to make such agreement. On April 10, 1855, an agreement (usually known as the "Tripartite agreement") was made between the Brooklyn and Jamaica Railroad Company, the Long Island Railroad Company and the City of Brooklyn, in which the Brooklyn and Jamaica Railroad Company agreed to cede to the City a strip of land owned by it on the south side of Atlantic avenue, between Gowanus lane and Classon avenue, for the purpose of a public street forever and for no other use or purpose whatever (thus granting only an easement), this grant to be on the condition that the City shall grade, pave and maintain the street forever as a public street in addition to the present width of Atlantic avenue; also upon the condition that the Brooklyn and Jamaica Railroad Company and its lessee, the Long Island Railroad Company, shall have the right to use and occupy a space of thirty feet in width in the centre of Atlantic avenue after it shall have been widened, for the purpose of railroad tracks, in the same manner and for the like purposes that they now use and occupy the said street. The City agreed to accept such cession and granted to the Brooklyn and Jamaica Railroad

Company and to the Long Island Railroad Company, its lessee, the right to use and occupy said strip of land thirty feet in width for the purpose of railroad tracks and turnouts in the same manner as the railroad tracks on the said street are now in use by the Long Island Railroad Company, with the like rights and powers as if the said railroad tracks had been originally constructed and in use upon the said strip of land at the time of the passing of the act (i. e., in fee).

By paragraph second it was provided that the City agrees to grant to the railroad the right to occupy a good space in the centre of the avenue for the purposes of railroad tracks and turnouts without interruption, such rights to be well and securely make over to them, together with the right to make turnouts from said tracks into the depots of the said two railroads on the land of said railroads at any point within the said limits, both east and west of Gowanus lane.

This agreement was ratified by section 4, chapter 475 of the Laws of 1855, "together with all the clauses and conditions therein contained." This agreement was carried out. The Brooklyn and Jamaica and the Long Island Railroad companies conveyed to the City the property belonging to them not included within the limits of the aforesaid thirty foot strip, which property so conveyed was therefore sold by the City to the adjoining owners as prescribed in the act. The Long Island Railroad Company took possession of the strip and has since held it as its owner in fee, fencing it in and having gates across the intersecting streets.

7. The Long Island Railroad Company between 1888 and 1890 purchased a block of land lying on the south side of Atlantic avenue extending to Pacific street, bounded on the east by Carlton avenue and on the west by Sixth avenue, which it has since used as a freight yard, its passenger depot being located on the north side of Atlantic avenue at the junction of Flatbush avenue. Both said freight and passenger depots were connected with the steam surface railroad of the said Long Island Railroad Company by turnouts or curves. Said Long Island Railroad Company also constructed an elevated connection from the said yard, which rose from its surface near Carlton avenue and then extended northward to the said strip or right of way, and over the same to a point near Flatbush avenue, whence it curved to the northward and connected with the elevated railroad tracks in Flatbush avenue. The right to construct and maintain this connection was sustained by the Courts in *Gallagher vs. Keating*, 27 Misc. 131, affirmed by the Appellate Division, 40 Appellate Division, 81, 86, and in the Court of Appeals, 171 N. Y., 657. In *People vs. Brooklyn, Flatbush and Coney Island Railroad Company*, 89 N. Y., 85, it was also held by the Court of Appeals that a curve or turnout connecting the Brighton Beach Railroad at its terminal on the south side of Atlantic avenue, near Franklin avenue, with the line of the Long Island Railroad Company in the centre of Atlantic avenue was a mere "appendage" within the language of the charter of the latter company, and not a new franchise or use of the streets, and that the constitutional consents were not required.

8. By chapter 499 of the Laws of 1897 the grade of the Atlantic Avenue Railroad, leased and operated by the Long Island Railroad Company, from Flatbush avenue eastwardly to the City limits, was required to be raised or depressed as prescribed in said act, and a Board was created known as "The Board for the Atlantic Avenue Improvement," the members of which were to be appointed by the Mayor of the City of Brooklyn, and the duty of which Board was to direct and superintend the construction of such improvement. By section 2 of this act the railroad companies were authorized to erect stations and platforms at any points along the tracks required by said act to be depressed to take the place of those existing upon the surface, and sidings for the passage of trains, provided such sidings should be below the surface of Atlantic avenue. By section 4 it was provided that the Board should prepare a map and plan showing the right of way and tracks of the railroad now in its possession and the underground and depressed rights of way as located by said Board, and the City was authorized and directed to execute all necessary instruments to vest in the Atlantic Avenue Railroad Company and its lessee, the Long Island Railroad Company, full and complete rights and privileges to use and occupy for railroad purposes such portion of the depressed right of way under the surface of Atlantic avenue as may be necessary by reason of such change in so far as the City shall have any right, title or interest therein. The act further provided that whenever it was necessary or advisable to alter the grades of the streets in said Atlantic avenue along or over the railroad, the same shall be done by the companies, but not so as to interfere with the free use of such streets, under the supervision and sanction of the Board.

9. The said act also required that the said passenger depot at the junction of Atlantic and Flatbush avenues should be depressed at not less than 16 feet below the surface of the avenues adjoining the same, and that the tracks running from that point to Bedford avenue should be depressed in the same way.

10. Maps and plans specifying the details for such improvement were duly adopted by the said Board, and the work of constructing the same has been begun and continued so far that the said tracks on Atlantic avenue are now depressed and the street over the same roofed in and opened for public use.

11. In order to connect the said tracks as so depressed with the aforesaid freight yard of the Long Island Railroad Company, the Board as a temporary measure adopted a map and plan providing for an inclined approach running from the grade of the subway in the centre of Atlantic avenue to a point in the said yard near the junction of Carlton and Atlantic avenues, and thence rising by an ascending grade to the surface of such freight yard, at about the centre thereof, which has also been constructed.

12. The construction of this subway practically destroyed the use of this yard for freight purposes. In addition, the freight business of Brooklyn has also so largely increased, and is likely to increase so much in the future, that the space afforded by the freight yard is and will be insufficient to enable the Long Island Railroad Company to properly handle the freight carried by it, and to perform its duty to the public as a common carrier. It has therefore acquired the block of ground lying to the west of said freight yard and extending from Sixth avenue to the rear of the houses fronting on Flatbush avenue, which block has been laid out as a freight yard on a level with the street. This is now in use, access to it from the old freight yard being obtained by four lines of surface tracks which cross Sixth avenue, and which connect in said old yard with the incline from the cut. The right to construct these tracks, while expressly authorized by the said Board, was granted simply as a temporary expedient pending the construction of the large depressed freight yard as hereinafter mentioned.

The Long Island Railroad Company has also acquired nearly the whole block on the east of said old freight yard extending substantially from Atlantic avenue to Pacific street, and from Carlton avenue to the rear of the houses abutting on Vanderbilt avenue, and has instituted condemnation proceedings to acquire three of the parcels contained in such block, which proceedings are now pending.

13. The railroad has always had a siding on the surface of Atlantic avenue, extending from its turnout near Fort Greene place to near Flatbush avenue.

14. For the purpose of carrying out the intention of the Atlantic Avenue Improvement Act, by removing the travel of the Long Island Railroad Company entirely from the surface of the streets, said Board on November 1, 1905, adopted a map and plan providing for the sinking of the whole three blocks constituting said freight yard, so as to be on a level with the said depressed tracks, and for a depressed siding on the south side of Atlantic avenue on the same level (to take the place of the aforesaid siding previously existing on the surface), which map and plan also provided for the connecting of the different portions of the said freight yard by passages underneath Sixth and Carlton avenues, a copy of which map and plan is hereto annexed. This map was duly approved by the Commissioner of Public Works of the City of Brooklyn on December 5, 1905, and was filed on that day in the office of such Commissioner, and in the office of the Comptroller. The said Board adopted specifications prescribing the manner of constructing the said improvement, which provided that during the construction of said depressed freight yard underneath the surface of the said Sixth and Carlton avenues, at least one-half of the surface of each of said streets should at all times be kept open for public travel.

15. Your petitioner is advised and believes that under the provisions of its charter, the aforesaid statutes, the general railroad law, and of the acts of said Board, it is empowered and is bound to construct its freight yard and the siding connections as shown upon said map and plan.

Your petitioner further alleges that it is advised and believes that the construction of the said yard and of the said siding and connections, as prescribed by the said Board, are in no sense a franchise, and that it is entitled to construct the same without any other consent than that heretofore granted to it by the Commissioner of Public Works of the Borough of Brooklyn. That while the City is not the owner of the fee of the

portions of the streets the subsurface of which will be occupied by the construction of the said connections and sidings, and your petitioner is the owner of the property abutting on such streets, there may be some subsurface rights belonging to the City in the land under said street to be occupied by the said connections and turnouts for which it is proper that it should receive compensation. That this company has always been and is willing to pay the City the fair value for such subsurface rights.

Wherefore, your petitioner prays that the Board of Estimate and Apportionment will cause the value of the subsurface rights of the City in and to the portions of the aforesaid streets which will be occupied by the construction of the said improvements to be valued, and will permit your petitioner to occupy the same on payment therefor, provided the improvement shall be made in the manner prescribed by the aforesaid specifications.

THE LONG ISLAND RAILROAD COMPANY,
By RALPH PETERS, President.

GEORGE W. WINGATE, General Solicitor, Long Island Railroad Company,
No. 20 Nassau street, Borough of Manhattan, New York City.

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

Ralph Peters being duly sworn, says that he is the petitioner and an officer of the Long Island Railroad Company, the corporation described in the above entitled action. That the foregoing petition is true to the knowledge of this deponent, except as to the matters therein stated to be alleged on information and belief, and that as to those matters he believes it to be true. That the reason why this verification is not made by the petitioner is because the petitioner is a corporation; and the grounds of deponent's belief as to all matters in said petition not stated upon his knowledge, are investigations which deponent has caused to be made concerning the subject matter of this action and information acquired by deponent in the course of his duties as an officer of the corporation petitioner in this action.

RALPH PETERS.

Sworn to before me this 22d day of June, 1906.

ALFRED L. MARILLEY, Commissioner of Deeds, New York City.

BOARD OF ESTIMATE AND APPORTIONMENT,
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,
January 28, 1907.

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

Sir—The Long Island Railroad Company, a corporation organized pursuant to the provisions of chapter 178 of the Laws of 1834 of the State of New York, has made application to the Board of Estimate and Apportionment by a petition signed and verified by Ralph Peters, President, on June 22, 1906, for the right to occupy certain portions of the subsurface of Atlantic avenue, between Flatbush avenue and a point between Vanderbilt and Clinton avenues, for the purpose of constructing side tracks and turnouts to its freight and passenger depots located on the northerly and southerly sides of Atlantic avenue, between Flatbush and Vanderbilt avenues; and also to occupy the subsurface of Vanderbilt avenue at its intersection with Atlantic avenue, and the subsurface of Carlton and Sixth avenues, between Atlantic avenue and Pacific street, for the purpose of enlarging its depressed freight yards, in the Borough of Brooklyn; and further petitions that the Board shall appraise the value of such subsurface rights.

The several parcels of land to be thus occupied are shown in yellow upon a map or plan entitled "Map showing lands in subsurface of streets to be occupied by the Long Island Railroad Company outside of right of way in Atlantic avenue to accompany petition to the Board of Estimate and Apportionment dated June 22, 1906, and signed by Ralph Peters, President," dated January 14, 1907, and signed by J. B. Davies, Chief Engineer.

Between 1888 and 1890 the Long Island Railroad Company purchased the block bounded by Atlantic, Sixth and Carlton avenues and Pacific street, which it has since used as a freight yard, the passenger depot of the company being located on the northerly side of Atlantic avenue at its junction with Flatbush avenue. Both said freight and passenger depots were connected with the steam surface railroad of the company in Atlantic avenue by turnouts or curves.

The railroad company has since acquired the block lying to the west of the above mentioned freight yard and extending from Sixth avenue to the rear of the houses fronting on Flatbush avenue, and has laid out thereon a freight yard level with the street. This yard is temporarily connected with the old yard between Sixth and Carlton avenues by four lines of surface tracks crossing Sixth avenue and connecting in said old yard with a temporary inclined approach connecting the tracks of the Long Island Railroad Company in Atlantic avenue as depressed by the Atlantic Avenue Improvement Commission, with the surface tracks in said yard.

The greater part of the block east of said old freight yards bounded by Atlantic avenue, Pacific street, Carlton avenue, and the rear of the property abutting on Vanderbilt avenue has also been acquired.

By chapter 499 of the Laws of 1897 the grade of the Atlantic Avenue Railroad, leased and operated by the Long Island Railroad Company, from Flatbush avenue eastwardly to the City limits, was required to be raised or depressed as prescribed in said act, and a board was created known as the Board for the Atlantic Avenue Improvement, to direct and superintend the construction of this work. Section 1 of said act provided that the passenger depot at Atlantic and Flatbush avenues should be depressed to the depth of not less than 16 feet below the surface of the avenues adjoining the same.

Section 2 of the act authorized the railroad company to erect stations and platforms at any points along the tracks as depressed to take the place of those existing upon the surface, and the buildings of sidings for the passage of trains, provided that such sidings should be below the surface of Atlantic avenue.

By section 4 it was provided that the said Board should prepare plans and specifications covering the above work, which when approved by the Commissioner of City Works, should be filed in the office of the Comptroller. Pursuant to this provision, the Board for the Atlantic Avenue Improvement prepared a map or plan, hereinafter described, and a copy of which is attached to the petition, and specifications were adopted covering the proposed work. This section further provides that "No work shall be done upon any street, nor shall any street be opened without the consent of the Commissioner of City Works."

The location of the proposed depot or freight yard and the several connections with the right of way in Atlantic avenue and between the different portions of said yard in Sixth and Carlton avenues, is shown upon the above mentioned map or plan attached to and forming part of the petition entitled "Atlantic Avenue Improvement, Division Yards and Terminal, Proposed Layout of Freight Yards between Flatbush and Vanderbilt Avenue," dated November, 1905, and signed by George Sergeant, Jr., Principal Assistant Engineer, and J. V. Davies, Chief Engineer for the Atlantic Avenue Improvement. This map or plan is known as Drawing No. R-811. Details of construction are shown on two small maps attached to the above and marked Drawing No. R-811, sheet A, and Drawing No. R-811, sheet B.

These said plans No. R-811 and the attached sheets A and B together with the specifications were on December 5, 1905, approved, adopted and signed by the officers and members of the Atlantic Avenue Improvement Commission, and on December 20, 1905, were approved by the Commissioner of Public Works of the Borough of Brooklyn, and in accordance with the provisions of chapter 499 of the Laws of 1897, were filed in the offices of the Comptroller of the City and the Commissioner of Public Works of the Borough of Brooklyn.

The work to be done in order to make the proposed freight yard correspond to and connect with the depressed and altered grade of the Long Island Railroad, as executed under the provisions of the Atlantic Avenue Improvement Act, is set forth in the aforesaid specifications as follows:

"The entire property owned or controlled by the Long Island Railroad Company within the blocks bounded by Atlantic avenue on the north, Pacific street on the south and extending from Vanderbilt avenue on the east end to the west side of Sixth avenue on the west end, shall be excavated and depressed so that at Vanderbilt avenue the new and depressed grade shall correspond with and connect to the turnout heretofore constructed below the surface of Atlantic and Vanderbilt avenues from the main tracks and structure of the Atlantic Avenue Improvement; at Carlton avenue and at Sixth avenue so that the new and depressed grade shall be below the surface of the said Carlton and Sixth avenues at such depth that the depressed tracks connecting the tracks in the several yards between Vanderbilt and Carlton, and also between Carlton and Sixth avenues, may have a clear height of 15 feet 2 inches below the

clearance line of the viaducts to be constructed for Carlton and Sixth avenues and above the top of rail of the said connecting tracks.

"From Sixth avenue westward, between Atlantic avenue and Pacific street, the new and depressed grade of the yard upon the portion of the block owned or controlled by the Long Island Railroad Company shall be excavated and changed so as to be by an ascending grade from the under crossing of Sixth avenue to the surface at the westerly line of the property of the Long Island Railroad Company; being the easterly line of the property of Webster & Co.

"Between the existing turnout heretofore constructed under Vanderbilt avenue to the turnout heretofore constructed under Carlton avenue, the present southerly retaining wall of the subway of Atlantic Avenue Improvement shall form the northerly wall of the proposed yard so that the undersurface of Atlantic avenue, south of the right of way of the railroad shall be excavated to provide below the said surface of the said Atlantic avenue, sidings for the operation and passage of trains as provided by the act aforesaid. The turnout heretofore partially constructed under Vanderbilt avenue shall be completed to a portal at the building line of Vanderbilt and Atlantic avenues and the surface of Vanderbilt avenue and Atlantic avenue to Carlton avenue shall be restored and made good at the grades heretofore established.

"The said new and depressed yards shall be laid out and equipped on completion with tracks for operation of car service and with paved roadways for trucks and teams to obtain access to the cars standing upon the said tracks. To provide access for said teams, etc., from the public streets to the depressed yard east of Carlton avenue, an inclined roadway, properly paved, shall be provided entering from the grade of Carlton avenue at the northeast corner of Pacific street, and descending thence within the area line of the street, and being partly on private property, to the new grade of the depressed team roadways. To provide similar access to the similar team roadways in the yard west of Sixth avenue, properly paved road entrances from the grade of Atlantic avenue and Pacific street shall be provided, crossing the sidewalks at a surface grade."

Only one of the above connections is specifically provided for in the Atlantic Avenue Improvement Act, namely that at Carlton avenue. However, the Long Island Railroad Company, with the consent of the Board for the Atlantic Avenue Improvement assumed the right to occupy the subsurface of Atlantic, Sixth, Carlton and Vanderbilt avenues by virtue of permit number 10,742 of the Bureau of Highways, Borough of Brooklyn. The said permit was issued December 27, 1905, to the Board for the Atlantic Avenue Improvement and granted permission "to open area bounded by Atlantic avenue, Fifth avenue, Pacific street and Vanderbilt avenue, for the purpose of making the necessary openings in the above named streets to carry out the construction of the freight terminal improvements, as shown on plans and specifications filed in the office of the Commissioner of Public Works, Brooklyn."

Mr. Walter M. Meserole, General Superintendent of the Board for the Atlantic Avenue Improvement, in a letter dated December 21, 1905, addressed to Hon. J. C. Brackenridge, the then Commissioner of Public Works, requesting the issuance of the above permit, states that the plans and specifications referred to therein are those above mentioned as having been filed on December 20, 1905.

On February 7, 1906, the President of the Borough of Brooklyn requested this Bureau to make an examination of the records as to the right of the Long Island Railroad Company to construct tunnels under Sixth and Carlton avenues by virtue of the above permit, and advise him if the right to construct the said tunnels was not in the nature of a franchise which should be granted by the Board of Estimate and Apportionment, and a right which the Atlantic Avenue Improvement Board has no authority to grant under the Atlantic Avenue Improvement Act. I made such examination and advised the President of the Borough of Brooklyn that I could find no authority in the records for the use of the streets as proposed, and that the Long Island Railroad Company should apply for the consent of the local authorities before using the subsurface of any of the streets adjacent to its freight yard outside of its alleged right of way in the centre of Atlantic avenue.

On February 19, 1906, the President of the Borough of Brooklyn held a hearing on this matter in his office at which there were present representatives of the Long Island Railroad Company, Board for the Atlantic Avenue Improvement and the Bureau of Franchises. As a result of such hearing the above permit was revoked on February 20, 1906.

General George W. Wingate, General Solicitor for the Long Island Railroad, in a communication dated April 19, 1906, addressed to the President of the Borough of Brooklyn, after reciting that the revocation of this permit and the consequent stoppage of the work thereunder had entailed a great expense upon the contractor, delayed a most important public improvement, and interfered with the railroad plans, says:

"It is, therefore, of the greatest importance that the railroad should be permitted to proceed with the work, leaving all doubtful questions to be settled hereafter."

He further stated that the railroad is willing "to pay to the City the value of the subsurface rights in Atlantic, Sixth and Carlton avenues," and stipulated with the Borough President and this Bureau that the matter be submitted to the Corporation Counsel, "and if he is of opinion that such connections constitute a franchise, the railroad will apply to the Board of Estimate for a grant of such franchise, and will pay whatever the Board shall determine as being its value."

Pursuant to the provisions of this stipulation, the President of the Borough of Brooklyn on April 23, 1906, issued an order rescinding the revocation of the permit and allowing the work to be continued.

The Corporation Counsel, in an opinion dated May 17, 1906, in response to inquiries made by the Board for the Atlantic Avenue Improvement, held that the consent of the Board of Estimate and Apportionment should be obtained for the desired privileges, not as for a franchise, but simply as an authority for the occupation of the City's streets.

Copies of the application and accompanying plans and the before mentioned specifications were forwarded to the President of the Borough of Brooklyn and to the Commissioner of Water Supply, Gas and Electricity, with a request that these officials have the project examined by the respective bureaus in their departments with a view to ascertaining if there were any special conditions which should be added to the usual form of permit for similar privileges.

A reply from the President of the Borough of Brooklyn suggested that the provision in the specifications stating that any street pavement injured or disturbed shall be renewed with either asphalt or granite blocks, at the discretion of the Board for the Atlantic Avenue Improvement, be amended so as to read that any street pavement injured or disturbed shall be relaid with the same material that the original pavement was laid with, unless special permission be given by the President of the Borough. He further suggested that the clause in the specifications providing that all changes of every kind whatsoever to sewers, etc., shall be a charge upon and be paid for wholly by the Long Island Railroad Company, be amplified so as to include the payment of all inspection, and that all unpaid connection fees for all lots which are now owned by the railroad company and not connected with the City sewers shall be paid by the railroad company at the time of making application for permits to make said connections.

A reply from the Commissioner of Water Supply, Gas and Electricity suggested that the clause in the specifications relating to changes in sewers, water mains, etc., and the renewal of pavements injured or disturbed, be modified so as to include gas mains, electrical subways, etc.

These suggestions have all been embodied in the form of permit herewith submitted. Other conditions which have been included therein are the usual ones imposed in similar cases.

I have no objection to offer to the application with conditions as outlined above, and would suggest that the permission be granted for a period not exceeding twenty-five years from December 20, 1905, the date of the approval, by the Commissioner of Public Works of the Borough of Brooklyn, of the plans and specifications before described and of the filing of the same in the offices of the Comptroller of the City and the said Commissioner, but revocable at the pleasure of the Board of Estimate and Apportionment, or its successors in authority, upon one year's notice in writing, and that the sum of \$25,000 in money or securities, to be approved by the Comptroller of the City of New York, be deposited with him for the faithful performance of the terms and conditions of this consent.

The subsurfaces of Carlton and Sixth avenues are to be occupied by ten tracks each, arranged in groups of two and three. Between these groups of tracks the streets are to be crossed by three driveways or roadways, as described in the specifications, so that the entire subsurface of these streets, between Atlantic avenue and Pacific street, is to be given over to the use of the railroad. In Atlantic avenue, in addition to the thirty feet in the centre thereof, occupied and used by its main line, the railroad

will, in the block between Vanderbilt and Carlton avenues, occupy the entire subsurface area included between the south line of said thirty-foot strip and the south side of the avenue, and between Flatbush avenue and Fifth avenue will occupy practically the entire subsurface area of the avenue.

The areas of the several subsurface parcels, as shown on the map first above mentioned, to be occupied by the railroad are as follows:

	Square Feet.
Atlantic avenue	96,181
Vanderbilt avenue	870
Carlton avenue	13,380
Sixth avenue	14,776
Fort Greene place	65
Pacific street	16,169
A total of	141,441

—equivalent to 56.6 city lots, or 3.25 acres.

In accordance with the precedent established by the Board of Estimate and Apportionment, the charge for this privilege would be 8 per cent. of the assessed valuation of the abutting property, the rate fixed for tunnels to be used as passageways and for the transportation of persons and property. In view of the fact that the privilege asked for is to be used by a company holding a franchise and is to be used in connection therewith, and may in a way be considered as a branch thereto, it is of semi-public benefit. For this reason I consider that such charge may be reduced to 5 per cent. of the assessed valuation of the abutting property, similar reductions having heretofore been made in grants of a like nature.

Hence the compensation for this consent should be fixed as follows:

For the first five years of the consent, \$10,400 per annum.

For the second five years of the consent, \$10,920 per annum.

For the third five years of the consent, \$11,466 per annum.

For the fourth five years of the consent, \$12,039.30 per annum.

For the fifth five years of the consent, \$12,641.25 per annum.

And such fee for opening the streets as may be determined by the President of the Borough of Brooklyn.

The compensation should commence from the date of the approval and filing of the plans and specifications for this work, viz., December 20, 1905.

I transmit herewith resolution for adoption containing the customary provisions.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

The following was offered:

Resolved, That the consent of the Corporation of The City of New York be and the same is hereby given to the Long Island Railroad Company, the owner of certain lands on the southerly side of Atlantic avenue and the northerly side of Pacific street, between Vanderbilt and Fifth avenues, and on the westerly side of Vanderbilt avenue and the easterly and westerly side of Carlton and Sixth avenues, between Atlantic avenue and Pacific street, Borough of Brooklyn, City of New York, to use and occupy the subsurface areas, in Atlantic avenue, Vanderbilt avenue, Carlton avenue, Fort Greene place and Pacific street, as shown in yellow on a map or plan entitled "Map showing lands in subsurface of streets to be occupied by the Long Island Railroad Company outside of right of way in Atlantic avenue to accompany petition to the Board of Estimate and Apportionment, dated June 22, 1906, and signed by Ralph Peters, President," dated January 14, 1907, and signed by J. B. Davies, Chief Engineer, a copy of which is annexed hereto and made a part hereof, upon the following terms and conditions:

1. Said consent shall be for a term not exceeding twenty-five (25) years from December 20, 1905; provided, however, that the same may be canceled and annulled upon one (1) year's notice in writing to the Long Island Railroad Company, its successors or assigns, by the Board of Estimate and Apportionment, or its successors in authority, and thereupon all the rights of the said railroad company, its successors or assigns, in and upon the aforesaid portions of Atlantic avenue, Sixth avenue, Carlton avenue and Vanderbilt avenue shall cease and determine.

2. The Long Island Railroad Company, its successors or assigns, shall pay into the treasury of The City of New York the following sums of money:

During the first five years, the annual sum of \$10,400.

During the second five years, the annual sum of \$10,920.

During the third five years, the annual sum of \$11,466.

During the fourth five years, the annual sum of \$12,039.30.

During the fifth five years, the annual sum of \$12,641.25.

Such sums shall be paid into the treasury of The City of New York, annually in advance, on November 1 of each year, provided, however, that the first payment, which shall be made within thirty (30) days after the approval of this resolution by the Mayor, shall be for a whole year, and in addition thereto for that proportion of \$10,400 as the time between December 20, 1905, and November 1, 1906, shall bear to a whole year. Such compensation shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatever kind or description, now or hereafter to be paid by 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 grantee, its successors or assigns, shall at its own cost cause its subsurface structures and appurtenances within the above-described areas to be removed, and all those portions of Atlantic avenue, Sixth avenue, Carlton avenue and Vanderbilt avenue affected by this permission to be restored to their proper and original condition if required so to do by The City of New York, or its duly authorized representatives.

If the subsurface structures to be constructed by the said grantee within the areas described in this permit shall not be required to be removed, it is agreed that the said subsurface structures shall become the property of The City of New York.

4. The consent hereby given 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 or corporation whatsoever, either by the acts of the grantee, its successors or assigns, or by operation of law, without the consent in writing of The City of New York, acting by the Board of Estimate and Apportionment, or its successors in authority.

5. The said grantee shall pay the entire cost of—

(a) All structures erected or to be erected in the streets within the areas hereinbefore described, and shall maintain the same at its own expense.

(b) The protection of all surface and subsurface structures within the areas hereinbefore described which shall in any way be disturbed by any such construction.

(c) All change in sewer or other subsurface structures made necessary by such construction, including the laying or relaying of pipes, conduits, sewers, gas mains, electrical subways or other structures, above or below the surface of said streets.

(d) The replacing or restoring the pavement within the areas hereinbefore described which may be disturbed during such construction, and shall have and keep in permanent repair during the term of this consent that portion of the streets within the said areas, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe, and

the City shall have the right to change the material or character of the pavement of any street within the said areas, and in that event the company, its successors or assigns, shall be bound to replace such pavement in the manner directed by the proper City officer, at its own expense, and the provision as to repairs herein contained shall apply to such renewed or altered pavement.

(e) Each and every item of the increased cost of any future structure caused by the presence of such construction within the areas hereinbefore described.

(f) The inspection of all work during the construction or removal of the structures within said areas, which may be required by the President of the Borough of Brooklyn and the Commissioner of Water Supply, Gas and Electricity.

6. The grantee shall obtain permits to do the work from the President of the Borough of Brooklyn and from the Commissioner of Water Supply, Gas and Electricity. The grantee shall perform all the duties which may be imposed upon the grantee by these officials, as conditions of such permits, provided such conditions are not inconsistent with the provisions of this consent. The grantee shall submit to these officials working plans which shall include and show in detail the method of construction within the areas hereinbefore described and the mode of protection or changes in all subsurface structures required by such construction.

7. Any street pavement injured or removed during the progress of this work shall be relaid with the same material as the original pavement, unless permission be obtained from the President of the Borough of Brooklyn to substitute therefor a different paving material.

8. The grantee, its successors or assigns shall allow to The City of New York the right of way through, under or above any part of the structures within the areas hereinbefore described, for any and all subsurface structures, which are now or may be hereafter placed by The City of New York in the portions of Atlantic avenue, Sixth avenue, Carlton avenue and Vanderbilt avenue herein described.

9. The subsurface structures and all pipes and conduits laid therein shall be constructed, maintained and operated subject to the supervision and control of the proper authorities of The City of New York. They shall be open at all times to the inspection of all the authorities who have jurisdiction in such matters under the Charter of The City of New York.

10. This consent is subject to whatever right, title or interest the owners of abutting property or others may have in and to the said portions of Atlantic avenue, Sixth avenue, Carlton avenue and Vanderbilt avenue.

11. Said grantee shall be liable for all damages to persons or property including the street and subsurface structures therein, by reason of the construction and operation or maintenance of such structures, and it is a condition of this consent that The City of New York assumes no liability to either persons or property on account of this consent.

12. This consent is granted on the further and express condition that all laws or ordinances now in force, or which may hereafter be adopted, shall be strictly complied with.

13. Said grantee, its successors or assigns, shall complete the work of construction within twelve (12) months from the date of the approval of this consent by the Mayor, 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 for a period not exceeding six (6) months.

14. This consent is upon the express condition that the said grantee, within thirty (30) 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 twenty-five thousand dollars (\$25,000) either in money or in securities, to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the repairs of the street pavement, changes in sewer or other subsurface structures, and to the payment of the annual charge. In case of default in the performance by said grantee of any of such terms or conditions, 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 necessary changes or repairs, after ten (10) days' notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings, or in case of default in the payment of the annual charges, shall collect the same with interest from such fund after ten (10) days' notice in writing to the said grantee.

In case of any draft so made upon the security fund, the grantee 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 twenty-five thousand dollars (\$25,000), and in default of the payment thereof the consent hereby given may be canceled 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 proceedings 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. Correct maps shall be furnished to the Board of Estimate and Apportionment, President of the Borough of Brooklyn, and the Commissioner of Water Supply, Gas and Electricity by the said grantee, its successors or assigns, showing the exact location of all tracks, retaining walls, pipes, conduits, sewers, gas mains, electrical subways or other subsurface structures of whatever kind, including both those now existing and those that are constructed, changed or altered during the progress of construction within the areas hereinbefore described, with reference to the curb lines of the streets and the street surface; and the same shall be furnished to the said several Departments or officials on the first day of November of each year until all construction within the said areas shall have been completed or until the consent hereby granted to occupy the said areas shall have ceased by limitation, as herein provided. The first of these maps shall be furnished to the said several Departments or officials within thirty (30) days after the signing of this resolution by the Mayor.

The President of the Borough of Brooklyn moved that the matter be referred to a select committee consisting of the Comptroller, the President of the Board of Aldermen and the President of the Borough of Brooklyn.

Which motion was adopted.

Mutual Life Insurance Company of New York.

In the matter of the application of the Mutual Life Insurance Company of New York for a revocation of the consent granted to this company by resolution adopted by the Board of Aldermen April 7, 1903, and approved by the Mayor April 20, 1903, to construct, maintain and operate certain tunnel and vault space under and across Liberty street, between Nassau and William streets, Borough of Manhattan.

The Secretary presented the following:

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

GENTLEMEN—The Mutual Life Insurance Company of New York would respectfully set forth that it did heretofore, to wit, on or about the 28th day of December, 1906, present to your Honorable Board a petition, of which the following is a copy:

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

"GENTLEMEN—The petition of the Mutual Life Insurance Company of New York respectfully sets forth as follows:

"That a resolution of the Board of Aldermen of The City of New York, adopted April 7, 1903, and approved by the Mayor April 20, 1903, granted permission to this petitioner, its successors and assigns, to construct and maintain a tunnel under and across Liberty street, in the Borough of Manhattan, City of New York, between Nassau and William streets (by laying three pipes across and under said Liberty street), to connect the properties Nos. 33 and 35 Liberty street and Nos. 41 to 49 Liberty street, on the north side of said street, with No. 46 Liberty street, on the south side of said street, and a vault in front of No. 46 Liberty street, provided that petitioner should pay to The City of New York as compensation for the privilege such amount as may be determined as an equivalent therefore by the Commissioners of the Sinking Fund.

"That by a resolution of your Board adopted on the 18th day of November, 1904, the compensation to be paid by this petitioner to The City of New York for the privilege of constructing and maintaining such vault and tunnel aforesaid was fixed at the sum of \$1,248.04 per annum, to be paid by this petitioner to the Department of Finance, also a fee of \$312.01 for opening said street, to be paid to the President of the Borough of Manhattan, and further directing this petitioner to give a satisfactory bond for the faithful performance of all conditions prescribed by said President of the Borough of Manhattan as by a resolution of the Board of Aldermen adopted April 7, 1903, and approved by the Mayor April 20, 1903. The said bond to be approved by the Comptroller and filed in his office.

"Petitioner further alleges that it thereafter complied with all conditions prescribed by said resolution of the Board of Estimate and Apportionment above set forth, and the said President of the Borough of Manhattan duly granted a permit to this petitioner to construct and maintain said tunnel and vault in Liberty street as aforesaid.

"Petitioner forthwith proceeded to construct said tunnel and vault in compliance with the terms of said permit, and has maintained same ever since.

"Petitioner further sets forth that it has never used the said tunnel and vault or either of them, nor does it intend so to do.

"That it is still the owner of said properties.

"That this petitioner did on or about the 13th day of November, 1905, pay to The City of New York the said sum of \$1,248.04 for the privilege of constructing and maintaining the said tunnel and vault for the year commencing on the 18th day of November, 1905, and ending on the 18th day of November, 1906 (being the amount of the annual compensation reserved by and to the City therefor).

"That a bill has been rendered by the Department of Finance of said City to this company for the payment of a like sum for the year commencing on the 18th day of November, 1906, and ending on the 18th day of November, 1907, but in view of the fact that petitioner does not intend to use said vault and tunnel, it is expressly desirous of being relieved from the payment of said sum and of surrendering all rights in said tunnel and vault.

"Petitioner, therefore, prays your Honorable Board to revoke the said privilege granted by your Honorable Board to this petitioner for constructing and maintaining said tunnel and vault and release it from the payment of said annual charge of \$1,248.04 therefor, also to revoke said permit issued by said President of the Borough of Manhattan, and cancel said bond thereby releasing this petitioner from any and all liability in the premises, and for such other and further relief as to your Board may seem just and proper.

"Dated, New York City, December 27, 1906.

[SEAL.]

"THE MUTUAL LIFE INSURANCE COMPANY
OF NEW YORK.

"By GEORGE T. DEXTER, Second Vice-President.

"Attest:

"WM. J. EASTON, Secretary.

"State of New York, City and County of New York, ss.:

"On the 27th day of December, one thousand nine hundred and six, before me personally came George T. Dexter, to me personally known, who, being by me duly sworn, did depose and say that he resides in The City of New York; that he is the Second Vice-President of the Mutual Life Insurance Company of New York, the corporation described in and which executed the foregoing petition; that he knew the seal of said corporation; that the seal affixed to said petition is such corporate seal; that it was so affixed by order of the Board of Trustees of said corporation, and that he signed his name thereto by like order.

[SEAL.]

"WILLIAM WARDLAW, Notary Public, Kings County.
"Certificate filed in New York County."

That said the Mutual Life Insurance Company of New York, would respectfully state that the action taken by your Board on the said petition was by the adoption of resolutions, of which the following are copies:

"Resolved, That the Secretary be and he is hereby directed to transmit to the Comptroller, the President of the Borough of Manhattan and the Commissioner of Water Supply, Gas and Electricity, each a copy of the petition of the Mutual Life Insurance Company and the report of the Bureau of Franchises thereon, this day presented to the Board; and be it further

"Resolved, That the aforesaid officials be and they are hereby requested to submit to this Board, in writing, certificates stating that the pipes and the walls of the vault have been removed and the subsurface of the street restored to its original condition by the Mutual Life Insurance Company, when such work has been completed, and the company has complied with all the rules and regulations of their respective departments.

"A true copy of resolution adopted by the Board of Estimate and Apportionment January 4, 1907.

"JOSEPH HAAG, Secretary."

The said the Mutual Life Insurance Company of New York, the petitioner herein, would respectfully state that it finds that in order to comply with the requirements imposed by said resolutions it would entail a great expense to this petitioner, besides as petitioner verily believes that the course of proceeding as hereinafter prayed for by petitioner would answer the same ends and be as effective in favor of the City as a compliance with the requirements contained in said resolutions.

Petitioner, therefore, respectfully prays that your Honorable Board reconsider the said resolutions and that petitioner may be permitted to remove the pipes, wires and cables from the brick lined tube or tunnel and build up substantial walls under the curb lines of the street at the respective ends of said tunnel, and also to leave the vault as it now is, and build up a substantial vault wall under the curb line of said street, and thereafter be relieved from the annual compensation reserved by the said City of New York as hereinabove set forth.

Dated, New York, January 28, 1907.

[SEAL.]

"THE MUTUAL LIFE INSURANCE COMPANY
OF NEW YORK.

By GRANVILLE M. WHITE,
Second Vice-President, Acting President.

"Attest:

WM. J. EASTON, Secretary.

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

On this 28th day of January, one thousand nine hundred and seven, before me personally came Granville M. White, to me personally known, who being by me duly sworn, did depose and say that he resides in the City of Morristown, New Jersey; that he is the Second Vice and Acting President of The Mutual Life Insurance Company of New York, the corporation described in and which executed the foregoing petition; that he knew the seal of the said corporation; that the seal affixed to said petition is such corporate seal; that it was so affixed by order of the Board of Trustees of said corporation and that he signed his name thereto by like order.

[SEAL.]

WILLIAM WARDLAW, Notary Public, Kings County.
Certificate filed in New York County.

Which was referred to the Bureau of Franchises for investigation and suggestion.

Brooklyn Grade Crossing Commission and the Long Island Railroad Company, as Lessee of the New York, Brooklyn and Manhattan Beach Railway Company, and the New York, Brooklyn and Manhattan Beach Railway Company.

By resolution adopted by the Board, December 21, 1906, the application of the petitioners for the consent of this Board to a relocation of a portion of the line of the New York, Brooklyn and Manhattan Beach Railway Company, was referred to the Brooklyn Grade Crossing Commission with the recommendation that the map and plan be amended so as to provide that legal grades of all streets intersecting the lines of the proposed railroad embankments be shown on the map for adoption, and that no streets crossing under the railroad have a minimum clearance of less than 14 feet from the proposed surface of such streets to the underside of track girders, except where sewer crossings or other conditions at Avenues J and K necessitated some reduction in this headroom.

The Secretary presented the following:

BROOKLYN GRADE CROSSING COMMISSION,
No. 44 COURT STREET, BOROUGH OF BROOKLYN,
NEW YORK, January 22, 1907.

Board of Estimate and Apportionment, City of New York:

GENTLEMEN—I transmit herewith an "Amended Joint Plan and Profile of Section No. 3 of the Bay Ridge Improvement and Section No. 3 of the Brighton Beach Improvement," dated December 27, 1906, and adopted by this Commission on December 28, 1906, in accordance with recommendations contained in resolution of your Board under date of December 21, 1906.

It is intended that this map be substituted for the map accompanying the petition of January 12, 1906, made by the Long Island Railroad Company, lessee of the New York, Brooklyn and Manhattan Beach Railway Company and the Brooklyn Grade Crossing Commission.

Very truly yours,

JOHN S. GRIFFITH, Secretary.

The matter was referred to the Bureau of Franchises and to a Select Committee consisting of the Comptroller, the President of the Board of Aldermen and the President of the Borough of Brooklyn.

New York Electric Music Company.

The Secretary presented the following:

January 29, 1907.

To the Honorable Board of Estimate and Apportionment of New York, New York, N. Y.:

GENTLEMEN—The New York Electric Music Company has established at Thirty-ninth street and Broadway a large station for the generation and distribution of music electrically. The plant has been visited by thousands of people.

The music results from the transformation into sound of electric energy organized in a particular way under control of musicians at the central station. The music has been heard in a number of places from Cortlandt street to Seventy-seventh street. It will not be attempted here to give a further description of the art, but it can be safely stated that it constitutes a revolution in music. Through the operation of this system it will be possible to supply good music whenever and wherever desired, provided electric wires may be stretched from the central station to the point of hearing.

We expect to apply to your Honorable Body for a franchise to install a system of electric wires for the distribution of the music current. We understand that our application for a franchise must be in the form of a resolution and a contract setting forth the franchise, the rights of the applicant and the restrictions on the franchise in detail. This necessarily involves some considerable knowledge of the art, and as the art is so entirely new we take the liberty of suggesting that your Honorable Body, in advance of the application, and in view of having the application put into proper form, designate some engineer or competent person to make an examination, for which we would be glad to furnish all reasonable and necessary facilities.

We respectfully request, therefore, that pending formal presentation of the matter to you, you should order a report to be made with a view to prompt action in determining the specific provisions of a franchise.

Very respectfully,

OSCAR T. CROSBY, President.

Which was referred to the Bureau of Franchises for investigation and suggestions.

The following matters were introduced by the Comptroller by unanimous consent:
Schwarzschild & Sulzberger Company.

The Secretary presented the following:

Board of Estimate and Apportionment, New York City:

STAS—We hereby make application for permit to construct, maintain and use a tunnel under and across East Forty-sixth street, and connect premises known as Nos. 410 to 416 East Forty-sixth street with No. 413 East Forty-sixth street, Borough of Manhattan, for the purpose of carrying steam pipes, electric wires, saltwater pipes and to be used as a passageway between said buildings.

We are the owners of premises connected by said tunnel. It is our purpose to begin work immediately upon granting of permit, and we intend to prosecute the work as expeditiously as possible. Our estimate for time to complete said tunnel is not over six weeks. It is especially desirable that we obtain permit to construct said tunnel at earliest possible period, as the street will shortly be repaved, said street being now torn up and preparatory to be repaved, and hence the inconvenience to the public at large will be minimized.

We will comply with all the departmental regulations, costs, etc., laid down for work of this character.

Enclosed please find required number of copies of petition, also of plans and sections of said tunnel.

Very truly yours,

SCHWARZSCHILD & SULZBERGER COMPANY,
By M. J. SULZBERGER, Vice-President and Treasurer.

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

On this 24th day of January, 1907, before me personally came Max J. Sulzberger to me known, being by me first duly sworn, did depose and say: That he is the Vice-President and Treasurer of Schwarzschild & Sulzberger Company, the corporation described in, and which executed the foregoing application for construction of tunnel; that he resides in The City of New York, that he knows the corporate seal of said corporation, that the seal affixed to the said application is such corporate seal, that it was so affixed by order of the Board of Directors of the said corporation and that he signed his name thereto by like order.

[SEAL.]

MICHAEL S. LOEB,
Notary Public, County of New York.

Schwarzschild & Sulzberger Company, a corporation duly organized and existing under and by virtue of the laws of the State of New York, does hereby duly appoint Lehman Levy, M. E., its true and lawful attorney to represent it in all matters pertaining to and connected with its application for the construction of a tunnel in East Forty-sixth street, Borough of Manhattan, New York City, with full power to take all such steps in connection with the said application as may be necessary.

In witness whereof, said corporation has caused these presents to be signed by its Vice-President and its corporate seal to be hereto affixed this 24th day of January, 1907.

SCHWARZSCHILD & SULZBERGER COMPANY,
By M. J. SULZBERGER, Vice-President.

State and County of New York, ss.:

On this 24th day of January, 1907, before me personally came Max J. Sulzberger to me personally known, who being by me first duly sworn did depose and say: That he resided in The City of New York, that he is the Vice-President of Schwarzschild & Sulzberger Company, the corporation described in and which executed the foregoing

instrument; that he knows the corporate seal of the said corporation, that the seal affixed to said instrument is said corporate seal; that it was so affixed by order of the Board of Directors of said corporation and that he signed his name thereto by like order.

[SEAL.]

MICHAEL S. LOEB,
Notary Public, New York County.

Which was referred to the Bureau of Franchises for investigation and suggestions.

A petition was received from Theophilus J. Olena and others requesting this Board and the Board of Rapid Transit Railroad Commissioners to rescind their approval of Routes 3 and 5, as separate subway routes, arrange for the immediate construction of the "Tri-borough Route," and advertise for the immediate construction of a subway in Flatbush avenue, from Atlantic avenue to Prospect Park, and maintaining that for each north and south route in Manhattan additional transportation facilities should be provided for Brooklyn.

Which was ordered filed.

The Secretary presented the following communication from the Deputy and Acting Comptroller recommending that certain transfers be made:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
January 29, 1907.

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

DEAR SIR—I herewith return the following requests of the heads of the various departments for transfers of appropriations, which were transmitted to the Comptroller for examination and report in accordance with the resolution of the Board of Estimate and Apportionment adopted January 4, 1907, viz.:

Municipal Court, Fifth District.....	\$121 00
Board of Education.....	6,778 28
Corporation Counsel.....	48,056 08

In view of the fact that there are sufficient funds available to provide for the transfers requested and the same appear to be proper and reasonable, I recommend to the Board of Estimate and Apportionment that the necessary resolutions be adopted making such transfers.

Respectfully,

J. H. MCCOY, Deputy and Acting Comptroller.

A. \$121, as requested by the Justice, Fifth District Municipal Court, Brooklyn, from the account entitled Salaries to the account Supplies and Contingencies for the year 1906.

MUNICIPAL COURT, FIFTH DISTRICT,
No. 5220 THIRD AVENUE, BOROUGH OF BROOKLYN,
January 21, 1907.

Honorable Board of Estimate and Apportionment, New York City:

GENTLEMEN—We should be pleased to have you transfer from the "Salary Account" of the Municipal Courts of The City of New York for 1906 to the "Supplies and Contingencies Account" of said courts for 1906 (for use of Fifth District Municipal Court of the Borough of Brooklyn) the sum of \$121, to pay the telephone charges of latter court for said year.

This same method has heretofore been adopted on prior bills. Owing to the location of the court a telephone service has been found to be an absolute necessity.

Respectfully yours,

CORNELIUS FURGUESON.

The following resolution was offered:

Resolved, That the sum of one hundred and twenty-one dollars (\$121) be and the same is hereby transferred from the appropriation made to Municipal Courts, City of New York, for the year 1906, entitled "Salaries," the same being in excess of the amount required for the purposes thereof, to the appropriation made to said Municipal Courts, City of New York, for the same year, entitled, "Supplies and Contingencies" (for the use of the Fifth District Municipal Court, 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 and The Bronx—14.

B. \$6,778.28, as requested by the Board of Education, from various accounts for the year 1906 to other accounts for the same year.

Resolved, That the Board of Estimate and Apportionment be and it is hereby respectfully requested to approve the following transfers: From the Special School Fund for the year 1906 and from the items contained therein as follows:

General Repairs, 1906, Borough of Queens.....	\$3,788 77
Furniture and Repairs of, 1906, Borough of Queens.....	2,989 51
	<hr/> \$6,778 28

—which items are in excess of their requirements, to the Special School Fund for the year 1906, and to the items contained therein as follows:

Furniture and Repairs of, 1906, Manhattan.....	\$3,716 60
Furniture and Repairs of, 1906, Brooklyn.....	442 73
General Repairs, 1906, Brooklyn.....	2,618 95
	<hr/> \$6,778 28

—which items are insufficient for their purposes.

A true copy of resolution adopted by the Board of Education January 23, 1907.

A. EMERSON PALMER, Secretary, Board of Education.

The following resolution was offered:

Resolved, That the sum of six thousand seven hundred and seventy-eight dollars and twenty-eight cents (\$6,778.28) be and the same is hereby transferred from appropriations made to the Department of Education, within the Special School Fund, for the year 1906, entitled and as follows:

Borough of Queens—General Repairs.....	\$3,788 77
Borough of Queens—Furniture and Repairs of.....	2,989 51
	<hr/> \$6,778 28

—the same being in excess of the amounts required for the purposes thereof, to the appropriations made to said department, within the Special School Fund, for the same year, entitled and as follows:

Borough of Manhattan—Furniture and Repairs of.....	\$3,716 60
Borough of Brooklyn—Furniture and Repairs of.....	442 73
Borough of Brooklyn—General Repairs.....	2,618 95
	<hr/> \$6,778 28

—the amounts of said appropriations being insufficient.

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 and The Bronx—14.

C. \$48,956.08, as requested by the Corporation Counsel from various accounts for the year 1906 to the account Supplies and Contingencies, including Deficiencies for the same year.

LAW DEPARTMENT—OFFICE OF THE CORPORATION COUNSEL,
NEW YORK, January 22, 1907.

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

DEAR SIRS—There is a balance in the appropriation to this Department for Salaries of Assistants, Clerks, etc., 1906, amounting to \$24,706.08, and in the appropriation for Contingent Counsel Fees, 1906, there is a balance of \$24,250. These amounts are not needed in the appropriations referred to, but as the appropriation for Supplies and Contingencies, including Deficiencies, 1906, is practically exhausted and as there are a large number of bills to be paid from that appropriation, I respectfully request that the balance in the two first mentioned appropriations be transferred to the appropriation for Supplies and Contingencies, including Deficiencies, 1906.

Yours respectfully,

WILLIAM B. ELLISON, Corporation Counsel.

The following resolution was offered:

Resolved, That the sum of forty-eight thousand nine hundred and fifty-six dollars and eight cents (\$48,956.08) be and the same is hereby transferred from appropriations made to the Law Department for the year 1906, entitled and as follows:

Salaries	\$24,706 08
Contingent Counsel Fees, including Deficiencies.....	24,250 00
Total.....	\$48,956 08

—the same being in excess of the amounts required for the purposes thereof, to the appropriation made to said Department for the same year, entitled Supplies and Contingencies, including Deficiencies, the amount of said appropriation being insufficient.

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 and The Bronx—14.

The Secretary presented the following communication from the Comptroller relative to the issue of \$38,495.07 Corporate Stock to be applied to the Fund for Street and Park Openings in the matter of opening Morris avenue, from the east side of the New York and Harlem Railroad to the Grand Boulevard and Concourse, The Bronx:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
January 25, 1907.

To the Board of Estimate and Apportionment:

GENTLEMEN—I am advised by the Corporation Counsel that the last partial and separate report of the Commissioners of Estimate and Assessment, in the matter of opening Morris avenue, from the east side of New York and Harlem Railroad to the Grand Boulevard and Concourse, in the Twenty-third and Twenty-fourth Wards, Borough of The Bronx, was confirmed by an order of the Supreme Court dated January 3, 1907, and entered in the office of the Clerk of the County of New York January 4, 1907.

The title to the land taken in this proceeding became vested in The City of New York on April 14, 1897, pursuant to the provisions of a resolution of the Board of Street Opening and Improvement adopted November 6, 1896.

The total amount of the award is.....	\$241,305 86
Amount of taxed costs.....	5,313 06
Amount of additional taxed costs.....	10,014 86

Total	\$256,633 78
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Pursuant to the provisions of a resolution of the Board of Estimate and Apportionment adopted March 6, 1903, fifteen per cent. (15%) of the entire cost and expense of this proceeding is to be borne and paid by The City of New York, for which Corporate Stock to the amount of thirty-eight thousand four hundred and ninety-five dollars and seven cents should be issued.

A resolution for that purpose is herewith submitted.

Respectfully,

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That pursuant to the provisions of section 174 of the revised Greater New York Charter, the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York in the manner provided by section 169 of the revised Greater New York Charter, to the amount of thirty-eight thousand four hundred and ninety-five dollars and seven cents (\$38,495.07), the proceeds whereof to be applied to replenish the Fund for Street and Park Openings for the expense to be borne by The City of New York in the matter of opening Morris avenue, from the east side of the New York and Harlem Railroad to the Grand Boulevard and Concourse, in the Twenty-third and Twenty-fourth Wards, Borough of The Bronx, pursuant to the provisions of a resolution of the Board of Estimate and Apportionment adopted March 6, 1903.

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 and The Bronx—14.

The Secretary presented communications relative to the establishment of grades and fixing salaries of various positions in different Departments, as follows:

From the President, Borough of Brooklyn, requesting the establishment of the following positions:

Assistant Superintendent	\$2,100 00
Foreman	1,800 00
Inspector of Sewers and Basins.....	1,500 00

From the Department of Parks, Borough of The Bronx, requesting the establishment of the position of Principal Assistant Engineer at \$2,500 per annum.

From the Assistant Secretary of the Department of Docks and Ferries, requesting the fixing of the salary of Timekeeper at \$1,500 per annum.

From the Supervisor of the City Record, requesting the creation of the position of Examining Inspector, with salaries at the rates of \$1,200 and \$1,500.

From the Commissioner of Bridges, requesting the fixing of salaries of the position of Stationary Engineer at \$4.50 per day for thirty incumbents, and Dynamo Engineer at \$4.50 per day for eight incumbents.

From the Justices of the City Court of The City of New York, requesting the equalization of salary of Interpreter with that paid for similar positions in the Supreme Court and Court of General Sessions.

Which were referred to a select committee consisting of the Comptroller and the President, Board of Aldermen.

The Secretary presented a communication from the Secretary, Park Board, submitting two agreements authorizing change in site for an astronomical observatory of the Brooklyn Institute of Arts and Sciences, the erection and maintenance of

said observatory, and for establishing a botanic garden and arboretum on park lands in the Borough of Brooklyn.

Which was referred to the Comptroller.

The Secretary presented a communication from the Department of Docks and Ferries relative to the amending of the description of certain property in the vicinity of Fordham road, Borough of The Bronx, for the acquisition of which condemnation proceedings were authorized December 21, 1906.

Which was referred to the Comptroller.

The Secretary presented the following communication from the Commissioner of Docks and Ferries, and report of the Comptroller relative to the condemnation of property located at Thirty-eighth street and Second avenue (adjoining property recently acquired in the Eighth Ward of the Borough of Brooklyn, in the vicinity of Thirty-seventh street, for the construction and establishment of a public wholesale market), for the uses and purposes of the Department of Docks and Ferries:

DEPARTMENT OF DOCKS AND FERRIES,
PIER "A," NORTH RIVER,
NEW YORK, January 22, 1907.

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

SIR—I respectfully request the Board of Estimate and Apportionment to authorize the institution of condemnation proceedings for the acquisition of the following described property:

All the uplands, filled in lands, lands and lands under water, wharf property, wharfage rights, terms, easements, emoluments and privileges of and to the uplands, filled in lands, lands and lands under water and wharf property situate in The City of New York, Borough of Brooklyn, and bounded and described as follows:

"Beginning at a point in the southerly line of Thirty-eighth street where it intersects the westerly line of Second avenue, and running thence westerly and along the westerly prolongation of the southerly line of Thirty-eighth street 2,452 feet to the pierhead line, established by the Secretary of War in 1890.

"Thence northerly and along said pierhead line 147.14 feet to the southerly boundary line of property recently acquired in the Eighth Ward of the Borough of Brooklyn, in the vicinity of the foot of Thirty-seventh street for the construction and establishment of a public wholesale market, said southerly boundary line being drawn parallel with and distant 375 feet northerly from the centre line of Thirty-ninth street.

"Thence easterly and along said southerly boundary line 2,424.96 feet to the westerly line of Second avenue.

"Thence southerly and along said westerly line of Second avenue 144.647 feet to the point or place of beginning."

All as shown as Parcel B on the accompanying map.

In this connection I beg leave to refer you to the communication addressed to this Department by the Board of Estimate and Apportionment on January 15, 1906, relative to a meeting held on January 12, 1906, at which the application of this Department for authority to commence condemnation proceedings for the terminal of the new Municipal ferry near the foot of Thirty-ninth street, Brooklyn, was laid over until a request had been made by this Department to include the property above described. I also beg to refer you to communication from the Board of Estimate and Apportionment, dated February 19, 1906, relative to the action taken at a meeting held February 21, 1906, at which meeting a report was received from the Bureau of Franchises recommending the acquisition of the strip above described. At that time, however, it was necessary to acquire the strip pursuant to the provisions of section 822 of the Charter, which necessitated that the Commissioner of Docks first attempt to agree with the owners upon a price, etc. In order that the work on the ferry terminal might be facilitated, however, the Board of Estimate and Apportionment authorized condemnation proceedings for the plot required for ferry purposes which could be condemned under section 826 of the Charter without the necessity of negotiating with the owners.

The Legislature during the session of 1906, however, passed a bill which authorizes this Department to acquire the property between Twenty-eighth and Sixty-first streets, Brooklyn, without the necessity of the preliminary negotiations, and when the consent of the Board of Estimate and Apportionment is received, the proceedings for the acquisition of the strip above described will be instituted under section 823D of the Charter (chapter 517 of the Laws of 1906).

The Department of Taxes and Assessments advises under date of January 21, 1907, that the property above described is assessed for 1907 at \$72,000.

Very respectfully, your obedient servant,

J. A. BENSEL, Commissioner.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
January 30, 1907.

Hon. HERMAN A. METZ, Comptroller:

SIR—Hon. J. A. Benschel, Commissioner, Department of Docks and Ferries, in communication under date of January 22, 1907, requests the Board of Estimate and Apportionment to authorize the institution of condemnation proceedings for the acquisition of property in the vicinity of Thirty-eighth street, Borough of Brooklyn.

The property in question is a strip of water front between Thirty-eighth street ferry property and the Eighth Ward Market, and is needed in order to construct a public pier between the ferry and market property.

The improvement being necessary, I think the Board of Estimate and Apportionment may properly authorize the institution of condemnation proceedings for the acquisition of water front property in the vicinity of Thirty-eighth street, Borough of Brooklyn, as requested by the Commissioner of Docks and Ferries in communication under date of January 22, 1907.

Respectfully,

CHANDLER WITHINGTON, Chief Engineer.

Approved:

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the Corporation Counsel be and is hereby authorized to institute condemnation proceedings for the acquisition of all the uplands, filled in lands, lands and lands under water, wharf property, wharfage rights, terms, easements, emoluments and privileges of and to the uplands, filled in lands, lands and lands under water and wharf property situate in The City of New York, Borough of Brooklyn, and bounded and described as follows:

"Beginning at a point in the southerly line of Thirty-eighth street where it intersects the westerly line of Second avenue, and running thence westerly and along the westerly prolongation of the southerly line of Thirty-eighth street 2,452 feet to the pierhead line, established by the Secretary of War in 1890; thence northerly and along said pierhead line 147.14 feet to the southerly boundary line of property recently acquired in the Eighth Ward of the Borough of Brooklyn, in the vicinity of the foot of Thirty-seventh street for the construction and establishment of a public wholesale market, said southerly boundary line being drawn parallel with and distant 375 feet northerly from the centre line of Thirty-ninth street; thence easterly and along said southerly boundary line 2,424.96 feet to the westerly line of Second avenue; thence southerly and along said westerly line of Second avenue 144.647 feet to the point or place of beginning."

—said property being shown on the books of the Department of Taxes and Assessments for the year 1907 as a valuation of \$72,000.

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 and The Bronx—14.

The Secretary presented communications relative to the issues of Corporate Stock, etc., for various purposes as follows:

From the President, Borough of Brooklyn, requesting the issue of \$6,000 Corporate Stock for the construction of a garage for the care of the automobiles of the various Bureaus of the President's office.

From the President, Borough of Brooklyn, requesting an issue of \$33,000 Corporate Stock for the purpose of regulating, grading, curbing and laying cement sidewalks and paving with granite blocks on concrete, Concord street, from Flatbush avenue extension to Duffield street; Tillary street, from Bridge street to Gold street, etc.

From the President, Borough of The Bronx, requesting an issue of \$500,000 Corporate Stock for the purpose of repaving streets and avenues in the Borough of The Bronx.

From the President of the Borough of The Bronx requesting authority to transfer from the Repaving Fund the sum of \$100,000 for furnishing broken stone and screenings to be used in connection with the remacadamizing of streets, etc., in said borough.

From the President of the Borough of The Bronx, requesting an issue of Corporate Stock to the amount of \$2,400, for the purpose of constructing a drain at Parker avenue to connect with the existing drain north of Lyon avenue, etc.

From the President, Borough of Richmond, requesting an issue of \$641,650.45 Corporate Stock for the purpose of repaving streets and avenues in the Borough of Richmond.

Which were referred to the Comptroller.

The Secretary presented the following communication from the Commissioner of Water Supply, Gas and Electricity requesting an appropriation from the Water Revenues of the Borough of Brooklyn to the amount of \$200,000, in accordance with the provisions of section 242 of the Charter:

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY,
COMMISSIONER'S OFFICE, NOS. 13 TO 21 PARK ROW,
NEW YORK, January 22, 1907.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment, No. 277 Broadway, New York City:

DEAR SIR:—Pending the preparation of the Departmental Estimate of the amounts required for the maintenance and distribution of the water system in the Borough of Brooklyn for the year 1907, I respectfully request that your Board appropriate from the Water Revenue of that borough, in conformity with the provisions of section 242 of the Greater New York Charter, \$200,000, for present expenses.

Respectfully,

JOHN H. O'BRIEN, Commissioner.

The following was offered:

Whereas, By subdivision 1 of section 242 of the Greater New York Charter, the Board of Estimate and Apportionment has the power to appropriate from time to time, for the maintenance, improvement and extension of the system of water supply of the Borough of Brooklyn, the moneys received from water rents in said borough, subject, however, to the charges now imposed by law upon said revenues; and

Whereas, The Commissioner of the Department of Water Supply, Gas and Electricity has requested an appropriation to meet the current expenses, pending the preparation of the department's estimate of the money to be appropriated for the year 1907, under said section of the law; therefore be it

Resolved, That the Board of Estimate and Apportionment hereby determines that the sum of two hundred thousand dollars (\$200,000) be and hereby is set aside and appropriated from the water revenues received during the year 1907, if such revenues be sufficient, and if not, from the balance remaining in the water revenue account on December 31, 1906, for the maintenance and distribution of said water supply in the Borough of Brooklyn during 1907.

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 and The Bronx—14.

The Secretary presented a communication from the Secretary, Board of Trustees, Bellevue and Allied Hospitals, requesting an appropriation of \$4,532.87 to meet fees of Commissioners and allowance granted them in the matter of acquiring title to the block north of the present Bellevue Hospital.

Which was referred to the Comptroller.

The Secretary presented a communication from the Commissioner of Parks, Boroughs of Manhattan and Richmond, supplementing his communication of the 9th inst. with a request for \$80,000 for the purpose of laying a new asphalt pavement with concrete foundation on that portion of Fifth avenue between Ninetieth and One Hundred and Tenth streets, Manhattan.

Which was referred to the Comptroller.

The Secretary presented a communication from the Commissioner of Parks, Manhattan and Richmond, submitting for approval form of contract and specifications for furnishing temporary heating in the New York Public Library, Astor, Lenox and Tilden Foundations.

Which was laid over.

The Secretary presented the following report and resolutions of the Board of Education, and communication from the Comptroller recommending the acquisition by purchase, at a price not exceeding \$14,750, of property selected as a site for school purposes located on Ten Eyck street and Bushwick avenue, Brooklyn: To the Board of Education:

The Committee on Sites respectfully reports that it has given careful consideration to sundry recommendations of the Local School Board of District No. 33 and the City Superintendent of Schools that property on Ten Eyck street, at the rear of Public School 36, Borough of Brooklyn, be acquired for school purposes. This property is required in order to provide necessary additional exits in case of fire and also for playground purposes, and your committee is of the opinion that the same should be acquired. It is the intention to improve said property for school purposes as soon as title thereto is obtained, provided sufficient funds are available therefor.

The following resolutions are submitted for adoption:

Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following-described lands and premises on Ten Eyck street, near Bushwick avenue, at the rear of Public School 36, in Local School Board District No. 33, Borough of Brooklyn, the assessed valuation of which, as shown by the books of record on file in the Department of Taxes and Assessments, is \$7,000:

Beginning at a point on the southerly line of Ten Eyck street distant one hundred and thirty-eight (138) feet easterly from the easterly line of Bushwick avenue, and running thence southerly seventy (70) feet to the northerly line of the lands of Public School 36, thence easterly and parallel with Ten Eyck street sixty (60) feet, thence northerly seventy (70) feet to the southerly line of Ten Eyck street, thence westerly along the southerly line of Ten Eyck street sixty (60) feet to the point or place of beginning, be the said several dimensions more or less.

Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to take such action as may be necessary and proper for the acquisition of the lands and premises above described.

A true copy of report and resolutions adopted by the Board of Education January 23, 1907.

A. EMERSON PALMER, Secretary, Board of Education.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
January 25, 1907.

Hon. HERMAN A. METZ, Comptroller:

SIR—The Board of Education, at its meeting held January 23, 1907, adopted the following resolution:

"Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following described lands and premises on Ten Eyck street, near Bushwick avenue, at the rear of Public School 36, in Local School Board District No. 33, Borough of Brooklyn, the assessed valuation of which, as shown by the books of record on file in the Department of Taxes and Assessments, is \$7,000.

"Beginning at a point on the southerly line of Ten Eyck street distant one hundred and thirty-eight (138) feet easterly from the easterly line of Bushwick avenue, and running thence southerly seventy (70) feet to the northerly line of the lands of Public School 36; thence easterly and parallel with Ten Eyck street sixty (60) feet; thence northerly seventy (70) feet to the southerly line of Ten Eyck street; thence westerly along the southerly line of Ten Eyck street sixty (60) feet to the point or place of beginning, be the said several dimensions more or less.

"Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to take such action as may be necessary and proper for the acquisition of the lands and premises above described."

It appears from the preamble of the said resolution that from recommendations made to the Committee on Sites of the Board of Education, that the property on Ten Eyck street at the rear of Public School 36, in the Borough of Brooklyn, was deemed necessary to be acquired for school purposes for additional exits in case of fire and also for playground purposes. The property in question is known as Lot No. 15 in Block 3028 on the land map of the County of Kings, and by the street Nos. 246 and 248 Ten Eyck street, in the Borough of Brooklyn. There is situated upon the property a front 3-story brick and frame building, with rear frame buildings. The property has a frontage of 60 feet on Ten Eyck street, with a depth of 70 feet.

After negotiation with the owner of the property, he has agreed to dispose of the same at private sale to the City for the sum of \$14,750, which price, in my opinion, while full value, is not excessive. I would therefore respectfully recommend that the Board of Estimate and Apportionment approve of the selection of the site herebefore described for school purposes and authorize the acquisition of the same at private sale at a price not exceeding \$14,750.

Respectfully submitted for approval,

THOMAS F. BYRNES,
Appraiser of Real Estate, Department of Finance.

Approved:

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Board of Education in the matter of the selection of the following described premises for school purposes, in the Borough of Brooklyn:

Beginning at a point on the southerly line of Ten Eyck street distant one hundred and thirty-eight (138) feet easterly from the easterly line of Bushwick avenue, and running thence southerly seventy (70) feet to the northerly line of the lands of Public School 36; thence easterly and parallel with Ten Eyck street sixty (60) feet; thence northerly seventy (70) feet to the southerly line of Ten Eyck street; thence westerly along the southerly line of Ten Eyck street sixty (60) feet to the point or place of beginning, be the said several dimensions more or less, together with all the right, title and interest of the owners of said premises, of, in and to the streets in front thereof to the centre thereof,

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described premises at private sale at a price not exceeding fourteen thousand seven hundred and fifty dollars (\$14,750), said contracts to be submitted to the Corporation Counsel for his approval as to form.

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 and The Bronx—14.

The Secretary presented the following communication from the Comptroller recommending that the property located at the junction of the northerly side of East Broadway, the easterly side of Jefferson street and the southerly side of Division street, Manhattan, be acquired by purchase, at a price not exceeding \$150,000, as a site for a Carnegie Library:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
January 18, 1907.

Hon. HERMAN A. METZ, Comptroller:

SIR—The Board of Estimate and Apportionment, at its meeting held July 6, 1906, adopted a resolution authorizing the institution of condemnation proceedings for the acquisition of property at the junction of the northerly side of East Broadway and the easterly side of Jefferson street and the southerly side of Division street, in the Borough of Manhattan, for the erection thereon of a Carnegie Library. The said resolution contained the following clause:

"Nothing in this resolution contained shall be construed as preventing the Comptroller of The City of New York from entering into contracts for the acquisition of any portion of the above described premises at private sale, subject to the approval of this Board."

The owner of the property No. 192 East Broadway and No. 181 Division street, which is known as Lot No. 31 in Block 285, and is situated within the area of the site authorized to be acquired for library purposes, has offered to dispose of the same, after considerable negotiation, to the City at private sale at the price of \$150,000. The said property has on it a six-story tenement, having a frontage on Jefferson street of 116 feet, a frontage on East Broadway of 26 feet 2 inches and a frontage on Division street of 26 feet 9 inches. The property rents annually for over \$14,000 and holds a unique position, being situated directly opposite Seward Park. The price, in my opinion, while full value, is not excessive, and it would appear more advisable to acquire the same at private sale than to resort to condemnation proceedings.

I would therefore respectfully recommend that the Board of Estimate and Apportionment authorize the acquisition of the following described property at private sale at a price not exceeding \$150,000. The contracts for the acquisition of the same to be approved by the Corporation Counsel as to form:

Beginning at a point at the junction of the northerly side of East Broadway with the easterly side of Jefferson street; running thence easterly along the northerly side of East Broadway 26 feet 2 inches, more or less; running thence northerly and parallel with Jefferson street 116 feet, more or less, to the southerly side of Division street; running thence westerly along the southerly side of Division street 26 feet 9 inches, more or less, to the easterly side of Jefferson street; running thence southerly along the easterly side of Jefferson street 116 feet to the northerly side of East Broadway, the point or place of beginning, said property being known as No. 192 East Broadway and No. 181 Division street, and known on the tax maps as Section 1, Block 285 and

Lot No. 31, together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof.

Respectfully submitted for approval,

MORTIMER J. BROWN,

Appraiser of Real Estate, Department of Finance.

Approved:

CHARLES N. HARRIS, Assistant Corporation Counsel.

Approved:

H. A. METZ, Comptroller.

The following was offered:

Whereas, The Board of Estimate and Apportionment, by resolution adopted July 6, 1906, approved of the location of a site for a Carnegie Library at Nos. 192-194 East Broadway, and Nos. 181, 183 and 183½ Division street, known on the tax maps as Section 1, Block 285, Lots Nos. 31, 32 and 57; and

Whereas, Proceedings were authorized to be taken for the acquisition of the premises by The City of New York in condemnation; and

Whereas, In said resolution it is specified that nothing therein be construed as preventing the Comptroller of The City of New York from entering into a contract for the acquisition of the above described premises at private sale, subject to the approval of this Board; and

Whereas, The proceedings so authorized to be instituted have not yet been commenced; and

Whereas, The Comptroller of The City of New York hereby recommends that a contract be entered into for the acquisition of a portion of the above described premises at private sale; therefore be it

Resolved, That the resolution above referred to be amended so far as said resolution affects the property therein described as No. 192 East Broadway and No. 181 Division street, being Section 1, Block 285, Lot No. 31, by rescinding the authority to institute condemnation proceedings for that portion of the therein described premises; and

Resolved, That the Comptroller of The City of New York is hereby authorized to enter into contracts for the acquisition of the following described property, at a price not exceeding one hundred and fifty thousand dollars (\$150,000): All that certain lot, piece or parcel of land situate, lying and being in the Borough of Manhattan, City of New York, being bounded and described as follows:

Beginning at a point at the junction of the northerly side of East Broadway with the easterly side of Jefferson street, running thence easterly along the northerly side of East Broadway 26 feet 2 inches, more or less; running thence northerly and parallel with Jefferson street 116 feet, more or less, to the southerly side of Division street; running thence westerly along the southerly side of Division street 26 feet 9 inches, more or less, to the easterly side of Jefferson street; running thence southerly along the easterly side of Jefferson street 116 feet to the northerly side of East Broadway, the point or place of beginning, said property being known as No. 192 East Broadway and No. 181 Division street, and known on the tax maps as Section 1, Block 285 and Lot No. 31; together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof. Said contracts to be submitted to the Corporation Counsel for his approval as to form.

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 and The Bronx—14.

The Secretary presented a communication from the Commissioner of Dock Department requesting the condemnation of property located between Twenty-eighth and Thirty-eighth streets, and between Fifty-seventh and Sixty-first streets, Borough of Brooklyn, for the use of said department.

Which was referred to the Comptroller for report at the meeting of February 8, 1907.

The Secretary presented communications relative to the issues of bonds, etc., for various purposes as follows:

From the Commissioner of Street Cleaning, requesting an issue of \$12,000 bonds for the purchase of three automobiles.

From the Commissioner of Correction, requesting an issue of \$100,000 Corporate Stock or a new steamboat.

From the Fire Department, requesting an issue of \$3,709,500 Corporate Stock for the acquisition of sites, erection of buildings and alterations to buildings already erected in the Boroughs of Manhattan, The Bronx, Brooklyn and Queens.

From the Police Commissioner, requesting that he be authorized to apply \$45,000 of the \$2,000,000 appropriation allowed on June 8, 1906, for the acquisition of sites and the erection of buildings for the use of the Police Department, towards the erection of the building for the Nineteenth Police Precinct.

Which were referred to the Comptroller.

The Secretary presented the following communication from the President of the Borough of Brooklyn, requesting the amendment of a resolution adopted July 14, 1905, providing for the building of certain relief sewers in the Borough of Brooklyn, and authorizing the issue of Corporate Stock in the sum of \$2,000,000, the amendment consisting of a change in the streets and in the sizes of the sewers and an increase in the issue of Corporate Stock to \$2,800,000, and report of the select committee, consisting of the Comptroller and the Chief Engineer, Board of Estimate and Apportionment, to which this matter was referred on January 4, 1907:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,
BROOKLYN, December 29, 1906.

To the Honorable the Board of Estimate and Apportionment:

GENTLEMEN—By resolution of your Board of July 14, 1905, the Comptroller was authorized to issue Corporate Stock of The City of New York to the amount of two million dollars (\$2,000,000) for the purpose of providing the necessary means for the construction of certain relief sewers in the Borough of Brooklyn. The former President of this borough submitted at that time reasons for carrying out this relief sewer work to the amount of \$7,500,000, which was the approximately estimated cost of the systems projected at that time, and it was proposed that, following the custom established in appropriations for repaving work, also authorized by sections 169 and 176 of the Charter, yearly installments of \$2,000,000 should be approved by the Board as this construction work proceeded.

In resolution as approved the list of streets with sizes of sewers designed was embodied, and while no drainage maps are required for this work as in the case of assessment proceedings, I request authorization to expend this sum appropriated on a modification of the original plan and ask for an additional issue of Corporate Stock to the amount of eight hundred thousand dollars (\$800,000).

The necessity for a change in plan is shown in the accompanying report of the Consulting Engineer of this office, and complete studies of all the problems involved in the economic and effective location and design of this work are embodied in the technical reports and plans which are now ready for submission to the Engineers of the Board.

The new plans are generally similar to the present authorized locations along Chauncey street to Lewis avenue with the Rockaway avenue, Saratoga avenue and Ralph avenue branches, and on Pacific street, Troy avenue, Prospect place, Brooklyn avenue, Park avenue and Classon avenue.

No change is made in the Carroll street relief sewer, which is now under construction. A portion of the Gold street system is identical in location, although the outlet has been very much enlarged and the route improved so as to avoid the elevated road on Myrtle avenue and to relieve the Greene avenue sewer at South Portland avenue, for the important purposes fully set forth in reports of the Engineers.

I am satisfied that the entire question has been given the most careful detail study in every respect and believe the plans presented herewith are economical and efficient throughout. The projected subways in this borough have been fully considered in the designs made, and the reconstructions necessary for subway constructions have been made to a great extent in the relief sewer plans, adding greatly to the cost but effecting the most economical and satisfactory results for the City at large. In the case of the Greene avenue sewer the congested intersections of Atlantic and Flatbush avenues and Hanson place will be entirely relieved of the old 15-foot sewer and the obstructive systems which the Rapid Transit Engineers would relocate through this section and on Fourth avenue, at an expense of from \$150,000 to \$200,000, will be entirely done away with, utilizing at the same time the existing outlets into Gowanus canal for the projected Sixth avenue relief system for storm water flow, saving by the new plan several hundred thousand dollars in addition to the economy in the subway work mentioned.

At the same time the Greene avenue sewer, which now unfortunately carries a great amount of house sewage into Gowanus canal, will be diverted at South Portland avenue as named, and will have an outfall at the pier head at the foot of Gold street well out in the tidal current. Through this arrangement many of the problems of the Rapid Transit Commission and of the reconstruction through this great drainage district will be simplified by carrying the house flow directly into the present Greene avenue sewer at points above South Portland avenue. It also appeared to my Engineers to be of importance to change the line of the adopted route through Fulton street, from Troy avenue to Grand avenue, with the large section constructed in tunnel under the elevated railroad, as this was an uncertain and expensive design, obviating also economical construction of the projected rapid transit subway through this section of Fulton street. The substitute line is located on a lower contour, in open cut throughout.

For the purpose of carrying out this urgent work of construction of relief sewers and with the intention of completing the contract plans and letting all of this work early in the year, so as to compensate as far as possible for the time consumed in re-study of the entire problem, I recommend that the resolution adopted by the Board of Estimate and Apportionment on July 14, 1905, be amended as follows:

Resolved, That the Board of Estimate and Apportionment hereby determines that the whole cost and expense of the construction of relief sewers in the following streets in the Borough of Brooklyn shall be borne and paid by The City of New York:

Division No. 1—Main Line.

Chauncey Street—Broadway to Rockaway avenue, 42-inch cap; Broadway to Hopkinson avenue, 48-inch cap; Hopkinson to Saratoga avenue, 54-inch cap; Saratoga to Howard avenue, 84-inch cap; Howard to Ralph avenue, 102-inch cap; Ralph to Patchen avenue, 108-inch cap; Patchen to Reid avenue, 114-inch cap; Reid to Lewis avenue, 114-inch cap.

Lewis Avenue—Chauncey street to Macon street, 138-inch cap.

Macon Street—Lewis avenue to Sumner avenue, 138-inch cap; Sumner to Throop avenue, 138-inch cap; Throop to Tompkins avenue, 144-inch cap.

Tompkins Avenue—Macon to Halsey street, 162-inch cap; Halsey to Monroe street, 162-inch cap; Monroe to Lexington avenue, 162-inch cap; Lexington to Greene avenue, 162-inch cap; Greene to Vernon avenue, 180-inch cap.

Vernon Avenue—Tompkins avenue to Marcy avenue, 180-inch cap; Marcy avenue to Nostrand avenue, 180-inch cap.

Nostrand Avenue—Vernon to Myrtle avenue, 180-inch cap.

Myrtle Avenue—Nostrand to Bedford avenue, 180-inch cap; under subway, special section, approximately 186-inch cap; Bedford to Skillman, twin section, approximately, 186-inch cap.

Skillman Street—Myrtle avenue to Park, twin section, approximately, 186-inch cap.

Park Avenue—Skillman to Classon, twin section, approximately 186-inch cap.

Classon Avenue—Park to Flushing, twin section, approximately 186-inch cap; Flushing to outlet chamber, twin section.

Brooklyn Avenue Branch.

Prospect Place—Grand to Classon avenue, 42-inch cap; Classon to Bedford avenue, 54-inch cap; Crossing subway, special, 60-inch cap; Bedford to Nostrand avenue, 72-inch cap.

Nostrand Avenue—Prospect place to Dean street, 72-inch cap.

Dean Street—Nostrand to Brooklyn avenue, 78-inch cap.

Brooklyn Avenue—Dean to Fulton street, 90-inch cap.

Fulton Street—Brooklyn to Tompkins avenue, 96-inch to 126-inch cap.

Tompkins Avenue—Fulton to Macon street, 96-inch to 126-inch cap.

Myrtle Avenue Branch.

Park Avenue—Sumner to Throop avenue, 36-inch cap; Throop to Tompkins avenue, 42-inch cap.

Tompkins Avenue—Park avenue to Floyd street, 48-inch cap; Floyd street to Stockton street, 54-inch cap; Stockton to Myrtle avenue, 60-inch cap; Myrtle to Vernon avenue, 66-inch cap.

Pacific Street Branch.

Pacific Street—Buffalo to Rochester avenue, 42-inch cap; Rochester to Utica avenue, 54-inch cap; Utica to Schenectady avenue, 60-inch cap; Schenectady to Troy avenue, 66-inch cap.

Troy Avenue—Pacific to Fulton street, 78-inch cap; crossing subway to Chauncey, 90-inch cap.

Chauncey Street—Troy to Lewis avenue, 90-inch to 96-inch cap.

Classon Avenue Branch.

Myrtle Avenue—Grand to Classon avenue, 48-inch cap.

Classon Avenue—Myrtle to Park avenue, 48-inch cap.

Saratoga Avenue Branch.

Saratoga Avenue—Hull to Sumpter street, 30-inch cap; Sumpter to Marion street, 36-inch cap; Marion to Chauncey street, 42-inch cap.

Rockaway Avenue Branch.

Rockaway Avenue—Fulton street to Sumpter street, 30-inch cap; Sumpter to Chauncey street, 30-inch cap.

Ralph Avenue Branch.

Herkimer Street—Howard to Ralph avenue, 30-inch cap.

Ralph Avenue—Herkimer to Chauncey street, 42-inch cap.

Skillman Street Branch.

DeKalb Avenue—Bedford avenue to Skillman street, 42-inch cap.

Skillman Street—DeKalb avenue to Willoughby avenue, 42-inch cap; Willoughby to Myrtle avenue, 48-inch cap.

Wallabout Street Sewer.

Outletting through sewer proposed by the Rapid Transit Commission, sections of sewer to be of special shape:

Moore Street—Leonard street to Broadway, 60-inch cap.

Broadway—Moore street to Wallabout street, 60-inch cap.

Wallabout Street—Broadway to Throop avenue, 84-inch cap; Throop avenue to Harrison avenue, 102-inch cap; Harrison to Marcy avenue, 108-inch cap; Marcy to Nostrand avenue, 120-inch cap.

Division No. 2—Gold Street System.

South Portland Avenue—Hanson place to DeKalb avenue, 138-inch cap.

DeKalb Avenue—South Portland to Raymond, 138-inch cap.

Raymond Street—DeKalb avenue to Johnson street, 144-inch cap.

Johnson Street—Raymond street to Hudson avenue, 144-inch cap; Hudson avenue to Gold street, 150-inch cap.

Gold Street—Johnson street to Tillary street, 150-inch cap; Tillary street to Sands street, 156-inch cap; Sands street to Plymouth street, approximately, 162-inch cap; Plymouth street to pierhead line, special section, approximately 162-inch cap.

Myrtle Avenue Branch.

Myrtle Avenue—Carlton to North Portland avenue, 48-inch cap; North Portland to Raymond street, 54-inch cap.

Section 3, as Provided for in Original Resolutions.

Carroll Street—Third avenue to Gowanus canal, 42-inch cap.
—and be it further

Resolved, That, pursuant to the provisions of sections 169 and 176 of the Greater New York Charter, the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York to an amount not exceeding two million eight hundred thousand dollars (\$2,800,000), for the purpose of providing the necessary means for the construction of such relief sewers in the above named streets.

The urgent demand for this relief sewer construction is so well known by the members of this Board that further argument has been considered unnecessary.

The total amount requested is the summation of actual construction cost as estimated and shown in full detail by sheets attached to the Engineers' reports, allowing less than 10 per cent. for engineering supervision, inspection and contingencies to carry out the work.

Yours very respectfully,

BIRD S. COLER,

President, Borough of Brooklyn.

REPORT No. 4778.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER.
January 22, 1907.

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

SIR—At the meeting of the Board of Estimate and Apportionment held on January 4, 1907, a communication was presented from the President of the Borough of Brooklyn requesting the amendment of a resolution adopted by the Board of Estimate and Apportionment on July 14, 1905, authorizing the issue of Corporate Stock in the sum of \$2,000,000 for the construction of certain relief sewers in the Borough of Brooklyn by granting an additional appropriation of \$800,000, and modifying the former resolution by including a number of streets in addition to those named in which it is proposed to build sewers. The communication was referred to the Comptroller and the Chief Engineer of the Board for examination and report.

The action of July 14, 1905, was taken upon the urgent request of the then President of the Borough of Brooklyn. Since that time the drainage situation has been the subject of a more extended and careful study, and it has been deemed advisable to materially modify the plans, extending them to cover a considerably larger area and adjusting them to the present plans of the Rapid Transit Commission for the construction of subways, and the changes made would result in considerable economy in the carrying out of these plans of the Rapid Transit Commission.

The territory within the Borough of Brooklyn has always been an exceedingly difficult one to drain. In preparing the original drainage plans for the old City of Brooklyn, such knowledge and experience as was available at that time was undoubtedly availed of, but this knowledge was relatively crude and the experience was limited. The subsequent territorial expansion of the City and the density of population were not foreseen. The sewers proved inadequate to the work which they were called upon to do and serious flooding occurred, with enormous damage to property. Some twenty years ago an attempt was made to remedy the situation by the construction of large relief sewers. Even then the magnitude of the task did not appear to have been realized, and these relief sewers which at that time were of almost unprecedented size, have not been able to provide for storm water after heavy rains. During the past year there has apparently been a much more careful analysis of the problem than has yet occurred, and from the examination of the plans which we have had the opportunity to make, and from interviews with the engineers who have conducted the investigations and prepared the plans, it would seem that the plans now submitted will provide effectual and permanent relief from conditions which have recently prevailed and which still obtain. The territory to which such permanent relief will be given may be approximately described as that part of the Borough of Brooklyn bounded by Broadway, the crest of the ridge dividing the old City of Brooklyn from Flatlands and Flatbush (which is actually the backbone of Long Island), Flatbush avenue, Fulton street and the East river, including an area of approximately 3,400 acres.

Without describing the plan in detail, such description being contained in a report of seventy-four pages made by the Engineer of the Sewer Bureau to the Superintendent of Sewers, it can be stated that the present plan differs from that of July, 1905, by including a materially larger area. The former plan contemplated the continued use of the Greene avenue sewer, the largest of the old relief sewers before referred to, although some of the flow was to be intercepted at Classon avenue, but the resolution which was adopted in July, 1905, did not include the Classon avenue sewer. Under the present plan the large Greene avenue sewer, between Tompkins and South Portland avenues, is to become a combined sewer accommodating house drainage, with an outlet in the East river at the foot of Gold street. From South Portland avenue to its present terminus it will continue to be a storm water sewer, and a system of storm water drains accommodating a large area on the park slope will be discharged into it. This drainage system of the park slope has been much simplified and now avoids the construction of a long and expensive tunnel.

The principal storm water outlet will be at the head of Wallabout canal, which is reached by way of Classon avenue, Park avenue, Skillman street, Myrtle avenue, Vernon avenue, Tompkins avenue, Macon street and Chauncey street. The routes as laid out appear to traverse the localities from which the most complaints have been received of damage on account of inadequate sewerage facilities. The length of sewers which it is proposed to build is much greater than under the plan of 1905, and if unit prices are applied to the former plans it will be found that the expense of relief for the same area will be considerably less under the plan now proposed.

Your Committee was not requested to comment upon the policy of the building of relief sewers of this kind at the expense of the City at large. This policy has already been followed to a limited extent, and the Board a year and a half ago decided to authorize an expenditure of \$2,000,000 for this purpose. We would call attention, however, to the fact that if such a policy were to be indiscriminately followed, a premium would be placed upon careless or unskillful design or the deliberate planning of inadequate sewers to reduce the first cost in the belief that when the replanning and rebuilding became necessary it would be done at the expense of the City at large. As already noted, these Brooklyn sewers in the territory which it is proposed to relieve were planned at a time when experience was limited and knowledge of the subject very incomplete. Enormous areas in the suburban boroughs are now calling for sewers, and if the Board commits itself to the general policy of placing upon the City at large the entire expense of all relief sewers, it is not improbable that it will be called upon to authorize the expenditure of many millions of dollars to correct poorly designed and inadequate sewers which are being built or which may be built in the near future.

The Board has already allotted \$2,000,000 to the President of the Borough of Brooklyn for the construction of these relief sewers, and he has proceeded in good faith to prepare plans for carrying out the work, and we believe that, in view of the facts hereinbefore stated, it would be proper to allow this appropriation to stand. We would therefore recommend that the resolution of July 14, 1905, in so far as it relates to the sewer plan, be amended in the manner requested by the President of the Borough of Brooklyn, but that the limit of the issue of Corporate Stock remain at \$2,000,000, instead of being increased to \$2,800,000.

Respectfully,

HERMAN A. METZ,

Comptroller.

NELSON P. LEWIS,

Chief Engineer, Board of Estimate and Apportionment.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment July 14, 1905, which provided for the construction of certain relief sewers in the Borough of Brooklyn, and authorized the issue of \$2,000,000 Corporate Stock to pro-

vide means therefor, be and the same is hereby amended, in so far as it relates to the sewerage plans, to read as follows:

"Resolved, That the Board of Estimate and Apportionment hereby determines that the whole cost and expense of the construction of relief sewers in the following streets in the Borough of Brooklyn shall be borne and paid by The City of New York:

"Division No. 1—Main Line.

"Chauncey street—Broadway to Rockaway avenue, 42-inch cap; Broadway to Hopkinson avenue, 48-inch cap; Hopkinson to Saratoga avenue, 54-inch cap; Saratoga to Howard avenue, 84-inch cap; Howard to Ralph avenue, 102-inch cap; Ralph to Patchen avenue, 108-inch cap; Patchen to Reid avenue, 114-inch cap; Reid to Lewis avenue, 114-inch cap.

"Lewis Avenue—Chauncey street to Macon street, 138-inch cap.

"Macon Street—Lewis avenue to Summer avenue, 138-inch cap; Summer to Throop avenue, 138-inch cap; Throop to Tompkins avenue, 144-inch cap.

"Tompkins Avenue—Macon to Halsey street, 162-inch cap; Halsey to Monroe street, 162-inch cap; Monroe to Lexington avenue, 162-inch cap; Lexington to Greene avenue, 162-inch cap; Greene to Vernon avenue, 180-inch cap.

"Vernon avenue—Tompkins to Marcy avenue, 180-inch cap; Marcy to Nostrand avenue, 180-inch cap.

"Nostrand avenue—Vernon to Myrtle avenue, 180-inch cap.

"Myrtle avenue—Nostrand to Bedford avenue, 180-inch cap; under subway, special section, approximately, 186-inch cap; Bedford avenue to Skillman street, twin section, approximately, 186-inch cap.

"Skillman Street—Myrtle avenue to Park avenue, twin section, approximately, 186-inch cap.

"Park Avenue—Skillman street to Classon avenue, twin section, approximately, 186-inch cap.

"Classon Avenue—Park avenue to Flushing avenue, twin section, approximately, 186-inch cap; Flushing avenue to outlet chamber, twin section.

"Brooklyn Avenue Branch.

"Prospect Place—Grand to Classon avenue, 42-inch cap; Classon avenue to Bedford avenue, 54-inch cap; crossing subway, special, 60-inch cap; Bedford avenue to Nostrand avenue, 72-inch cap.

"Nostrand Avenue—Prospect place to Dean street, 72-inch cap.

"Dean Street—Nostrand to Brooklyn avenue, 78-inch cap.

"Brooklyn Avenue—Dean to Fulton street, 90-inch cap.

"Fulton Street—Brooklyn to Tompkins avenue, 96-inch to 126-inch cap.

"Tompkins Avenue—Fulton to Macon street, 96-inch to 126-inch cap.

"Myrtle Avenue Branch.

"Park avenue—Summer to Throop avenue, 36-inch cap; Throop to Tompkins avenue, 42-inch cap.

"Tompkins Avenue—Park avenue to Floyd street, 48-inch cap; Floyd street to Stockton street, 54-inch cap; Stockton street to Myrtle avenue, 60-inch cap; Myrtle to Vernon avenue, 66-inch cap.

"Pacific Street Branch.

"Pacific Street—Buffalo to Rochester avenue, 42-inch cap; Rochester to Utica avenue, 54-inch cap; Utica to Schenectady avenue, 60-inch cap; Schenectady to Troy avenue, 66-inch cap.

"Troy Avenue—Pacific to Fulton street, 78-inch cap; crossing subway to Chauncey street, 90-inch cap.

"Chauncey Street—Troy to Lewis avenue, 90-inch to 96-inch cap.

"Classon Avenue Branch.

"Myrtle Avenue—Grand to Classon avenue, 48-inch cap.

"Classon Avenue—Myrtle to Park avenue, 48-inch cap.

"Saratoga Avenue Branch.

"Saratoga Avenue—Hull to Sumpter street, 30-inch cap; Sumpter to Marion street, 36-inch cap; Marion to Chauncey street, 42-inch cap.

"Rockaway Avenue Branch.

"Rockaway Avenue—Fulton street to Sumpter street, 30-inch cap; Sumpter to Chauncey street, 30-inch cap.

"Ralph Avenue Branch.

"Herkimer Street—Howard to Ralph avenue, 30-inch cap.

"Ralph Avenue—Herkimer to Chauncey street, 42-inch cap.

"Skillman Street Branch.

"DeKalb Avenue—Bedford avenue to Skillman street, 42-inch cap.

"Skillman Street—DeKalb avenue to Willoughby avenue, 42-inch cap; Willoughby to Myrtle avenue, 48-inch cap.

"Wallabout Street Sewer.

"Outletting through sewer proposed by the Rapid Transit Commission, sections of sewer to be of special shape.

"Moore Street—Leonard street to Broadway, 60-inch cap.

"Broadway—Moore to Wallabout street, 60-inch cap.

"Wallabout Street—Broadway to Throop avenue, 84-inch cap; Throop avenue to Harrison avenue, 102-inch cap; Harrison to Marcy avenue, 108-inch cap; Marcy to Nostrand avenue, 120-inch cap.

"Division No. 2—Gold Street System.

"South Portland Avenue—Hanson place to DeKalb avenue, 138-inch cap.

"DeKalb Avenue—South Portland to Raymond street, 138-inch cap.

"Raymond Street—DeKalb avenue to Johnson street, 144-inch cap.

"Johnson Street—Raymond street to Hudson avenue, 144-inch cap; Hudson avenue to Gold street, 150-inch cap.

"Gold Street—Johnson street to Tillary street, 150-inch cap; Tillary street to Sands street, 156-inch cap; Sands street to Plymouth street, approximately, 162-inch cap; Plymouth street to pierhead line, special section, approximately, 162-inch cap.

"Myrtle Avenue Branch.

"Myrtle Avenue—Carlton to North Portland avenue, 48-inch cap; North Portland avenue to Raymond street, 54-inch cap.

"Section 3, as Provided for in Original Resolution.

"Carroll Street—Third avenue to Gowanus Canal, 42-inch cap;"

—be it further

Resolved, That, pursuant to the provisions of sections 169 and 176 of the Greater New York Charter, the Comptroller be and hereby is authorized to issue Corporate

Stock of The City of New York to an amount not exceeding two million dollars (\$2,000,000), for the purpose of providing the necessary means for the construction of such relief sewers in the above-named streets.

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 and The Bronx—14.

The Presidents of the Boroughs of Queens and Richmond took their places in the Board.

The following matter was considered by unanimous consent:

The Comptroller presented a communication suggesting that the Board of Estimate and Apportionment provide for the appointment of a commission of three engineers who shall make a careful study of the Borough of Queens, investigate and report upon the sewers and the disposal plants already built and planned, and recommend a general policy for the drainage of said borough, the method of disposing of the sewage for the different centres of population and topographical districts, etc., etc., which was laid over for one week and copies ordered sent to each member of the Board.

The Secretary presented the following communication from the Comptroller relative to the issue of \$68,132.07 Corporate Stock to replenish the Fund for Street and Park Openings in the matter of opening a public park bounded by Avenue I and Avenue J, East Thirty-eighth and East Thirty-ninth streets, Brooklyn:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
January 29, 1907.

To the Board of Estimate and Apportionment:

GENTLEMEN—I am advised by the Corporation Counsel that the report of the Commissioners of Estimate and Assessment in the matter of opening the public park bounded by Avenue I, Avenue J, East Thirty-eighth and East Thirty-ninth streets, in the Thirty-second Ward, Borough of Brooklyn, was confirmed by an order of the Supreme Court dated December 27, 1906, and entered in the office of the Clerk of the County of Kings, December 28, 1906.

The title to the lands taken in this proceeding became vested in The City of New York on June 24, 1905, pursuant to the provisions of a resolution of the Board of Estimate and Apportionment, adopted July 1, 1904.

The total amount of the awards is..... \$64,844 80

Amount of taxed costs..... 3,287 27

Total..... \$68,132 07

Pursuant to the provisions of a resolution of the Board of Estimate and Apportionment adopted July 1, 1904, the entire cost and expense of this proceeding is to be borne and paid by The City of New York, for which Corporate Stock to the amount of sixty-eight thousand one hundred and thirty-two dollars and seven cents (\$68,132.07) should be issued.

A resolution for that purpose is herewith submitted.

Respectfully,

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 174 of the revised Greater New York Charter, the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the revised Greater New York Charter, to the amount of sixty-eight thousand one hundred and thirty-two dollars and seven cents (\$68,132.07), the proceeds whereof to be applied to replenish the Fund for Street and Park Openings for this amount to be paid therefrom, in the matter of opening the public park bounded by Avenue I, Avenue J, East Thirty-eighth and East Thirty-ninth streets, in the Thirty-second Ward, Borough of Brooklyn, pursuant to the provisions of a resolution of the Board of Estimate and Apportionment adopted July 1, 1904.

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 Secretary presented the following communication from the Comptroller recommending the acquisition by purchase, at a price not exceeding \$30,000, of property known as No. 203 Hester street, Manhattan, selected as a site for school purposes:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
January 26, 1907.

Hon. HERMAN A. METZ, Comptroller:

SIR—The Board of Estimate and Apportionment at a meeting held January 18, 1907, adopted a resolution authorizing the institution of condemnation proceedings for the acquisition of property on the northeasterly corner of Hester and Baxter streets, in the Borough of Manhattan, adjoining Public School 130, the said resolution containing the following clause:

"Nothing in this resolution contained shall be construed as preventing the Comptroller of The City of New York from entering into contracts for the acquisition of any portion of the above described premises at private sale, subject to the approval of this Board."

The Board of Estimate and Apportionment at its meeting held January 25, 1907, adopted a resolution authorizing the acquisition at private sale of the properties No. 137 Baxter street and Nos. 201 and 205 Hester street, in the Borough of Manhattan, which are situated within the area of the site selected by the Board of Education.

Lot No. 36 in Block 236, known by the No. 203 Hester street, and included within the area of the proposed school site, is of the size 25 feet front with a depth of 100 feet, there being situated thereon a three-story brick and frame building in the front, together with a brick building in the rear.

After negotiation with the owners of the property they have agreed to dispose of the same to the City at private sale for the sum of \$30,000, which price in my opinion is not excessive. I would therefore respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition of the foregoing parcel of property, known by the No. 203 Hester street, Borough of Manhattan, at private sale at a price not exceeding \$30,000.

Respectfully submitted for approval,

THOMAS F. BYRNES,

Appraiser of Real Estate, Department of Finance.

Approved:

H. A. Metz, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Board of Education in the matter of the selection of the following described premises for school purposes in the Borough of Manhattan:

Beginning at a point on the northerly side of Hester street, distant 50 feet 1 inch easterly from the corner formed by the intersection of the easterly side of Baxter street with the northerly side of Hester street; thence northerly and parallel or nearly so with Baxter street 100 feet; thence easterly and parallel with Hester street 25 feet; thence southerly and again parallel or nearly so with Baxter street 100 feet to the northerly side of Hester street, and thence westerly along the northerly side of Hester street 25 feet to the point or place of beginning. The said premises being known by the street No. 203 Hester street, in the Borough of Manhattan, City of New York,

and also as Lot No. 36 in Block 236 on the land map of the County of New York. Together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof,

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described premises, together with the improvements thereon, at private sale at a price not exceeding thirty thousand dollars (\$30,000), said contracts to be submitted to the Corporation Counsel for his approval as to form.

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 Secretary presented the following communication from the Comptroller recommending the acquisition of property for the use of the Bureau of Street Cleaning, Borough of Richmond, as follows:

Purchase at a price not exceeding \$1,700 property on the corner of Nicholas avenue and Slight street, Port Richmond.

Condemn property on the westerly side of Davis avenue, 113.58 feet southerly from southwesterly corner of Davis avenue and Henderson avenue, title to vest five days after filing of oaths of Commissioners.

Purchase at a price not exceeding \$9,000 property on the line of the Staten Island Rapid Transit Railway Company, south of Centre street and west of Chestnut avenue, Rosebank.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
January 29, 1907.

Hon. HERMAN A. METZ, Comptroller:

SIR—Honorable George Cromwell, President of the Borough of Richmond, in several communications addressed to this office, requests that action be taken in the matter of the selection of three properties for the use of his Department, in order to establish a section house system under the supervision of the Bureau of Street Cleaning of the Borough of Richmond. The properties requested to be acquired are as follows:

1. In relation to the plot of ground on the northeasterly corner of Nicholas avenue and Slight street, Port Richmond, in the Borough of Richmond, the same is known on the tax assessment books as Lot No. 152, Map 1, Block 38, Ward 3. The ground is low and there is a brook running through it which will necessitate the land being filled in. The site has the advantage of having a frontage on the railroad so that a side track may be put in at some future time. The property in question has a frontage of 105 feet on Slight street and 80 feet on Nicholas avenue, 175 feet along the railroad and 165 feet on the easterly line. Both streets in front of the property have sewer and water. The price asked for the property by the owner, \$1,700, in my opinion, while full value, is not excessive. I would therefore respectfully recommend that the Board of Estimate and Apportionment approve of the selection of the site on the northeasterly corner of Nicholas avenue and Slight street, Port Richmond, in the Borough of Richmond, for the use of the President of the Borough of Richmond, and authorize the acquisition of the same at private sale at a price not exceeding \$1,700.

2. In regard to the site situated on the westerly side of Davis avenue, 113 feet 7 inches south of Henderson avenue, West New Brighton, the same is known on the tax books as Lot No. 5, Block 2, District 3, Ward 1. This is good high, dry ground about at grade and fronting on a paved street. The land was sold for taxes in Albany in the year 1900 and bid in by the State. No taxes have been paid upon the property since consolidation and it is not possible to locate the owner. The President of the Borough of Richmond was notified to this effect and in a communication to this office he requests that condemnation proceedings be resorted to and that the title be vested in the City five days after the Commissioners of Estimate and Appraisal have filed their oaths of office with the Clerk of the County of Richmond. I would therefore respectfully recommend that the Board of Estimate and Apportionment approve of the selection of the site situated on the westerly side of Davis avenue, 113.58 feet southerly from the southwesterly corner of Davis avenue and Henderson avenue, having a frontage of 50 feet on Davis avenue with a depth of 217.75 feet, and authorize the institution of condemnation proceedings for the acquisition thereof, said resolution to contain a clause that the title to said property shall vest in The City of New York five days after the Commissioners of Estimate and Appraisal appointed in the proceeding have filed their oaths of office with the Clerk of the County of Richmond, pursuant to the provisions of section 1437 of the revised Charter.

3. In regard to the property adjoining the Amboy Division of the Staten Island Rapid Transit Railway Company, south of Centre street and west of Chestnut avenue, Rosebank, in the Borough of Richmond, it appears that the said property contains about 1.8 acres, or in the neighborhood of thirty lots. The property is situated in Ward 4, Rosebank, and is known on the tax maps as Plot 3, Lots Nos. 319 and 322. The property is owned by the Rev. J. C. Campbell, who originally offered to dispose of the same to the City for the sum of \$12,000, which price was considered excessive by this office, and after further negotiations with the representative of the owner he has agreed to dispose of the same at private sale to the City for the sum of \$9,000, which price, in my opinion, is not excessive. I would therefore respectfully recommend that the Board of Estimate and Apportionment approve of the selection of the site situated on the line of the Staten Island Rapid Transit Railway Company, south of Centre street and west of Chestnut avenue, Rosebank, Borough of Richmond, for use of the President of the Borough of Richmond, and authorize the acquisition of the same at private sale at a price not exceeding \$9,000.

Respectfully submitted for approval,

MORTIMER J. BROWN,

Appraiser of Real Estate, Department of Finance.

Approved:

H. A. Metz, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the recommendations made by the President of the Borough of Richmond concerning the acquisition of property to be used for section houses by the Bureau of Street Cleaning in said Borough, and hereby authorizes the Comptroller to enter into contracts for the acquisition at private sale of the property bounded and described as follows:

Beginning at a point on the northerly side of Slight street, distant 304 feet more or less westerly from the intersection of the northerly line of Slight street with the westerly line of Lafayette avenue; thence westerly along the northerly line of Slight street, 105 feet more or less to the easterly line of Nicholas avenue; thence northerly along the easterly line of Nicholas avenue 80 feet more or less to land of the Staten Island Rapid Transit Railroad Company; thence easterly along the said last mentioned land 175 feet more or less; thence southerly 165 feet more or less to the point or place of beginning, said premises being shown on the tax maps for the purposes of taxation in the Borough of Richmond as Lot No. 152 and part of 165 in Block 38, Volume 1, Ward 3. Together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof,

—at a price not exceeding seventeen hundred dollars (\$1,700), said contracts to be submitted to the Corporation Counsel for his approval as to form.

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 selection by the President of the Borough of Richmond of the following described property as a section station for the Bureau of Street Cleaning in the Borough of Richmond, bounded and described as follows:

Beginning at a point on the westerly line of Davis avenue, distant 113.58 feet more or less southerly from the intersection of the westerly line of Davis avenue with the southerly line of Henderson avenue; running thence southerly along the westerly line of Davis avenue 50 feet; thence westerly 217.58 feet; thence northerly 50 feet; thence easterly 217.75 feet to the westerly side of Davis avenue, the point or place of beginning, known as Lot No. 5 in Block 2, Volume 2, Ward 1, on the tax maps of the Borough of Richmond, for the purposes of taxation, which said property is assessed at the sum of \$850.

—and the Corporation Counsel be and he hereby is authorized to institute condemnation proceedings for the acquisition of all of the parcels of land within the area of the above described property.

The Board of Estimate and Apportionment, deeming it for the public interest that the title to all of said land shall be acquired at a fixed or specified time, does hereby direct that title to said land and interest therein shall vest in The City of New York five days after the filing of the oaths of the Commissioners to be appointed, in accordance with the provisions of section 1437 of the Greater New York Charter.

Nothing in this resolution contained shall be construed as preventing the Comptroller of The City of New York from entering into contracts for the acquisition of any portion of the above described premises at private sale, subject to the approval of this 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.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the recommendations made by the President of the Borough of Richmond concerning the acquisition of property to be used for section houses by the Bureau of Street Cleaning in said Borough, and hereby authorizes the Comptroller to enter into contracts for the acquisition at private sale of the property bounded and described as follows:

All that certain lot, piece or parcel of land situate, lying and being in the Town of Southfield, County of Richmond and State of New York, and on a certain map entitled "Map of property in Southfield, Staten Island, N. Y., made upon an exchange of lands between the Staten Island Railway Company and C. F. Perine, January 3, 1888, Geo. M. Root, Surveyor," and filed or to be filed in the Richmond County Clerk's office, bounded and described as follows, viz.:

Commencing at a point on the westerly side of Tompkins avenue where the same is intersected by the southerly boundary line of land formerly of William B. Townsend; running thence westerly along said southerly line 274 feet 4 inches more or less to a fence; thence northerly along said fence and across the end of a certain street or road called Christina place and laid down on said map 150 feet more or less to the southeasterly side of the Staten Island Railway Company, being the northwesterly side of Lot B; thence northeasterly along the southeasterly line of said railway company, being the northwesterly side of Lot B and the southeasterly sides of Lots C and D as laid down on said map 107.8 feet more or less to where the said southeasterly boundary line of the said railroad company intersects the northerly boundary line of land heretofore conveyed by Adele Bardelli to Philip Brady and Harriet Ann Brady, his wife, by deed dated June 6, 1874, and recorded in the Richmond County Clerk's office in Liber 107 of Deeds, page 125; running thence easterly along said northerly boundary line 211 feet to Tompkins avenue; thence southerly along the westerly side of Tompkins avenue 225 feet to the point or place of beginning. Excepting so much of the land above described as is laid out on said map as Christina place, but including a right of way thereover.

Also all that certain lot commencing at a point formed by the intersection of the southeasterly side of Lot "A" with the southerly boundary line of the property of the said party of the first party as laid down on said map, and running thence easterly along said southerly line 233 feet more or less to a fence; thence northerly along the line of said fence one hundred and one feet more or less to the southerly side of a certain road laid down on said map and called Christina place; thence still along said fence and across the end of said road 25 feet; thence still along said fence and along other land of the vendor 24 feet more or less to the southeasterly line of the Staten Island Railway Company, being the northwesterly side of Lot B; thence southwesterly along the southeasterly line of said railway company, being the northwesterly side of Lot B and the southeasterly side of Lot A as laid down on said map 251.6 feet more or less to the point or place of beginning, together with a right of way over Christina place as laid out on said map, together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof.

—at a price not exceeding nine thousand dollars (\$9,000), said contracts to be submitted to the Corporation Counsel for his approval as to form.

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 Secretary presented a communication from the Commissioner of Parks, Boroughs of Manhattan and Richmond, submitting for approval as to form contract and specifications for the erection and completion of the interior finish in the New York Public Library, Astor, Lenox and Tilden Foundations.

Which was referred to the Comptroller.

The Secretary presented the following communication from the Department of Docks and Ferries, requesting the authorization of condemnation proceedings for the acquisition of property located at Newtown Creek, Henry place, North Henry street, Greene street, Paidge avenue and Whale creek, Brooklyn, also report of the Comptroller recommending that said request be granted:

DEPARTMENT OF DOCKS AND FERRIES,
PIER "A," NORTH RIVER,
NEW YORK, January 18, 1907.

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

SIR—The Commissioner of Docks, on November 30, 1906, offered to purchase, in the name and for the benefit of the corporation of The City of New York, all the uplands, filled-in lands, lands and lands under water, wharf property, wharfage rights, terms, easements, emoluments and privileges of and to the uplands, filled-in lands,

lands and lands under water and wharf property situate in The City of New York, Borough of Brooklyn, and bounded as follows:

Beginning at a point in the pierhead and bulkhead line on the southerly side of Newtown creek, in the Borough of Brooklyn, established by the Secretary of War in 1890, where the easterly line of Henry place intersects the same, and running thence southerly and along said easterly line of Henry place and its prolongation until it intersects the easterly line of North Henry street;

Thence southerly and along said easterly line of North Henry street to the southerly line of Greene street;

Thence westerly and along said southerly line of Greene street 465 feet;

Thence northerly and along the line drawn parallel and distant 465 feet westerly from the easterly line of said North Henry street until it intersects a line drawn parallel with and distant 520 feet westerly from the easterly line of Henry place;

Thence still northerly and along said parallel line to the centre line of Paidge avenue;

Thence westerly and along the centre line of Paidge avenue to a line drawn in the southerly prolongation of the bulkhead on the westerly side of Whale creek;

Thence northerly along the said bulkhead and its southerly prolongation to the bulkhead and pierhead line on the southerly side of Newtown creek established by the Secretary of War in 1890;

Thence easterly and along said bulkhead and pierhead line to the place of beginning.

Said offer was, on the 6th day of December, 1906, served upon John D. Archbold, president of the Empire Refining Company, Limited, the owner in fee simple of the above-described premises and all the hereditaments and easements therewith connected.

Said offer has not been accepted by the said owner, although more than thirty days have elapsed since the service of said offer, and it is deemed that no price can be agreed upon between the owner of said property and this department for the purchase thereof.

The Board of Estimate and Apportionment is therefore respectfully requested to adopt a resolution authorizing the institution of condemnation proceedings for the immediate acquisition of said property, rights, terms, easements and privileges for The City of New York.

The Department of Taxes and Assessments has advised this department that the property above described is known on the records of assessment as:

Block 2509, Lot No. 1, assessed at.....	\$110,000 00
Block 2518, Lot No. 1, assessed at.....	96,000 00
Block 2516, Lot No. 1, assessed at.....	30,000 00
Block 2508, Lot No. 1, assessed at.....	7,000 00
And a proportionate part of Block 2517, at.....	100 00
Total	\$243,100 00

Very respectfully, your obedient servant,

J. A. BENDEL, Commissioner.

January 29, 1907.

The Commissioner having complied with the terms of the Charter in making an offer which has been refused, I see no objection to complying with the request of the Dock Commissioner.

CHANDLER WITHINGTON,
Chief Engineer, Department of Finance.

Approved:

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the Corporation Counsel be and is hereby authorized to institute condemnation proceedings for the acquisition of all the uplands, filled-in lands, lands and lands under water, wharf property, wharfage rights, terms, easements, emoluments and privileges of and to the uplands, filled-in lands, lands and lands under water and wharf property, situated in the Borough of Brooklyn, and bounded as follows:

Beginning at a point in the pierhead and bulkhead line on the southerly side of Newtown creek, in the Borough of Brooklyn, established by the Secretary of War in 1890, where the easterly line of Henry place intersects the same, and running thence southerly and along said easterly line of Henry place and its prolongation until it intersects the easterly line of North Henry street; thence southerly and along said easterly line of North Henry street to the southerly line of Greene street; thence westerly and along said southerly line of Greene street 465 feet; thence northerly and along the line drawn parallel and distant 465 feet westerly from the easterly line of said North Henry street until it intersects a line drawn parallel with and distant 520 feet westerly from the easterly line of Henry place; thence still northerly and along said parallel line to the centre line of Paidge avenue; thence westerly and along the centre line of Paidge avenue to a line drawn in the southerly prolongation of the bulkhead on the westerly side of Whale creek; thence northerly along the said bulkhead and its southerly prolongation to the bulkhead and pierhead line on the southerly side of Newtown creek established by the Secretary of War in 1890; thence easterly and along said bulkhead and pierhead line to the place of beginning.

—said property being shown on the books of the Department of Taxes and Assessments at a valuation of \$243,100.

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 Secretary presented a communication from the Commissioner of Water Supply, Gas and Electricity, requesting an appropriation of \$1,000,000, for removing and relaying water mains in the Greenpoint and Williamsburg section, Brooklyn, for emergency station and for wells.

Which was referred to the Comptroller.

The Secretary presented a claim of the Richmond County Society for the Prevention of Cruelty to Children for reimbursement for expenses for board, etc., of poor children during the years 1897, 1898 and 1899.

Which was referred to the Comptroller.

The Secretary presented the following communication from Thomas W. Hynes, relative to the compensation of Chaplains attached to the Raymond Street Jail, Brooklyn, also report of the Comptroller, to whom, on December 7, 1906, this matter was referred, a copy of which was ordered sent to the Board of Aldermen for its information:

No. 1332 PACIFIC STREET,
BROOKLYN, N. Y., December 3, 1906.

HON. GEORGE B. McCLELLAN, New York City, N. Y.:

MY DEAR MR. MAYOR—I desire to bring to your attention a matter of considerable importance, and with your permission to offer a suggestion which I consider as pertinent to the subject in hand.

There are at the present time three chaplains attached to the Raymond Street Jail in the Borough of Brooklyn, representing Protestant, Hebrew and Roman Catholic denominations. These chaplains, in ministering to the spiritual wants of the prisoners and in visiting them at frequent periods to offer words of comfort or advice, are giving their time and services gratuitously, and performing a work which is none too easy at best.

The influence which they are enabled to exert in many cases in reclaiming the unfortunate and fallen to a better life is in my judgment a positive contribution to the cause of public morals and decency.

During my connection with the Department of Correction, I was in a position to understand intelligently and estimate properly the great good accomplished by those men.

It seems to me that, without putting a commercial value upon the clergymen's labors or imputing any mercenary motive in the work of reclaiming the sinner, the City should show some special evidence of their appreciation of their efforts and compensate them by the payment of a moderate salary, and I would respectfully suggest that the sum of \$450 per annum be appropriated for each chaplain officiating at this institution.

I respectfully commend this proposition to your serious consideration. If you are in sympathy with the idea, an expression from you to that effect would without doubt be of immense value in bringing about its accomplishment.

It is the wish of those advocating this movement that if your Honor concur, the initiative be taken by you so that the impetus to be derived from your valued support will be felt from the beginning.

With kindest regards and best wishes, believe me to be

Very sincerely yours,

THOMAS W. HYNES.

DEPARTMENT OF FINANCE—CITY OF NEW YORK,
BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS,
January 16, 1907.

To the Honorable Board of Estimate and Apportionment:

GENTLEMEN—I return herewith a communication addressed to the Hon. George B. McClellan, under date of December 3, 1906, by Thomas W. Hynes, relative to the compensation for chaplains attached to the Raymond Street Jail, Brooklyn, New York, together with a report of the Bureau of Municipal Investigation and Statistics on said matter.

In order that said chaplains may receive some compensation for the valuable services they have gratuitously performed during the year 1906, I would recommend that they be paid the sum of \$450 each from the appropriation account Supplies and Contingencies, made for the office of the Sheriff of Kings County for the year 1906.

As, however, the available balance of said account is inadequate to provide for such disbursements, I would further recommend that the Board of Estimate and Apportionment request the Board of Aldermen to take action for the issue of Special Revenue Bonds, as per the resolution transmitted herewith.

Yours respectfully,

H. A. METZ, Comptroller.

DEPARTMENT OF FINANCE—CITY OF NEW YORK,
BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS,
January 16, 1907.

Hon. HERMAN A. METZ, Comptroller:

SIR—In the matter of a communication under date of December 3, 1906, relative to compensation of the chaplains attached to the Kings County Jail, which was addressed to the Hon. George B. McClellan by Mr. Thomas W. Hynes, presented to the Board of Estimate and Apportionment on December 7, 1906, referred to the Comptroller for consideration and report, and by you referred to the Bureau of Municipal Investigation and Statistics for examination, I beg to submit the following report:

Mr. Hynes, in the communication under examination, calls attention to the services rendered by the three chaplains attached to the Raymond Street Jail, who give their services gratuitously to the prisoners confined therein, and recommends that the City should show its appreciation of such service by granting a stated salary to each of these three chaplains, suggesting that said salaries should be fixed at \$450 per annum each.

From an interview with the Warden of said jail it appears that a Protestant clergyman, the Rev. R. C. Bowen; a Catholic priest, Rev. Father Richard Foley, and Rabbi H. Veld of the Jewish faith, are the three chaplains referred to by Mr. Hynes.

Your Examiner is informed that services are held each Sunday in said jail both by the Protestant and the Catholic chaplains, that on Tuesday nights there is a Protestant service and on Wednesday night a Catholic service, at which said chaplains respectively officiate, and that on Saturdays the rabbi makes his regular stated call. Also that these three chaplains call frequently during each week in response to the requests of prisoners of their respective faiths.

It further appears that while the said three chaplains minister to the spiritual wants of the prisoners gratuitously, receiving no stated salary for such service, a small amount is paid them at the end of each year.

An examination of the books of the Department of Finance discloses disbursements charged against the appropriation account Supplies and Contingencies made for the office of the Sheriff of Kings County for the year 1905, as follows:

January 22, 1906—	
Rev. R. C. Bowen.....	\$75 00
Rev. Richard Foley.....	75 00
Rabbi H. Veld.....	50 00

—said warrant being drawn for "services as chaplain during 1905."

The Department of Correction is allowed ten chaplains of various religious faiths at an annual salary of \$450 each, three of whom are attached to the Kings County Penitentiary.

In view of this fact and of the statements made by the Warden as to the good results of the frequent visits of the chaplains to the prisoners under the Warden's care, the recommendation of Mr. Hynes that all three of these chaplains should receive a stated salary meets with the approval of your Examiner, and the amount suggested for such salary, namely, \$450 per annum, seems reasonable and proper.

As, however, no special appropriation for the salaries of chaplains to the Kings County Jail was made in the Budget for 1906, and as the title of and number of incumbents in each position in the office of the Sheriff of Kings County is designated by the statute making said office a salaried one, namely chapter 705 of the Laws of 1901, it appears that the compensation of said chaplains cannot be paid from the account Salaries—General Administration, of said office.

Your Examiner would therefore recommend that services of the three chaplains now attached to the Kings County Jail be paid for at the rate of \$450 per annum each from the account Supplies and Contingencies made for the office of the Sheriff of Kings County for the year 1906, and as the said account is manifestly insufficient for this purpose, the amount appropriated for said item in the 1906 Budget being but \$1,000, your Examiner would further recommend that the said account be replenished by proper action of the Board of Estimate and Apportionment.

Yours respectfully,

CHARLES S. HERVEY,
Supervising Statistician and Examiner.

Approved:

H. A. METZ, Comptroller.

The Secretary presented the following report and resolution of the Board of Education, report of the Comptroller and report of the President, Borough of Brooklyn, one of the Select Committee consisting of the Comptroller and the President, Borough of Brooklyn, to which was referred, on January 18, 1907, the matter of acquiring school site located on Kosciusko street, near Sumner avenue, and adjoining Public School 79, Brooklyn:

To the Board of Education:

The Committee on Sites respectfully reports that it has received sundry recommendations from the Board of Superintendents and the Local School Board of District No. 32 that a site be acquired for a new school building to relieve the overcrowded condition of Public Schools 25 and 79, Borough of Brooklyn. After careful consideration of this matter, your Committee is of the opinion that the erection of an addition to Public School 79 will furnish the necessary relief, and recommends the acquisition of property adjoining said school for that purpose. It is the intention to erect an addition to Public School 79 as soon as title to the necessary additional land is acquired, provided sufficient funds are available therefor.

The following resolutions are submitted for adoption:

Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following described lands and premises on Kosciusko street, near Sumner avenue, adjoining Public School 79, in Local School Board District No. 32, Borough of Brooklyn, the assessed valuation of which as shown by the books of record on file in the Department of Taxes and Assessments, is \$7,200:

Beginning at a point on the northerly line of Kosciusko street distant two hundred and ninety (290) feet westerly from the westerly line of Sumner avenue, and running thence northerly one hundred (100) feet; thence westerly and parallel with Kosciusko street sixty (60) feet to the easterly line of the lands of Public School 79; thence southerly along the easterly line of the lands of Public School 79 one hundred (100) feet to the northerly line of Kosciusko street; thence easterly along the northerly line of Kosciusko street sixty (60) feet to the point or place of beginning, be the said several dimensions more or less.

Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to take such action as may be necessary and proper for the acquisition of the lands and premises above described.

A true copy of report and resolutions adopted by the Board of Education January 9, 1907.

A. EMERSON PALMER, Secretary, Board of Education.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
January 11, 1907.

Hon. HERMAN A. METZ, Comptroller:

SIR—The Board of Education, at its meeting held January 9, 1907, adopted the following resolution:

"Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following described lands and premises on Kosciusko street, near Sumner avenue, adjoining Public School 79, in Local School Board District No. 32, Borough of Brooklyn, the assessed valuation of which as shown by the books of record on file in the Department of Taxes and Assessments, is \$7,200:

"Beginning at a point on the northerly line of Kosciusko street distant two hundred and ninety (290) feet westerly from the westerly line of Sumner avenue, and running thence northerly one hundred (100) feet; thence westerly and parallel with Kosciusko street sixty (60) feet to the easterly line of the lands of Public School 79; thence southerly along the easterly line of the lands of Public School 79 one hundred (100) feet to the northerly line of Kosciusko street; thence easterly along the northerly line of Kosciusko street sixty (60) feet to the point or place of beginning, be the said several dimensions more or less.

"Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to take such action as may be necessary and proper for the acquisition of the lands and premises above described."

It appears from the preamble of said resolution that from recommendations made to the Committee on Sites, that a site is required for a new school building to relieve the overcrowded conditions of Public Schools 25 and 79, in the Borough of Brooklyn, and that after careful consideration of the matter the Committee was of the opinion that the erection of an addition to Public School 79 will furnish the necessary relief.

The property in question above described adjoins Public School 79 and has a frontage of sixty feet on the northerly side of Kosciusko street, with a depth of 100 feet. The property is known as Lots Nos. 55, 56 and 57 in Block 1782 on the tax maps of the Borough of Brooklyn, City of New York.

Lot No. 55, known as No. 343 Kosciusko street, has on it a 2-story and basement frame building, the size of the lot being 24 by 100 feet. The property is owned by Oliver J. Marshall, Jr., and can be acquired for the sum of \$5,200.

Lot No. 56, known by the No. 341a Kosciusko street, has on it a 2-story and basement frame building, the size of the lot being 18 by 100 feet. The property is owned by Edwin and Elizabeth Clark, and can be acquired for the sum of \$5,000.

Lot No. 57, known as No. 341 Kosciusko street, has on it a 2-story and basement frame building, the size of the lot being 18 by 100. The property is owned by the Debevoise estate and can be acquired for the sum of \$5,000.

These prices mentioned have been tentatively agreed upon after negotiation and total up to the sum of \$15,200, which price, in my opinion, for the entire site is not excessive. I would therefore respectfully recommend that the Board of Estimate and Apportionment approve of the selection of the site heretofore described for school purposes and authorize the acquisition of the same at private sale at a price not exceeding \$15,200.

Respectfully submitted for approval,

THOMAS F. BYRNES,
Appraiser of Real Estate, Department of Finance.

Approved:

H. A. METZ, Comptroller.

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,
BROOKLYN, January 23, 1907.

To the Honorable Board of Estimate and Apportionment:

GENTLEMEN—I forward to you herewith a report, addressed to me on January 22 by James M. Power, Confidential Inspector in this office, relative to the acquisition of property located at Kosciusko street, near Sumner avenue, and adjoining Public School 79, for a school site, which was referred to me as a report from the Comptroller at the meeting of the Board of Estimate and Apportionment on January 18.

I have approved of the recommendation of the Confidential Inspector and respectfully concur in the recommendation of the Comptroller that the property be purchased by private sale at a price not to exceed \$15,200.

Yours truly,

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

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,
BROOKLYN, January 22, 1907.

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

SIR—At a meeting of the Board of Estimate and Apportionment held on January 18, there was referred to you a report from the Comptroller relative to the acquisition of property located at Kosciusko street, near Sumner avenue and adjoining Public School No. 79, for a school site. The property is described as follows:

Beginning at a point on the northerly line of Kosciusko street distant 290 feet westerly from the westerly line of Sumner avenue, and running thence northerly 100 feet; thence westerly and parallel with Kosciusko street 60 feet to the easterly line of the lands of Public School No. 79; thence southerly along the easterly line of the lands of Public School No. 79 100 feet to the northerly line of Kosciusko street; thence easterly along the northerly line of Kosciusko street 60 feet to the point or place of beginning, be the said several dimensions more or less.

Upon investigation I find that the property in question is known as Lots Nos. 55, 56 and 57, Block 1782, on the tax maps of the Borough of Brooklyn. Lot No. 55, at No. 343 Kosciusko street, has on it a two-story and basement frame building, the lot being 24 by 100 feet; the price mentioned for this property is \$5,200. Lot No. 56, No. 341a Kosciusko street, and Lot No. 57, at No. 341 Kosciusko street, both lots being 18 by 100 feet, have each a two-story and basement frame building erected thereon; the price mentioned for this property is \$5,000 apiece. The total price mentioned for the entire property under consideration is \$15,200, which, in my estimation, is full value and not excessive.

I therefore respectfully recommend that you approve of the report rendered by the Comptroller.

Respectfully submitted,

JAMES M. POWER, Confidential Inspector.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Board of Education in the matter of the selection of the following described premises for school purposes, in the Borough of Brooklyn:

Beginning at a point on the northerly line of Kosciusko street distant two hundred and ninety (290) feet westerly from the westerly line of Sumner avenue, and run-

ning thence northerly one hundred (100) feet; thence westerly and parallel with Kosciusko street sixty (60) feet to the easterly line of the lands of Public School 79; thence southerly along the easterly line of the lands of Public School 79 one hundred (100) feet to the northerly line of Kosciusko street; thence easterly along the northerly line of Kosciusko street sixty (60) feet to the point or place of beginning, be the said several dimensions more or less; together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof,

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described premises at private sale at a price not exceeding fifteen thousand two hundred dollars (\$15,200). Said contracts to be submitted to the Corporation Counsel for his approval as to form.

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 Secretary presented the following resolution of the Board of Aldermen and report of the Comptroller, to whom, on December 7, 1906, was referred said resolution relative to an issue of \$15,000 Special Revenue Bonds for the purchase of a boat to be used by the Department of Water Supply, Gas and Electricity:

In the Board of Aldermen.

Resolved, That upon the annexed communication the Board of Estimate and Apportionment be and is hereby requested, in pursuance of the provisions of section 188 of the Greater New York Charter, to authorize the Comptroller to issue Special Revenue Bonds in the amount of fifteen thousand dollars (\$15,000), the proceeds to be applied to the purchase of a boat to be used by the Department of Water Supply, Gas and Electricity.

Adopted by the Board of Aldermen November 20, 1906, three-fourths of all the members voting in favor thereof.

Received from his Honor the Mayor, December 4, 1906, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

P. J. SCULLY, Clerk.

DEPARTMENT OF FINANCE—CITY OF NEW YORK,
BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS,
January 16, 1907.

To the Honorable Board of Estimate and Apportionment:

GENTLEMEN—I transmit herewith report of the Bureau of Municipal Investigation and Statistics upon a resolution of the Board of Aldermen requesting the appropriation of \$15,000, for the purchase of a boat for the use of the Department of Water Supply, Gas and Electricity.

In view of the facts stated in said report, I recommend the adoption of the resolution attached hereto.

Yours respectfully,

H. A. METZ, Comptroller.

DEPARTMENT OF FINANCE—CITY OF NEW YORK,
BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS,
January 16, 1907.

Hon. HERMAN A. METZ, Comptroller:

SIR—In the matter of a resolution of the Board of Aldermen, adopted on November 20, 1906, for an issue of Special Revenue Bonds in the amount of \$15,000, the proceeds to be applied to the purchase of a boat to be used by the Department of Water Supply, Gas and Electricity, which resolution was referred to the Comptroller by the Board of Estimate and Apportionment, at the meeting of December 7, 1906, and by you to the Bureau of Municipal Investigation and Statistics for examination, I beg to submit the following report:

The original application for the issue of Special Revenue Bonds for the purpose mentioned above was made by Mr. William B. Ellison, then Commissioner of Water Supply, Gas and Electricity. His reasons for the request, together with the results of the investigation by the Committee of the Board of Aldermen, are fully set forth in the proceedings of said Board under date of November 20, 1906, printed in the CITY RECORD November 22, 1906.

The Commissioner of Water Supply, Gas and Electricity in his request for the issue of Special Revenue Bonds in the amount of fifteen thousand dollars (\$15,000), with which to purchase a boat for the use of the Department, does not take into consideration the cost of operating and maintaining it during the year 1907; and no appropriation for that purpose has been made in the Budget for this year. Mr. Charles J. Farley, Assistant Secretary of the Department of Docks and Ferries, informs your Examiner that the cost of operating and maintaining the launch "Bronx," which that department loaned to the Department of Water Supply, Gas and Electricity from April 14 to October 2, 1906, was as follows for the period stated:

Crew.....	\$2,777 76
Coal, oil, grease, waste, packing, etc.....	378 75
Total for practically six months.....	\$3,156 51

—which would represent an annual cost of about \$6,500.

Former Commissioner Ellison, in his communication of May 10, 1906, to President McGowan, as recorded in the proceedings of the Board of Aldermen, stated that "exclusive of the maintenance and repairs to this boat, the expense of collecting this revenue would be reduced to three Inspectors, at \$1,000, and one Clerk, at \$1,200 per annum, resulting in a saving to the City of \$9,000 in this borough and \$6,000 in Brooklyn"—a total of \$15,000 a year. Assuming that the cost of operating and maintaining the boat which it is proposed to purchase would be the same as that incurred by the use of the launch "Bronx"—say, \$6,500 a year—the net annual saving effected would be \$8,500.

Mr. Ellison, in the communication above referred to, further states that "the Inspectors on this launch" (the "Bronx") "have reported a number of instances where tugboats were paying the City \$45 or \$90 per annum as tow boats, but in reality were acting as water boats for the supply and sale of water to shipping, and now pay \$300 per annum. There are about 300 boats of different kinds in the harbor which have never taken permits to use Croton water, and due to the operation of this launch" (the "Bronx") "about 50 of them have been driven to taking permits."

This represented a revenue of \$15,000, of which, had there been no department boat, the City would have been defrauded.

Your Examiner is of the opinion that if the Department of Water Supply, Gas and Electricity had a boat such as is contemplated, the expense of the department would be materially reduced, its efficiency would be increased and its revenue would be augmented. I would therefore respectfully recommend the approval of the said resolution of the Board of Aldermen.

Yours respectfully,

CHARLES S. HERVEY,
Supervising Statistician and Examiner.

Approved:

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Aldermen, adopted November 20, 1906, in relation to an appropriation of fifteen thousand dollars (\$15,000), for the purchase of a boat to be used by the Department of Water Supply, Gas and Electricity, and that 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 the

amount of fifteen thousand dollars (\$15,000), 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 Secretary presented the following communication from the Commissioner of Bridges and report of the Comptroller, to whom, on January 18, 1907, was referred said communication, requesting an issue of \$3,000,000 for the construction of approaches to the Manhattan Bridge on both sides of the East river.

DEPARTMENT OF BRIDGES, CITY OF NEW YORK,
Nos. 13 to 21 PARK ROW,
MANHATTAN, January 10, 1907.

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

GENTLEMEN—Contract drawings are now being prepared for the approaches to the Manhattan Bridge on both sides of the East river. I desire to let the contracts for this work at an early date, and respectfully request that your Honorable Board will authorize the issue of Corporate Stock of The City of New York to the amount of \$3,000,000. This, with the amount now available, will cover the cost of the construction of the approaches to the Manhattan Bridge on both sides of the East river, without, of course, any allowance for purchase of real estate.

Respectfully,

J. W. STEVENSON, Commissioner of Bridges.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
January 25, 1907.

Hon. HERMAN A. METZ, Comptroller:

SIR—Hon. James W. Stevenson, Commissioner, Department of Bridges, in communication under date of January 10, 1907, requests the Board of Estimate and Apportionment to authorize the issue of Corporate Stock to the amount of \$3,000,000 for the construction of the approaches to the Manhattan Bridge on both sides of the East river.

I would report that the Board of Estimate and Apportionment has made the following appropriations for the acquisition of land, construction of bridge, etc., namely:

May 6, 1904.....	\$10,000,000 00
November 5, 1905.....	1,000,000 00

Against these appropriations the following has been charged:

Tower foundations (completed).....	\$1,123,443 90
Anchorage (Brooklyn), 60 per cent. completed.....	\$1,220,124 00
Anchorage (Manhattan), 50 per cent. completed.....	1,198,650 00
	2,427,774 00
Metal work in anchorages, towers, cables, etc.....	6,493,223 00
Total.....	\$10,044,436 90

* Adding engineering expenses, etc., leaves at present an available balance of about \$850,000.

The estimate, \$3,000,000 (submitted by the Commissioner of Bridges), is only to cover the cost of the construction of the approaches to the Manhattan Bridge on both sides of the East river; it does not include any allowance for the purchase of real estate nor the construction of terminals.

The available balance being insufficient to contract for the approaches, which should be started in the near future, I would recommend that the Board of Estimate and Apportionment authorize the Comptroller, pursuant to section 47 of the Greater New York Charter, as amended by chapter 409 of the Laws of 1904, to issue Corporate Stock to the amount of \$3,000,000 for the purpose of providing means for the acquisition of land required for a bridge over the East river, between the Boroughs of Manhattan and Brooklyn, known as "Manhattan Bridge" (No. 3), and for the necessary expenses connected with the construction of the said bridge.

Respectfully,

CHANDLER WITHINGTON, Chief Engineer.

Approved:

H. A. METZ, Comptroller

The following resolution was offered:

Resolved, That pursuant to the provisions of section 47 of the Greater New York Charter as amended, the Board of Estimate and Apportionment hereby approves of the issue of Corporate Stock of The City of New York to the amount of three million dollars (\$3,000,000) for the purpose of providing means for the acquisition of land required for a bridge over the East river, between the Boroughs of Manhattan and Brooklyn, known as Manhattan Bridge No. 3, and for the necessary expenses connected with the construction of said bridge, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue Corporate Stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding three million dollars (\$3,000,000), the proceeds whereof to be applied to the purposes aforesaid.

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 matter was considered by unanimous consent:

The President of the Borough of Brooklyn presented the following resolution requesting the Commissioner of Bridges to furnish immediately information (first) as to what would be the increase in cost of the construction of the Manhattan Bridge due to the employment of night and day shifts of workmen on said structure, and (second) as to what would be the saving of time in the completion of the bridge by reason of the employment of such night and day shifts.

The following was offered:

Whereas, The most effective means of relieving the crush at the Manhattan termini of the Brooklyn and Williamsburg Bridges will be the completion of the Manhattan Bridge now under construction, and it is important for that reason that this bridge should be completed in the shortest possible time; and

Whereas, It is the practice of private corporations in cases of great urgency to employ night and day forces on large pieces of work, as is now being done upon the Manhattan terminal of the so-called McAdoo tunnel under the North river; therefore be it

Resolved, That the Board of Estimate and Apportionment hereby requests the Commissioner of Bridges to furnish immediately information (first) as to what would be the increase in cost of the construction of the Manhattan Bridge due to the employment of night and day shifts of workmen on said structure; (second) as to what would be the saving of time in the completion of the bridge by reason of the employment of such night and day shifts.

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 Secretary presented the following report of the Select Committee, consisting of the Comptroller and the President, Board of Aldermen, recommending the fixing of the salaries of the following positions in the Law Department:

- Two Assistants, at \$10,000 each per annum.
- Two Assistants, at \$7,500 each per annum.
- Two Assistants, at \$5,000 each per annum.
- One Junior Assistant, at \$2,550 per annum.
- One Junior Assistant, at \$2,250 per annum.

—and recommending, further, that the following grade be dropped from the present grades in the Law Department:

- One Assistant, at \$7,000 per annum.

Your Committee respectfully reports in regard to the Law Department, and recommends the following resolution:

The Board of Estimate and Apportionment in pursuance of section 56 of the Charter hereby recommends to the Board of Aldermen that the following additional grades of positions be added to those already existing in the Law Department:

- Two Assistants, at \$10,000 each per annum.
- Two Assistants, at \$7,500 each per annum.
- Two Assistants, at \$5,000 each per annum.
- One Junior Assistant, at \$2,550 per annum.
- One Junior Assistant, at \$2,250 per annum.

The Board of Estimate and Apportionment further recommends to the Board of Aldermen that the following grade be dropped from the present grades in the Law Department:

- One Assistant, at \$7,000 per annum.

H. A. METZ, Comptroller.
P. F. McGOWAN,
Committee on Salaries.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, in accordance with 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 Law Department, in addition to those already existing therein, as follows:

	Per Annum.
Assistant, two incumbents.....	\$10,000 00
Assistant, two incumbents.....	7,500 00
Assistant, two incumbents.....	5,000 00
Junior Assistant, one incumbent.....	3,550 00
Junior Assistant, one incumbent.....	2,250 00

—to take effect January 1, 1907.

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 recommends to the Board of Aldermen that the grade of the position of Assistant in the Law Department, with salary at the rate of seven thousand dollars (\$7,000) per annum, for one (1) incumbent, be abolished.

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 matter was considered by unanimous consent:

The Comptroller presented the following report of the Select Committee consisting of the Comptroller and the President, Board of Aldermen, to which had been referred from time to time requests from the heads of various Departments for the creation of new positions or the establishment of new grades of positions already established, which report was ordered printed in the minutes and laid over for one week:

DEPARTMENT OF FINANCE—CITY OF NEW YORK,
BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS,
January 24, 1907.

To the Honorable the Board of Estimate and Apportionment:

GENTLEMEN—Your committee, to whom has been referred from time to time requests from the heads of the various departments in the government of The City of New York and of the counties included therein, for the creation of new positions or the establishment of new grades in positions already established, have held two public hearings, at which have been heard representatives of each of the departments making requests, and have further considered these matters in executive sessions.

As the result of such consideration your Committee recommends the adoption of the resolutions transmitted herewith.

Respectfully yours,

H. A. METZ,
Comptroller.
P. F. McGOWAN,
President, Board of Aldermen.
Select Committee.

DEPARTMENT OF FINANCE.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Department of Finance as per the appended list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

- Deputy Comptroller (new grade), from \$7,000 to \$7,500, two incumbents.
- Assistant Deputy Comptroller (new grade), from \$5,000 to \$6,000, one incumbent.
- Collector of Assessments and Arrears (new grade), from \$4,000 to \$4,500, one incumbent.
- Deputy Collector of Assessments and Arrears (new grade), from \$3,500 to \$4,000, one incumbent.
- Deputy Collector of Assessments and Arrears (new grade), from \$2,000 to \$2,250, three incumbents.
- Chief Stock and Bond Clerk (new grade), from \$4,500 to \$5,000, one incumbent.
- Deputy Collector of City Revenue (new grade), from \$2,100 to \$2,500, one incumbent.
- City Paymaster (new grade), from \$5,000 to \$6,000, one incumbent.
- Deputy City Paymaster (new grade), from \$2,500 to \$2,750, one incumbent.
- Deputy City Paymaster (new grade), from \$2,000 to \$2,250, four incumbents.
- Examiner (new grade), from \$2,850 to \$3,150, one incumbent.
- Stenographer to Comptroller (new position), \$1,500, one incumbent.
- Stenographer and Typewriter (new grade), \$1,500, one incumbent.
- Stenographer and Typewriter (new grade), \$1,650, one incumbent.
- Typewriting Copyist (new grade), \$720, one incumbent.
- Typewriting Copyist (new grade), \$750, one incumbent.
- Typewriting Copyist (new grade), \$900, one incumbent.
- Typewriting Copyist (new grade), \$1,050, one incumbent.
- Typewriting Copyist (new grade), \$1,200, one incumbent.
- Chemist (new position), \$3,000, one incumbent.
- Assistant Chemist (new position), \$1,500, one incumbent.

- Expert Accountant (new grade), \$3,750, two incumbents.
- Accountant (new grade), \$1,650, two incumbents.
- Accountant (new grade), \$2,250, one incumbent.
- Accountant (new grade), \$2,400, one incumbent.
- Bookkeeper (new grade), \$2,550, one incumbent.
- Bookkeeper (new grade), \$2,850, one incumbent.
- Inspector of Masonry and Construction (new grade), \$1,200, one incumbent.
- Inspector of Regulating, Grading and Paving (new grade), \$1,650, one incumbent.
- Inspector of Regulating, Grading and Paving (new grade), \$1,800, one incumbent.
- Inspector of Repairs and Supplies (new grade), \$1,650, one incumbent.
- Transitman and Computer (new grade), \$1,650, one incumbent.
- Transitman and Computer (new grade), \$1,800, one incumbent.
- Examining Inspector (new grade), \$1,650, four incumbents.
- Examining Inspector (new grade), \$1,800, one incumbent.
- Examining Inspector (new grade), \$1,050, one incumbent.
- Examining Inspector (new grade), \$2,100, one incumbent.
- Clerk (new grade), \$3,000, one incumbent.
- Bookbinder (new grade), \$1,500, one incumbent.
- Office Boy (new grade), \$420, four incumbents.
- Cashier (new grade), \$2,250, one incumbent.
- Deputy Receiver of Taxes (new grade), from \$2,500 to \$3,000, one incumbent.
- Statistician (new position), \$1,200, one incumbent.
- Statistician (new position), \$1,650, one incumbent.
- Statistician (new position), \$1,800, one incumbent.
- Examiner of Sewer Claims (new grade), \$1,050, four incumbents.
- Examiner of Sewer Claims (new grade), \$1,200, four incumbents.
- Examiner of Sewer Claims (new grade), \$1,350, one incumbent.
- Examiner of Sewer Claims (new grade), \$1,500, one incumbent.
- Examiner of Sewer Claims (new grade), \$1,650, one incumbent.
- Examiner of Sewer Claims (new grade), \$1,800, one incumbent.
- Examiner of Sewer Claims (new grade), \$2,100, one incumbent.
- Examiner of Sewer Claims (new grade), \$2,550, one incumbent.
- Leveler (new grade), \$1,500, one incumbent.

DEPARTMENT OF CORRECTION.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Department of Correction as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

- Clerk (new grade), from \$900 to \$1,000, two incumbents.
- Mate (new grade), from \$600 to \$800, two incumbents.
- Instructor of Industries (new position), \$1,200, one incumbent.
- Probation Officer (new position), \$1,200, one incumbent.
- General Bookkeeper and Auditor (new grade), from \$3,000 to \$3,600, one incumbent.
- Secretary of the Department (new grade), from \$2,500 to \$3,000, one incumbent.
- Automobile Engineman (new position), \$1,200, one incumbent.

DEPARTMENT OF STREET CLEANING.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Department of Street Cleaning as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

- Superintendent of Final Disposition (new grade), from \$2,000 to \$2,500, one incumbent.
- District Superintendent (new grade), from \$1,800 to \$2,100, twenty-two incumbents.
- Stenographer and Typewriter (new grade), from \$1,050 to \$1,200, one incumbent.
- Apothecary (new grade), from \$900 to \$1,200, one incumbent.
- Stenographer and Book Typewriter (new position), \$900, one incumbent.
- Stable Foreman (new grade), from \$1,300 to \$1,500, eighteen incumbents.
- Hostlers (new grade), \$760 per annum, present grade, \$720.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Department of Taxes and Assessments as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

- Secretary (new grade), from \$3,500 to \$4,000, one incumbent.
- Assistant Secretary (new grade), from \$2,700 to \$3,200, one incumbent.
- Office Boy (new position), \$300, one incumbent.

BOARD OF ASSESSORS.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Board of Assessors as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

- Assessor (new grade), from \$3,000 to \$5,000, three incumbents.

COMMISSIONERS OF ACCOUNTS.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Commissioners of Accounts, as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

- Chief Engineer (new grade), from \$3,600 to \$4,500, one incumbent.
- Assistant Engineer (new grade), from \$2,200 to \$2,700, one incumbent.
- Law Examiner (new grade), from \$2,000 to \$2,500, one incumbent.
- Clerk (new grade), \$1,650, one incumbent.

COMMISSIONER OF LICENSES.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Commissioner of Licenses as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

- Law and Complaint Clerk (new grade), from \$1,500 to \$2,000, one incumbent.
- Telephone Operator (new grade), from \$600 to \$900, one incumbent.

MUNICIPAL COURTS OF ALL BOROUGH.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Municipal Courts of all boroughs as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

- Court Attendants (new grade), \$1,200, seventy-nine incumbents.
- Interpreters (new grade), \$1,500, twenty-two incumbents.

COURT OF SPECIAL SESSIONS, FIRST DIVISION.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new

grades, or both, be fixed in the Court of Special Sessions, First Division, as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Clerk of the Court (new grade), from \$4,000 to \$5,000, one incumbent.
Clerk in Clerk's office (new grade), from \$420 to \$720, one incumbent.
Assistant Clerk in Children's Court (new grade), from \$2,000 to \$2,250, one incumbent.
Interpreter in Children's Court (new grade), from \$1,800 to \$1,950, one incumbent.
Clerk in Clerk's office, Children's Court (new grade), from \$1,500 to \$1,650, one incumbent.

COURT OF SPECIAL SESSIONS, SECOND DIVISION.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Court of Special Sessions, Second Division, as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Clerk (new position), \$1,200, one incumbent.

FIRE DEPARTMENT.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Fire Department as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Supervising Engineer (new position), \$2,500, one incumbent.
Interpreter (new position), \$1,200, one incumbent.
Chief Inspector in Fire Alarm Telegraph Bureau (new position), \$1,800, one incumbent.

CITY COURT OF THE CITY OF NEW YORK.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the City Court of The City of New York, as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Interpreter (new grade), from \$1,500 to \$2,000, one incumbent.
Assistant Clerks (new grade), from \$1,500 to \$1,800, twelve incumbents.

DEPARTMENT OF BRIDGES.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Department of Bridges, as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Secretary to Commissioner (new grade), from \$3,000 to \$3,500, one incumbent.
Clerks (new grades), from \$2,250 to \$2,700, two incumbents.

PRESIDENT, BOROUGH OF MANHATTAN.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the President of the Borough of Manhattan, as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list; all salary changes therein to date from January 1, 1907:

Engineer of Street Openings (new grade), from \$4,000 to \$5,000, one incumbent.

PRESIDENT, BOROUGH OF THE BRONX.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the President of the Borough of The Bronx, as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list; all salary changes therein to date from January 1, 1907:

Secretary to Commissioner of Public Works (new grade), from \$2,500 to \$3,000, one incumbent.

PRESIDENT, BOROUGH OF QUEENS.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the President of the Borough of Queens, as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list; all salary changes therein to date from January 1, 1907:

Assistant Engineer, Topographical Bureau (new grade), from \$3,000 to \$4,000, one incumbent.
Confidential Inspector (new position), \$2,000, one incumbent.
Deputy Superintendent of Highway (new position), \$2,000, one incumbent.
Assistant Superintendent of Street Cleaning (new position), \$2,000, one incumbent.
Chief Inspector of Buildings (new position), \$2,000, one additional incumbent.

PRESIDENT, BOROUGH OF RICHMOND.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the President of the Borough of Richmond, as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list; all salary changes therein to date from January 1, 1907:

Superintendent of Public Buildings and Offices (new grade), from \$2,000 to \$2,500, one incumbent.
Superintendent of Sewers (new grade), from \$2,000 to \$2,500, one incumbent.
Principal Assistant Engineer (new grade), \$3,600, two incumbents.
Assistant Engineer (new grade), \$1,200, one incumbent.
Assistant Engineer (new grade), \$1,350, one incumbent.

PRESIDENT, BOROUGH OF BROOKLYN.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the President of the Borough of Brooklyn, as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list; all salary changes therein to date from January 1, 1907:

Private Secretary to President (new grade), from \$1,000 to \$4,000, one incumbent.
Searcher (new grade), from \$1,200 to \$1,500, one incumbent.

DEPARTMENT OF PARKS, BOROUGH OF THE BRONX.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Department of Parks, Borough of The Bronx, as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list; all salary changes therein to date from January 1, 1907:

Horticultural Draughtsman (new grade), from \$1,800 to \$1,950, one incumbent.

DEPARTMENT OF PARKS, BOROUGH OF MANHATTAN AND RICHMOND.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new

grades, or both, be fixed in the Department of Parks, Boroughs of Manhattan and Richmond, as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Telephone Operator (new grade), from \$600 to \$750, one incumbent.
Clerk (new grade), from \$2,000 to \$2,250, one incumbent.

DEPARTMENT OF CHARITIES.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Department of Charities as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Confidential Stenographer (new position), \$1,500, one incumbent.
Confidential Inspector of Food Supplies (new position), \$1,500, one incumbent.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Department of Water Supply, Gas and Electricity as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Draughtsman (new grade), from \$2,000 to \$2,400, one incumbent.
Chief Clerk and Auditor (new grade), from \$3,000 to \$4,000, one incumbent.
Deputy Commissioner, The Bronx (new grade), from \$3,500 to \$4,000, one incumbent.
Water Registrar, The Bronx (new grade), from \$2,500 to \$3,000, one incumbent.
Superintendent of Ponds and Reservoirs, Brooklyn (new grade), from \$2,000 to \$2,500, one incumbent.

DEPARTMENT OF HEALTH.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Department of Health as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Automobile Engineman (new position), \$900, one incumbent.

TENEMENT HOUSE DEPARTMENT.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Tenement House Department as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Telephone and Switchboard Operator (new grade), \$900, two incumbents.
Plan Examiner (new grade), \$1,350, eight incumbents.
Plan Examiner (new grade), \$1,200, ten incumbents.
Plan Examiner (new grade), \$1,050, ten incumbents.
Junior Clerk (new grade), \$480, ten incumbents.
Junior Clerk (new grade), \$540, ten incumbents.
Junior Clerk (new grade), \$600, ten incumbents.
Stenographer (new grade), \$1,050, ten incumbents.

DEPARTMENT OF BELLEVUE AND ALLIED HOSPITALS.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Department of Bellevue and Allied Hospitals as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Contract Clerk (new grade), from \$1,800 to \$1,950, one incumbent.
Assistant Superintendent (new grade), from \$1,000 to \$1,200, one incumbent.
Foreman of Drivers (new grade), from \$800 to \$900, one incumbent.
Ambulance Drivers (new grade), \$540 and \$600, one incumbent each grade.
Seamstress (new position), \$360, one incumbent.
Seamstress (new position), \$300, one incumbent.
Bookkeeper (new position), \$1,200, one incumbent.
Junior Clerk (new position), \$480, one incumbent.
Junior Clerk (new position), \$540, one incumbent.
Junior Clerk (new position), \$600, one incumbent.
Inspector of Sanitation and Ventilation (new position), \$1,200, one incumbent.
Photographer and X-ray Photographer (new position), \$1,200, one incumbent.

MUNICIPAL CIVIL SERVICE COMMISSION.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Municipal Civil Service Commission as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Assistant Chief Examiner (new grade), from \$3,000 to \$3,300, one incumbent.
Medical Examiner (new grade), from \$2,100 to \$2,400, one incumbent.

BROOKLYN DISCIPLINARY TRAINING SCHOOL FOR BOYS.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Brooklyn Disciplinary Training School for Boys as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Engineer (new grade), \$3.50 per diem, two incumbents.

ARMORY BOARD.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Armory Board as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Assistant Clerk of the Works (new grade), from \$1,800 to \$2,000, one incumbent.
Wireman (new grade), from \$1,200 to \$1,500, one incumbent.

QUEENS BOROUGH LIBRARY.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Queens Borough Library, as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Librarian (new grade), from \$1,500 to \$2,000, one incumbent.
Assistant Librarian (new grade), \$1,200.
Junior Assistant Librarian (new grade), \$750.

DEPARTMENT OF DOCKS AND FERRIES.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the Department of Docks and Ferries as per the following

list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Hydrographer (new grade), from \$1,500 to \$1,800, one incumbent.

SHERIFF, QUEENS COUNTY.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Sheriff of Queens County as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Warden (new grade), from \$1,000 to \$1,200, one incumbent.

SHERIFF, RICHMOND COUNTY.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Sheriff of Richmond County as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Farm Hand (new position), \$360, one incumbent.

REGISTER, NEW YORK COUNTY.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Register of New York County, as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Assistant Deputy Register (new grade), from \$3,400 to \$4,000, one incumbent.
Chief Searcher and Examiner (new grade), from \$2,200 to \$2,500, one incumbent.
Assistant Satisfaction Clerk (new grade), from \$2,100 to \$2,400, one incumbent.
Bookbinder (new grade), from \$1,080 to \$1,200, one incumbent.
Chief Clerk in the Bureau of Public Records (new grade), from \$1,600 to \$1,800, one incumbent.
Telephone Operator (new position), \$720, one incumbent.

PUBLIC ADMINISTRATOR, NEW YORK COUNTY.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions, or the establishment of new grades, or both, be fixed in the office of the Public Administrator of New York County as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Stenographer and Typewriter (new grade), from \$1,000 to \$1,200, one incumbent.
Chief Clerk (new grade), from \$2,300 to \$2,700, one incumbent.

COMMISSIONER OF RECORDS, NEW YORK COUNTY.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions, or the establishment of new grades, or both, be fixed in the office of the Commissioner of Records, New York County, as per the following list and for the number of incumbents, and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Superintendent (new position), \$2,400, one incumbent.
Assistant Superintendent (new position), \$2,100, one incumbent.
Secretary (new position), \$1,200, one incumbent.
Clerk (new position), \$1,050, five incumbents.
Stenographer and Typewriter (new position), \$900, five incumbents.
Bookbinder (new position), \$1,200, one incumbent.
Bookbinder (new position), \$1,100, two incumbents.
Messenger (new position), \$750, one incumbent.
Laborer (new position), \$2.50 per diem, three incumbents.

COUNTY CLERK, NEW YORK COUNTY.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the County Clerk of New York County, as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Bookbinder (new grade), from \$1,100 to \$1,200, two incumbents.

SURROGATE, NEW YORK COUNTY.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Surrogate of New York County, as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Chief Clerk (new grade), from \$8,500 to \$10,000, one incumbent.
Deputy Chief Clerk (new grade), from \$4,500 to \$5,000, one incumbent.
First Law Assistant (new grade), from \$4,000 to \$4,300, one incumbent.
Second Law Assistant (new grade), from \$3,000 to \$3,300, one incumbent.
Third Law Assistant (new grade), from \$3,000 to \$3,300, one incumbent.
Deputy Clerk of Court (new grade), from \$2,000 to \$2,250, one incumbent.
Stenographer to Surrogate (new grade), from \$1,400 to \$1,500, one incumbent.
Record Clerk (new position), \$1,000, two incumbents.

COMMISSIONER OF JURORS, KINGS COUNTY.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Commissioner of Jurors, Kings County, as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Clerk (new grade), from \$1,350 to \$1,500, one incumbent.
Typewriter and Copyist (new grade), from \$600 to \$720, one incumbent.
Clerk (new position), \$1,200, one incumbent.

SURROGATE, QUEENS COUNTY.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Surrogate of Queens County, as per the following list, and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Index Clerk (new grade), from \$1,300 to \$1,500, one incumbent.
Assistant Clerk (new grade), from \$1,300 to \$1,500, one incumbent.

DISTRICT ATTORNEY, RICHMOND COUNTY.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions, or the establishment of new grades, or both, be fixed in the office of the District Attorney of Richmond County as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Assistant District Attorney (new position), \$1,800, one incumbent.

POLICE DEPARTMENT.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions, or the establishment of new grades, or both, be fixed in the Police Department, as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes to date from January 1, 1907:

First Deputy Police Commissioner (new grade), \$6,000, one incumbent.
Second Deputy Police Commissioner (new grade), \$5,000, one incumbent.
Third Deputy Police Commissioner (new grade), \$3,000, one incumbent.
Bookkeeper (new grade), from \$3,500 to \$4,000, one incumbent.
Private Secretary to Commissioner (new grade), from \$3,000 to \$3,500, one incumbent.
Assistant Bookkeeper (new grade), from \$2,400 to \$2,700, one incumbent.
Executive Clerk (new grade), from \$2,100 to \$2,250, one incumbent.
Building Inspector (new position), \$2,100, one incumbent.
Stenographer and Typewriter (new position), \$900, three incumbents.
Typewriting Copyist (new position), \$600, one incumbent.
Law Clerk (new position), \$1,200, one incumbent.

SHERIFF, NEW YORK COUNTY.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of chapter 523 of the Laws of 1890, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Sheriff of New York County as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Present Positions in Office.

2 Prison Guards, at \$1,500 each.....	\$3,000
4 Prison Guards, at \$1,200 each.....	4,800
11 Keepers, at \$1,000 each.....	11,000
	<hr/> \$18,800

Positions Desired in Place of Above.

1 Prison Guard, at \$1,500.....	\$1,500
5 Prison Guards, at \$1,200.....	6,000
1 Keeper, at \$1,300.....	1,300
10 Keepers, at \$1,000.....	10,000
	<hr/> \$18,800

CORPORATION COUNSEL.

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the creation of new positions or the establishment of new grades, or both, be fixed in the office of the Corporation Counsel as per the following list and for the number of incumbents and the salaries noted against each of said positions in said list, all salary changes therein to date from January 1, 1907:

Assistant Corporation Counsel (new grade), from \$2,500 to \$3,000, one incumbent.
Librarian (new grade), from \$2,400 to \$2,700, one incumbent.

The Secretary presented the following communication from the President, Borough of Richmond, and report of the Comptroller to whom on January 11, 1907, was referred said communication requesting permission to award the contract for furnishing a refuse destructor at the sum of \$23,995, to Messrs. Heenan & Froude, Ltd., No. 111 Broadway, Manhattan, they being the highest bidders, and the furnace to be furnished a patented one:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND,
NEW BRIGHTON, N. Y., January 9, 1907.

Board of Estimate and Apportionment, City Hall, New York City:

GENTLEMEN—I would ask that I be permitted to award to Messrs. Heenan & Froude, Limited, of No. 111 Broadway, New York, the contract for refuse destructor in the West New Brighton district at the sum of \$23,995. I make this request for two reasons:

(1) Because Messrs. Heenan & Froude are the highest instead of the lowest bidders.
(2) Because the furnace proposed to be furnished is a patented article.

The following is a general statement of the condition of the case: For several years we have been carrying on very careful investigations and have made scientific tests looking to the proper design of garbage and refuse destructors. As the result of the data accumulated, we have had prepared the accompanying specification, which was approved by Corporation Counsel, after very careful study.

After public advertisement for five weeks, bids were opened on December 27, 1906, for a refuse destructor to serve the West New Brighton district, with the following result:

Decarie Manufacturing Company, Minneapolis, Minn.....	\$18,600 00
Universal Destructor Company, No. 17 State street, New York.....	22,535 00
Heenan & Froude, Limited, No. 111 Broadway, New York.....	23,995 00

The contract and specifications required a furnace capable of destroying a mixed collection of city wastes including ashes, garbage and rubbish, in a sanitary and economical manner, following a proposed layout, designed to secure competitive bidding.

On examination, the tenders show that each proposal involves the use of patented features, though the specifications were broad enough to secure bids from contractors experienced in the construction and operation of waste incinerators.

In substance, the bids received may be briefly summarized:

The Decarie Manufacturing Company offers three types of furnace, all designed along the same general lines in addition to a form of contract for the destruction of refuse by the company for different terms of years at stated prices. No attempt has been made to meet the conditions of the city contract and specifications. The furnace offered is of the low temperature type with secondary fire or gas consumer generally used in burning garbage and rubbish and wholly unsuited to the destruction of mixed refuse. These propositions need receive no further consideration.

The Universal Destructor Company provides a furnace of the Meldrum type so successful in Great Britain and elsewhere. This proposal follows the city specifications and contract requirements.

Heenan & Froude present the Heenan destructor which greatly resembles the Meldrum, and has a number of installations in successful use abroad. This type also meets the requirements of the city contract and specifications.

Both Meldrum and Heenan types are designed in accordance with correct principles governing the successful burning of wet fuels. The question remains as to which of the two offers should be accepted.

On critical examination, analysis and comparison, it appears that the Universal Destructor Company proposes a standard Meldrum with extra large combustion chamber, clinker cooling pit and ventilating apparatus. The general building plans are good, but the details of the furnace design are not clear and means for catching dust are insufficient. Heenan & Froude show clearly in detail a furnace modified from the usual form to meet the character of the local refuse. The destructor drawings and specifications indicate special study of the problem. Every advantage has been taken to minimize heat losses. Dust collecting spaces are large; an expensive clinker pit for heat utilization is provided; the flow of escaping gases is subject to control and operating devices are advantageously placed. The building plans are not wholly satisfactory but subject to further changes without extra cost.

In general, it may be stated that the Universal Destructor Company has an advantage in first cost of \$1,460, while Heenan & Froude provide a greater factor of safety from possible nuisance due to low temperature when refuse is being burned under adverse conditions. The cost of operating will probably be the same with either destructor though the Universal Company's guarantee is rather indefinite in this respect. The decision between the two bidders then reduces to a question of \$1,460 versus an additional insurance against the possibility of nuisance. From the point of

view of one responsible for the sanitary operation of this kind of a plant there can be but one decision.

The recommendation has been made by Mr. J. T. Fetherston, associate member of American Society of Civil Engineers, my Superintendent of Street Cleaning, and, after careful examination, has been approved by Mr. Louis L. Tribus, member of the American Society of Civil Engineers, my Consulting Engineer and Acting Commissioner of Public Works. The question of patents partially involved would come up with all refuse destructors that could be erected, so that that feature alone is practically immaterial, as long as there has been free competition between different concerns whose plants would be capable of meeting our specifications.

I consider that the comparatively small difference of first cost should not stand in the way of the City's securing what I believe would be the best plant for our purpose; therefore, renew my first stated request for authority to award the contract to Messrs. Heenan & Fraude, Limited, at figure above named.

Yours very truly,

GEORGE CROMWELL,

President of the Borough of Richmond.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,

January 22, 1907.

Hon. HERMAN A. METZ, Comptroller:

SIR—Hon. George Cromwell, President of the Borough of Richmond, in communication under date of January 7, 1907, asks the Board of Estimate and Apportionment to authorize the award of a contract "for furnishing plans for the foundations, building runway, connecting flues and chimney of a refuse destructor to be built at West New Brighton, in addition to furnishing all plans, specifications, supervision, labor, materials and appurtenances necessary for the erection and completion of the furnace and steam boiler portion of the proposed West New Brighton Destructor at West New Brighton, Borough of Richmond," to other than the lowest bidder.

The contract does not specify, except in a general way, how the plant is to be built; each bidder to submit his plans and specifications for the furnace and guarantee the following:

A—The contractor shall guarantee that the residue from the furnace under ordinary conditions of operation shall be free of organic matter, thoroughly burned, hard and vitreous.

B—That no nuisance shall be created in the ordinary operation of the plant.

C—That neither odors, obnoxious gases nor dust shall escape from the building or chimney.

D—That at no time during the continuous operation of the plant shall the temperature of the combustion chamber or main flue fall below 1,250 degrees Fahr.

E—That the flues, dust chambers and boiler setting shall be so arranged that the dust may be withdrawn after one day's cooling of the fires.

F—The contractor shall guarantee and specify a minimum or a seasonal rate of evaporation ("from and at" 212 degrees Fahr.), and an amount of net useful steam per pound of refuse burned, either in pounds of steam per pound of refuse, or as a percentage of efficiency of boiler and grate per pound of dry refuse, based upon the information given in the paragraph headed "Composition of Refuse."

G—The contractor shall state the amount of material to be handled per fireman or stoker employed, per eight-hour shift when high grade labor is used.

H—The contractor shall guarantee to destroy refuse at the rate of 2.5 tons per hour when the material is such as is collected during the winter months shown by the tables in paragraph headed "Composition of Refuse."

The bids for this work, opened December 27, 1906, were as follows:

Decarie Manufacturing Company.....	\$18,600 00
Universal Destructor Company.....	22,535 00
Heenan & Fraude, Ltd.....	23,995 00

The bid of the Decarie Manufacturing Company was rejected as informal; the furnace offered was a low temperature type, with secondary fire and gas consumer.

The two formal bidders offer furnaces which would in all probability fill every requirement of the specification.

My examination of the plans submitted, in consultation with President Cromwell's Engineers, leads to the opinion that the higher bidder presents a plan which is better adapted to meet all requirements of the specifications.

Furthermore, Mr. Cromwell's Engineers, who have made a special study of refuse destructors both of this country and abroad, and are familiar with the character of the mixed household refuse (ashes, garbage and rubbish) to be collected and disposed of, feel and state very positively that inasmuch as the responsibility for the successful operation of the furnace will fall upon them, they should be allowed to choose what is the best.

I am disposed to give this view full weight, and while I am at all times adverse in recommending the award of a contract to other than the lowest formal bidder, but in this case, taking everything into consideration, the small difference (\$1,460) between the bids, the statements of the Engineers who are to operate the furnace and my personal opinion, the City will get a better equipped furnace from the higher bidder, and would recommend that the Board of Estimate and Apportionment, pursuant to section 419 of the Greater New York Charter, adopt a resolution determining that it is for the public interest that the bid other than the lowest should be accepted, and the President of the Borough of Richmond be authorized to award a contract for a refuse destructor in West New Brighton, Borough of Richmond, to Heenan & Fraude, Ltd. (being other than the lowest bidder), at the sum of \$23,995.

The President states that the furnace to be furnished is a patented article.

From all the information I have been able to obtain so far, it is a question if a furnace, or any part of it, is patented, but in order to remove all doubts and comply fully with the terms of the Charter, I would suggest that the Board of Estimate and Apportionment, pursuant to section 1554 of the Greater New York Charter, authorize the President of the Borough of Richmond to purchase or contract for any and all parts, appliances, appurtenances, etc., of a refuse destructor furnace, to be erected by Messrs. Heenan & Fraude, Ltd., for the sum of \$23,995, at West New Brighton, Borough of Richmond.

Respectfully,

CHANDLER WITHINGTON, Chief Engineer.

Approved:

H. A. METZ, Comptroller.

The following resolutions were offered:

Resolved, That, pursuant to the provisions of section 419 of the Greater New York Charter, the Board of Estimate and Apportionment, deeming it for the best interest of The City that other than the lowest bid should be accepted for the erection of a refuse destructor at West New Brighton, Borough of Richmond, hereby authorizes the President, Borough of Richmond, to accept the bid of Messrs. Heenan & Fraude, Limited, at twenty-three thousand nine hundred and ninety-five dollars (\$23,995); and be it further

Resolved, That pursuant to the provisions of section 1554 of the Greater New York Charter, the Board of Estimate and Apportionment hereby authorizes the President, Borough of Richmond, to purchase or contract for any and all parts, appliances, appurtenances, etc., of a refuse destructor furnace to be erected by Messrs. Heenan & Fraude, Limited.

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 Secretary presented the following communication from the Commissioner of Water Supply, Gas and Electricity, and report of the Comptroller, to whom, on January 18, 1907, was referred said communication, requesting an additional appropriation of \$25,000 for the employment of experts to continue the work of investigation of sites for filter plants, etc.:

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY,
COMMISSIONER'S OFFICE, NOS. 13 TO 21 PARK ROW,
NEW YORK, JANUARY 12, 1907.

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

DEAR SIR—In the matter of the filtration of the Croton water supply, I append hereto communication from the Chief Engineer of this Department, of even date, from which it appears that on the 1st inst., after charging the expenses already incurred and the pending liabilities on contracts for the experimental test station at Jerome Park Reservoir, there remained only a balance of \$1,636.62 from the \$25,000 which were allowed by the Board of Estimate on May 23 last for the investigation of sites for filter plant and preparation of plans and specifications for the proper execution of the work.

On November 22 last I submitted to the Board of Estimate a full report, detailing the work already accomplished and requesting an appropriation of \$4,000,000 to provide for the work comprised in the first section of the plans for the construction of a filtration plant at the eastern division of the Jerome Park Reservoir, as prepared by this Department and outlined in the report above referred to. Action on that application is still pending, and it is not reasonable now to expect that that appropriation will be available before February 1. Therefore it is necessary to make provision for the prosecution of the work in hand and completion of the contract and specifications for the remaining sections of the filtration plant and incidental expenses.

I therefore request that the sum of \$25,000, being the balance from the original appropriation of \$50,000 requested by Commissioner Ellison on April 5 of last year, be now allowed to defray the necessary expenses to prosecute this work.

I do not submit herewith the usual resolution for approval, assuming that the \$25,000 herein requested may be considered and allowed as part of the original appropriation of \$50,000 requested by Commissioner Ellison on April 5 of last year, on which the Board of Estimate and Apportionment allowed \$25,000 on May 23, "for the purpose of enabling the Commissioner of Water Supply, Gas and Electricity to employ experts to examine in detail the entire Croton watershed, the reservoirs and the distribution system, with a view to the selection of the very best site for the construction of a filter plant, and to prepare plans and specifications for the proper execution of the work."

Yours respectfully,

JOHN H. O'BRIEN, Commissioner.

January 10, 1907.

Hon. JOHN H. O'BRIEN, Commissioner:

SIR—In the matter of the selection of the site for, and construction of, plant to filter Croton water supply:

On April 5 last Commissioner Ellison addressed a communication to the Board of Estimate, requesting an appropriation of \$50,000 to employ the experts and the necessary force to examine the Croton watershed and make the requisite studies to select the best site for the construction of a filter plant, and to prepare plans and specifications for the proper execution of the work, and on May 23 the Board of Estimate allowed \$25,000 for that purpose.

The work was immediately started and vigorously prosecuted so that, on October 3, the Chief Engineer of this Department submitted a report, indorsed by the consulting experts, fully detailing the work done, discussing the merits of the various sites investigated, and showing the advantages, both in cost, time and efficiency, of the Jerome Park Reservoir site. Plans for construction of the filters on the latter site were also explained, as well as the construction of the experimental or test station at Jerome Park. The purposes of the resolution had been then largely complied with, and, in fact, the plans and specifications for the first section of the work were completed, all but the architectural features and landscape treatment to utilize the covered surfaces of the filters as a park with recreation grounds, etc., as proposed by the Chief Engineer, and unanimously indorsed by the Art Commission.

This report was transmitted by you to the Board of Estimate on November 22, with further explanations in regard to the work and an appropriation of \$4,000,000 was requested by you "to provide for the cost of the work comprised in the first section of the plans prepared by the Commissioner of Water Supply, Gas and Electricity, and outlined in the communication for the construction of a filtration plant at the eastern division of the Jerome Park Reservoir."

On December 7 the Board of Estimate referred your report and request for the appropriation to the Comptroller, and action thereon is still pending.

I find that on the 1st inst., after charging the expenses already incurred and liabilities on contract for experimental and test station at Jerome Park, there remained only a balance of \$1,636.62 from the \$25,000 which were allowed and above referred to. This will not be sufficient to cover even the expenses payable at the end of the present month. If favorable action on your report and request for an appropriation to proceed with the work can reasonably be expected before February 1, no additional funds are needed now, but if we cannot depend on that appropriation within the time specified, we should at once request that the balance of \$25,000 still remaining from the original appropriation of \$50,000 requested by Commissioner Ellison on April 5 of last year, and already referred to, be now allowed to defray the necessary expense to continue the work of preparing contracts and specifications for the remaining section of the filters, tests at the experimental station and incidental expenses.

Yours respectfully,

I. M. DE VARONA, Chief Engineer.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
January 28, 1907.

Board of Estimate and Apportionment:

GENTLEMEN—I transmit herewith report of the Chief Engineer of the Department of Finance relative to the request of the Commissioner of the Department of Water Supply, Gas and Electricity for an appropriation of \$25,000 to continue the work of investigation of sites for filter plant and the preparation of plans and specifications for the proper execution of the work, which request was referred to me for consideration and report at a meeting of the Board of Estimate and Apportionment held on the 18th inst.

In view of the statements presented in said report of the Chief Engineer, I see no objection to the authorization of the \$25,000 Corporate Stock, as requested by the Commissioner of the Department of Water Supply, Gas and Electricity.

Respectfully,

H. A. METZ, Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
January 25, 1907.

Hon. HERMAN A. METZ, Comptroller:

SIR—Under date of January 12, 1907, Hon. John H. O'Brien, Commissioner, Department of Water Supply, Gas and Electricity, asks the Board of Estimate and Apportionment for an appropriation of \$25,000 to continue the work for the investigation of sites for filter plant and preparation of plans and specifications for the proper execution of the work.

In this connection, I beg to say that on May 11, 1906, the Board of Estimate and Apportionment adopted the following resolution:

"Resolved, That, pursuant to the provisions of sections 169 and 178 of the Greater New York Charter, the Board of Estimate and Apportionment hereby authorizes the Comptroller to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the said Charter, to the amount of twenty-five thousand dollars (\$25,000), for the purpose of enabling the Commissioner of Water Supply, Gas and Electricity to employ experts to examine in detail the entire Croton watershed, the reservoirs and the distribution system, with a view to the selection of the very best site for the construction of a filter plant, and to prepare plans and specifications for the proper execution of the work."

Experts were engaged and work begun under this appropriation, and is now progressing. Of the amount appropriated, \$13,571.71 has been paid out on payroll account; \$2,071.01 for incidental expenses, and a contract amounting to \$7,824.75 for the construction of an experimental filter plant. The total is \$23,467.47, leaving a balance of \$1,532.53.

I am of the opinion that this work of investigation should proceed to a reasonable extent and proper conclusion, and I think that \$25,000 is a sufficient amount therefor.

I therefore recommend that the Board of Estimate and Apportionment authorize the issue of Corporate Stock to the amount of \$25,000 for the purpose of employing experts to examine in detail the entire Croton watershed, the reservoirs and the distribution system, with a view to the selection of the very best site for the construction of a filter plant, and to prepare plans and specifications for the proper execution of the work.

Respectfully,
CHANDLER WITHINGTON, Chief-Engineer.

Approved:
H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That, pursuant to the provisions of sections 169 and 178 of the Greater New York Charter, the Board of Estimate and Apportionment hereby authorizes the Comptroller to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the said Charter, to the amount of twenty-five thousand dollars (\$25,000) in addition to the amount heretofore authorized, for the purpose of enabling the Commissioner of Water Supply, Gas and Electricity to employ experts to examine in detail the entire Croton watershed, the reservoirs and the distribution system, with a view to the selection of the very best site for the construction of a filter plant, and to prepare plans and specifications for the proper execution of 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.

The Secretary presented the following communication from the Secretary, Commissioners of the Sinking Fund, concurring in resolution of the Board of Estimate, adopted January 4, 1907, which authorized the acquisition of property located at Nos. 163 and 165 Washington street, and Nos. 156 and 158 Greenwich street, Manhattan, as a site for the Second Police Precinct station house, at a price not exceeding \$225,000.

Which was ordered on file.

DEPARTMENT OF FINANCE—CITY OF NEW YORK,
January 21, 1907.

Hon. JOSEPH HAAG, Secretary, Board of Estimate and Apportionment:

DEAR SIR—I transmit herewith a certified copy of resolution adopted by the Commissioners of the Sinking Fund, at meeting held January 17, 1907, authorizing the acquisition of the property selected by the Police Department as a site for the Second Police Precinct, at Nos. 163 and 165 Washington street and Nos. 156 and 158 Greenwich street, Borough of Manhattan, and concurring in resolution adopted by the Board of Estimate and Apportionment at its meeting held January 4, 1907, approving of the selection of said site and authorizing the Comptroller to enter into contracts for the acquisition of the same at private sale, at a price not exceeding \$225,000.

Very truly yours,

N. TAYLOR PHILLIPS,
Secretary, Commissioners of the Sinking Fund.

Resolved, That pursuant to the provisions of section 320 of the Greater New York Charter, the Commissioners of the Sinking Fund hereby authorize the acquisition of the property selected by the Police Department as a site for the Second Police Precinct, and known by the Nos. 163 and 165 Washington street, and Nos. 156 and 158 Greenwich street, in the Borough of Manhattan, and concur in the resolution adopted by the Board of Estimate and Apportionment at its meeting held January 4, 1907, approving of the action of the Police Department in the selection of said site and authorizing the Comptroller to enter into contracts for the acquisition of the same at private sale, at a price not exceeding \$225,000.

A true copy of resolution adopted by the Commissioners of the Sinking Fund, January 17, 1907.

N. TAYLOR PHILLIPS, Secretary.

The Secretary presented a report of the Brooklyn Disciplinary Training School for Boys for the year 1906.

Which was ordered on file.

The Secretary presented reports and resolutions (3) of the Board of Education, relative to the following matters:

Vesting title in the City, ten days after passage of a resolution to that effect, to property selected as a site for school purposes, located on Broadway, Elizabeth and Vreeland streets, Richmond.

Vesting title in the City, ten days after filing of oaths of Commissioners appointed in the matter of condemning property, on Grafton avenue and Clinton place, adjoining Public School 58, Queens.

Vesting title in the City, ten days after the adoption of a resolution to that effect, to property located on East One Hundred and Thirteenth street, east of Second avenue, Manhattan.

Which were referred to the Comptroller.

The following matters were considered by unanimous consent:

The Comptroller presented the following communication, relative to salary increases in the Department of Education during 1906, made without regard to the provisions of section 56 of the Charter.

Which was ordered printed in the minutes.

DEPARTMENT OF FINANCE—CITY OF NEW YORK,
BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS,
January 31, 1907.

To the Honorable Board of Estimate and Apportionment:

GENTLEMEN—My attention has been called to the fact that a large number of salary increases of the clerical and office force of the Department of Education have been made without regard to the procedure required by section 56 of the Charter, which provides that no salary increases among City employees shall be made until after the establishment of a suitable grade therefor by the Board of Estimate and Apportionment and the Board of Aldermen.

If this procedure is correct it very materially modifies one of the important functions of the Board of Estimate and Apportionment, namely, its control over so much of the public funds as are used for the payment of salaries of employees in the various offices and bureaus of the Department of Education (exclusive, of course, of the teaching force).

In a communication to President Winthrop of the Board of Education, a copy of which is attached hereto, I have given notice that no salary increases not made in accordance with the provisions of section 56 of the Charter will be passed for payment through my office, unless it is clearly established that such payment is legal.

I present these facts for the consideration of your Honorable Board, in order that you may take such action thereon as you may deem necessary.

Yours respectfully,

H. A. METZ, Comptroller.

Transmitted herewith is a communication of the Comptroller to President Winthrop, under date of January 31, 1907. Copy of a report of the Department of Finance relative to salary increases of the Department of Education during 1906 made without regard to the provisions of section 56 of the Charter.

January 31, 1907.

Hon. EGERTON L. WINTHROP, President, Board of Education:

DEAR SIR—As bearing upon our recent interview relative to salary increases made without compliance with section 56 of the Charter among the employees of the Department of Education (other than those of the teaching force), I beg to notify you that to avoid hardship upon individual members of the Department staff which might ensue by refusal at this time to pay salaries, I shall allow the audit of payrolls for January for those employees whose compensation has not been increased over that certified on the December payrolls. I do this because the feature of the situation to which I object was not called to my attention until late in the present month, making a decision in the matter only possible after days and perhaps weeks of delay.

I shall not, however, permit the audit of any subsequent salary rolls of said employees except for salaries established according to the procedure prescribed by section 56 of the Charter, until my duties as Comptroller have been clearly established in the premises.

Yours truly,

H. A. METZ, Comptroller.

The Comptroller offered the following resolution:

Resolved, That Mr. William Miner Lawrence be and he hereby is appointed Assistant Secretary of the Board of Estimate and Apportionment, with salary at the rate of \$4,000 per annum.

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 Board then proceeded to the consideration of the request of the Commissioner of Water Supply, Gas and Electricity for an appropriation of \$4,000,000 to provide for the cost of the work comprised in the first section of the plans for the construction of a filtering plant at the eastern division of the Jerome Park Reservoir, which matter was laid over earlier in the meeting.

After discussion the matter was laid over for one week.

The President of the Borough of Brooklyn presented the following resolution relative to the Borough Presidents submitting, for the information of the Board, statements of areas of paved streets of the various classes giving areas under contract maintenance and areas requiring renewals and repairs, showing the mileage of dirt roads and the apportionment for their maintenance out of the Budget allowance of 1907, etc.:

Resolved, That the Board of Estimate and Apportionment hereby requests the Presidents of the several boroughs to submit, for the information of this Board, statements of areas of paved streets of the various classes giving areas under contract maintenance and areas requiring renewals and repairs, showing the mileage of dirt roads and the apportionment for their maintenance out of the Budget allowance of 1907, as well as the amount and character of repaving work done in 1906.

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 President, Board of Aldermen, moved that when the Board adjourns it adjourn to meet Friday, February 8, 1907.

Which motion was adopted.

The President, Borough of Manhattan, presented a communication relative to the appointment of a Consulting Engineer, which was referred to a select committee consisting of the Comptroller and the President, Board of Aldermen.

The Board then considered public improvement matters, after which it adjourned to meet Friday, February 8, 1907, at 10.30 o'clock a. m.

JOSEPH HAAG, Secretary.

BOROUGH OF BROOKLYN.

REPORT OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN FOR THE WEEK ENDING JANUARY 12, 1907.

BUREAU OF PUBLIC BUILDINGS AND OFFICES.

During the week ending January 12, 1907, there were no orders issued by the Bureau of Public Buildings and Offices.

Bills aggregating \$4,262.36 were signed and forwarded to the Commissioner of Public Works for transmission to the Department of Finance for audit and payment.

BUREAU OF INCUMBRANCES AND PERMITS.

Complaint Department.

Bureau of Complaints.....	2
Mail	5
Office	6
Inspectors	20
Police Department	4
Total	37

Classification and Disposal.

Boulder removed by Incumbrance Bureau.....	1
Trees and limbs removed by Incumbrance Bureau.....	11
Posts, stumps removed by Incumbrance Bureau.....	1
Total	13

Inspectors' Department.

Complaints made.....	20
Complaints settled	28
Slips settled	168

Permit Department.

Permits Issued—	
Builders	32
Cross walks	29
Vault	1
Vault repairs	4

Cement walks	3
Driveways	8
Corporation permits issued	343
Special permits issued	74
Total	494
Permits Passed—	
Tap water pipes	69
Repair water connections	49
Sewer connections	52
Sewer connection repairs	33
Total	203

Cashier's Department.

Moneys Received—	
Repaying over water connections	\$431 00
Repaying over sewer connections	294 00
Vaults	2,265 15
Total	\$2,990 15

BUREAU OF SEWERS.

Superintendent's Office, Borough of Brooklyn.

Moneys received for sewer permits	\$833 86
Number of permits issued	97
For new sewer connections	64
For old sewer connections (repairs)	33
Linear feet sewer built, 24 inches to 90 inches	304
Linear feet pipe sewer built	2,819
Total number of feet sewer built	3,123
Number of manholes built	16
Number of basins built	9
Number of basins repaired	2
Linear feet of pipe sewers cleaned	9,800
Linear feet of sewers examined	8,870
Number of basins cleaned	469
Number of basins relieved	3
Number of basins examined	1,260
Manhole covers put on	3
Number of basin pans set and reset	2
Number gallons sewage pumped, Twenty-sixth Ward	69,067,680
Number gallons sewage pumped, Thirty-first Ward	25,675,781
Cubic feet sludge pumped, Twenty-sixth Ward	48,244
Cubic feet sludge pumped, Thirty-first Ward	44,684

Laboring Force Employed During the Week.

Sewer Repairing and Cleaning, Payrolls and Supplies—	
Inspectors of Sewer Connections	10
Foremen	6
Inspectors of Sewers and Basins	6
Mechanics	3
Laborers	69
Horses and carts	28

Street Improvement Fund—

Inspectors of Construction	41
Foreman	1
Laborers	10

Twenty-sixth Ward Disposal Works—

Laborers	14
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Thirty-first Ward Disposal Works—

Foreman	1
Mechanic	1
Laborers	19

BUREAU OF HIGHWAYS.

Division of Street Repairs.

Week Ending January 12, 1907.

Force Employed on Repairs to Street Pavements.

Foremen	27
Mechanics	30
Laborers	112
Horses and wagons	53
Horses and carts	45
Teams	30

Work Done by Connecting Gangs. *

Water and sewer connections repaired	52
Gas	23
Dangerous holes repaired and made safe	104
Complaints received	153
Defects remedied	135

Work Done by Repair Gangs.

	Yards.
Newel street, between Calyer street and Greenpoint avenue, granite	450
Atlantic avenue, intersection Logan street, granite	63
Pitkin avenue, between Alabama and Georgia avenues, granite	70
Washington avenue, between Myrtle and Park avenues, granite	115
Flushing avenue, between Nostrand and Marcy avenues, granite	108
Sands street, between Jay street and Hudson avenue, granite	86
Prospect place, between Jay and Adams streets, granite	94
Kent avenue, between Grand avenue and North First street, granite	77
Lafayette avenue, between Tompkins and Throop avenues, granite	126
Washington avenue, between Flushing and Park avenues, granite	85
Myrtle avenue, intersection Himrod street, granite	100
Livingston street, between Elm place and Bond street, granite	211
Livingston street, between Elm place and Bond street, cobblestone	564
Nineteenth street, between Eighth and Ninth avenues, cobblestone	238
South Fifth street, between Union avenue and Hewes street, cobblestone	404
Marion street, between Howard and Saratoga avenues, cobblestone	146
First street, between Bond and Canal streets, cobblestone	157
Flushing avenue, between Nostrand and Marcy avenues, cobblestone	70
Tillary street, between Lawrence and Bridge streets, cobblestone	135
Locust street, between Broadway and Beaver street, cobblestone	146
Hamburg avenue, between Bleeker street and Greene avenue, cobblestone	336
Linden street, intersection of Hamburg avenue, cobblestone	232

South Fifth street, between Rodney and Keap streets, cobblestone	272
Second place, between Court and Smith streets, Belgian	205
Repairs, total	4,544
Correction	869
	5,413

One new cesspool, Malbone street and Clove road.
Built storage shed, Sixty-seventh street yard.

Grading street, Lincoln road, Brooklyn and Kingston avenues, 143 loads fill.

Total number of square yards of pavement repaired	5,413
Linear feet of curbing reset	49
Square feet of bridging relaid	320
Square feet of flagging relaid	129 36
Square feet cement walk	476

Force Employed on Macadam and Unimproved Roadways.

Foremen	12
Steam rollers	3
Mechanics	4
Laborers	60
Horses and wagons	19
Teams	41
Horses and carts	17
Macadam road cleaned, linear feet	12,408
Dirt roadway repaired and cleaned, linear feet	4,870
Gutter cleaned, linear feet	32,776

Repairs Made to Macadam Roadways.

	Yards.
Dooley lane, between Voorhies and Emmons avenues	975

Operations of the Bureau of Buildings, Borough of Brooklyn, for the Week Ending January 12, 1907.

Plans filed for new buildings, brick (estimated cost, \$1,186,875)	123
Plans filed for new buildings, frame (estimated cost, \$96,400)	38
Plans filed for alterations (estimated cost, \$71,600)	52
Building slip permits issued (estimated cost, \$1,110)	29
Bay window permits issued (estimated cost, \$5,760)	20
Unsafe cases filed	7
Violation cases filed	18
Fire-escape cases filed	2
Unsafe notices issued	7
Violation notices issued	18
Fire-escape notices issued	2
Unsafe case referred to Counsel	1
Violation cases referred to Counsel	89
Fire-escape cases referred to Counsel	20
Complaint received	1

Operations of the Bureau of Buildings, Borough of Brooklyn, for the Corresponding Week Ending January 13, 1906.

Plans filed for new buildings, brick (estimated cost, \$770,250)	100
Plans filed for new buildings, frame (estimated cost, \$214,500)	43
Plans filed for alterations (estimated cost, \$87,741)	74

Respectfully submitted,

BIRD S. COLER,

President, Borough of Brooklyn.

BOROUGH OF THE BRONX.

In accordance with the provisions of section 1546, chapter 378, Laws of 1897, as amended by chapter 466, Laws of 1901, section 383, I transmit the following report of the transactions of this office for the week ending February 6, 1907, exclusive of Bureau of Buildings:

Permits Issued.

Sewer connections and repairs	19
Water connections and repairs	17
Laying gas mains and repairs	3
Placing building material on public highway	3
Constructing shed	1
Crossing sidewalk with team	3
Miscellaneous permits	13

Total	59
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Number of permits renewed	35
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Money Received for Permits.

Sewer connections	\$253 88
Restoring and repaving streets	132 00
Shed permits	5 00

Total deposited with the City Chamberlain	390 88
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Laboring Force Employed During the Week Ending February 2, 1907.

Bureau of Highways—

Foremen	40
Assistant Foremen	27
Teams	7
Carts	14
Inspectors	13
Mechanics	39
Laborers	556
Drivers	15

Total	711
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Bureau of Sewers—

Foremen	6
Assistant Foremen	13
Carts	24
Inspectors	1
Mechanics	4
Laborers	107
Drivers	9

Total	164
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LOUIS F. HAFFEN,

President of the Borough of The Bronx.

BOROUGH OF QUEENS.

REPORT OF THE COMMISSIONER OF PUBLIC WORKS FOR THE
QUARTER ENDING DECEMBER 31, 1906.

President of the Borough of Queens,
Offices of the Commissioner of Public Works,
New York, January 31, 1907.

In accordance with the provisions of section 1544 of chapter 476 of the Laws of 1907, I transmit herewith the following report of the transactions of the office of the Commissioner of Public Works, Borough of Queens, for the quarter ending December 31, 1906.

Public Moneys Received During the Quarter.

For restoring pavement over street openings.....	\$2,557 32
For vault permits.....	110 30
For gas connections.....	14 00
For sewer connections.....	2,460 00
Total.....	\$5,141 62

Permits Issued.

To open streets to tap water pipes.....	670
To open streets to repair water connections.....	112
To open streets to make sewer connections.....	168
To open streets to repair sewer connections.....	40
To place building material on streets.....	211
To construct street vaults.....	2
Special permits.....	526
To cross sidewalks.....	192
For subways, steam mains and various connections.....	928
For railway construction and repairs.....	2
To repair sidewalks.....	174
For sewer connections.....	246
Total.....	3,271

Bureau of Sewers.

Linear feet of 3-foot reinforced concrete sewer.....	215
Linear feet of 2-foot 6-inch reinforced concrete sewer.....	392
Linear feet of 24-inch vitrified pipe sewer.....	146
Linear feet of 18-inch vitrified pipe sewer.....	248
Linear feet of 15-inch vitrified pipe sewer.....	255
Linear feet of 12-inch vitrified pipe sewer.....	5,488
Linear feet of 10-inch vitrified pipe sewer.....	400
Linear feet of 30-inch cast iron pipe sewer.....	48
Manholes.....	53
Receiving basins.....	6
Cubic yards of rock excavated and removed.....	603
Cubic yards of concrete.....	46
Feet, board measure, timber for foundation.....	16,301
Feet, board measure, timber for bracing and sheet piling.....	17,200

The following sewers have been completed:

Blackwell street, from Grand avenue to Flushing avenue.
Crescent street, from Jane street to Paynter avenue.
Thirteenth avenue, from Broadway to Graham avenue.
Dutch Kills street, from Jackson avenue to the Long Island Railroad.

The regular work of the bureau during the quarter, in the First, Second, Third and Fourth wards, consisted of the following:

Number of basins flushed.....	199
Number of manholes flushed.....	308
Linear feet of sewer cleaned.....	44,766
Number of basins cleaned.....	1,534
Linear feet of sewer examined.....	61,430
Number of basins examined.....	796
Number of basins repaired.....	17
Linear feet of sewer repaired.....	809
Linear feet of sewer relieved.....	1,150
Number of basin heads set.....	3
Basin covers put on.....	2
Number of manhole heads and covers set.....	4
Number of manholes repaired.....	9
Manhole covers put on.....	6
Number of manhole heads and covers reset.....	8
Number of manholes cleaned.....	795
Open drains cleaned.....	38,970
Culvert and stone drains cleaned and repaired.....	3,605
Box and pipe drains cleaned and repaired, feet.....	1,631

Materials used—40 planks, 5,665 bricks, 26 barrels of cement, 23 pounds of nails, 186 feet pipe.

Loads removed from sewers and basins.....	3,279
Number of loads of stone used.....	37
Number of loads of earth used.....	232
Number of loads of sand used.....	26
Number of basins built.....	3
Number of manholes built.....	2

Far Rockaway Disposal Plant.

Pounds of coal.....	330,400
Pounds of vitriol.....	320
Pounds of perchloride of iron.....	1,792
Pounds of manganese.....	320
Pounds of salt.....	320
Pounds of packing.....	77
Pounds of waste.....	58
Gallons of machine oil.....	61
Gallons of cylinder oil.....	49
Barrels of lime.....	154
Gallons of sewage matter pumped and chemically treated.....	53,465,580

Jamaica Disposal Plant.

Pounds of coal.....	134,000
Pounds of vitriol.....	250
Pounds of perchloride of iron.....	949
Pounds of manganese.....	250
Pounds of salt.....	250
Pounds of packing.....	15
Pounds of waste.....	65
Gallons of machine oil.....	20
Gallons of cylinder oil.....	19
Barrels of cement.....	2
Barrels of lime.....	57
Gallons of sewage matter pumped and chemically treated.....	120,700,000
Tons of sludge removed to dump.....	160

Newtown Disposal Plant.

Pounds of coal.....	176,320
Pounds of packing.....	105
Pounds of waste.....	75
Gallons of machine oil.....	9
Gallons of cylinder oil.....	9
Barrels of cement.....	4
Barrels of lime.....	1
Gallons of sewage matter pumped and chemically treated.....	49,949,883
Flushed tanks cleaned.....	65

Bureau of Street Cleaning.

Statement of work done for the quarter ending December 31, 1906:

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

Ashes, loads.....	16,015 1/2
Sweepings, loads.....	9,361 1/4
Garbage, loads.....	4,480 1/4
Rubbish, loads.....	3,149 3/4
Miles of streets swept.....	72

Bureau of Public Buildings and Offices.

Plumbing, plastering, carpentering work, painting and repairs to tin roofs and leaders, etc., and cleaning.

Statement of Work Done, Bureau of Highways, for the Quarter Ending December 31, 1906.

Paved Streets—	
Square yards of granite pavement repaired.....	8,643
Square yards of trap rock pavement repaired.....	147
Square yards of cobble pavement repaired.....	2,266
Square yards of brick pavement repaired.....	1,155
Loads of sand used in repairs.....	1,635
Loads of stone hauled.....	6,227
Loads of gravel used in repaving.....	6

Macadamized Streets—

Square yards of macadam pavement repaired.....	32,834
Square yards of macadam pavement cleaned.....	338,122
Square yards of macadam pavement resanded.....	271,240
Square yards of macadam road picked up.....	7,482
Square yards of broken stone spread on picked-up bottom.....	11,134
Square yards of macadam pavement sanded and screened.....	20,671
Square yards of macadam pavement finished.....	27,033
Square yards of dirt wings filled in.....	947
Square yards of dirt wings cleaned.....	3,305
Square yards of dirt wings honed.....	322,914
Square yards of dirt wings graded.....	2,476
Square yards of dirt wings formed.....	102
Loads of screening used.....	3,355
Loads of screening hauled.....	31,198
Loads of broken stone used.....	6,638
Loads of broken stone hauled.....	2,682
Loads of sand used.....	6,447
Loads of sand hauled.....	1,552
Loads of worn-out material hauled away.....	6,387
Loads of loam used.....	1,703

Unpaved Streets—

Square yards of roadway graded.....	70,713
Square yards of roadway honed.....	300
Square yards of roadway crowned and repaired.....	158,369
Square yards of sidewalks cleaned.....	4,729
Square yards of sidewalks graded.....	5,214
Square yards of sidewalks formed.....	312
Square yards of sidewalks filled in.....	400
Loads of dirt hauled away.....	18,948
Loads of dirt put on.....	30,129
Loads of dirt put on.....	124

Gutters—

Linear feet of gutters cleaned.....	391,127
Linear feet of gutters formed.....	13,005
Square yards of cobble gutters repaired.....	503
Loads of dirt hauled away.....	11,251
Loads of stone used in gutters.....	12

Flagging, Curbing, Etc.—

Square feet of flagstones relaid.....	1,630
Linear feet of curb reset.....	3,885
Linear feet of crosswalks hauled to Corporation Yard.....	48
Linear feet of curbing hauled to Corporation Yard.....	960

Viaducts and Bridges—

Number of rail used.....	373
Number of planks used.....	176

Culverts—

Feet of joists used.....	30
Length of pipe used.....	12
Feet of culverts built.....	310
Feet of culverts cleaned.....	388
Feet of culverts repaired.....	217
Repairing culverts, old planking used.....	700
Feet of lumber used.....	790

Trees and Weeds—

Dead and dangerous trees and stumps cut down and removed.....	9
Loads of dead weeds hauled away.....	410
Trees trimmed.....	28

Washouts—

Loads of stone used in filling in washouts.....	40
Loads of dirt used in filling in washouts.....	1,879
Square yards of loam used in filling in washouts.....	85
Square yards of roadway filled in.....	700

Miscellaneous—

Cubic yards of sea wall rebuilt.....	38
Number of bricks used.....	1,500
Rebuilding catch basins.....	4
Number of second-hand barrels shipped.....	192
Barrels of tar used.....	41

TOPOGRAPHICAL BUREAU.

Work Done by Field Force.

Running accurate traverses in Hammells, Seaside, Rockaway Park and Belle Harbor, and over the trestle of the Rockaway Beach Division of the Long Island Railroad, for sustaining a topographical survey of the borough.

Making a topographical survey with plane table, transit and level in Bayside and vicinity and in the territory south of Jamaica and Hollis, and in that immediately north of Jamaica Bay.

Determining the lines of streets and avenues in the territory south of Jamaica, Hollis and Queens, and in Edgemere, Hollands, Hammells, Seaside, Rockaway Park and Belle Harbor.

Establishing lines of streets and setting street monuments in accordance with and in territory embraced by map showing street system and grades as follows:
Portion of the Second Ward, approved by Board of Estimate and Apportionment, November 13, 1903.

White Pot, Second Ward, approved by Board of Estimate and Apportionment, December 29, 1903.

Richmond Hill and vicinity, approved by Board of Estimate and Apportionment, December 15, 1903.

Miscellaneous location and level work in various portions of the Borough.
Re-establishing monument points in Long Island City.
Special survey of Jamaica avenue, from Richmond Hill to Alsop street, Jamaica.
Setting a tide gauge at Hook creek.

Taking tide gauge observations on the latter.

Inspecting streets for reports as to legal status and on improvement petitions.

The following is a summary of the work done by the field force:

Number of buildings located.....	1,327
Number of angles turned.....	1,486
Number of feet of accurate chaining.....	843,169
Number of feet of accurate taping.....	687,453
Miles of accurate levels run.....	9.7
Number of bench marks established (mostly for plane table work).....	387
Linear feet of centre line of streets levelled.....	107,560
Number of rod readings.....	787
Number of stadia distances read.....	28,856
Acres covered in contour line work.....	2,020
Linear feet of contour line run.....	562,000
Number of set-ups of plane table.....	643
Number of monuments set.....	315
Number of monuments reset.....	155
Number of monuments referenced.....	93
Number of streets inspected as to legal status.....	13

Work Done by the Office Force.

Making the necessary calculations for and plotting of the above field work. This includes calculation of traverses, balancing of same and computations of co-ordinates. Reductions of elevations from heights of instrument and rod readings and the adjustment of level traverses.

Plotting a topographical map at a scale of 80 feet to 1 inch, making a reduced copy of same at a scale of 200 feet to 1 inch and tracings of the latter.

Making blue prints of the portion of the Second Ward for which no map showing a street system and grades has yet been adopted.

Making tracings showing proposed changes in the grades of the portion of Long Island City bounded by the East river, Old Bowery Bay road, Flushing avenue, Rapelje avenue and Broadway.

Making the necessary study and profiles for above changes of grade.

Indexing field books and making index and progress maps.

Tracing tax maps.

Tracing maps and securing miscellaneous information at the Jamaica County Clerk's office, at the City Clerk's office of this borough and at the Comptroller's office, Manhattan.

Making computations for and plotting the final maps showing block dimensions, monument dimensions and street widths in the territory embraced by the map of street system and grades, approved by the Board of Estimate and Apportionment November 13, 1903, and by the map approved March 31, 1905, and by the map approved December 29, 1905; also making tracings of the final maps in the territory covered by first mentioned map for submission to the Board of Estimate and Apportionment for their approval.

Preparing a map showing street system and grades for that portion of the Second Ward for which no map has yet been approved, to submit to the Board of Estimate and Apportionment.

Making a map for consideration of the Board of Estimate and Apportionment showing a system of boulevards in the borough.

Making a map for closing a number of streets within the lines of the Sunnyside Railroad yard.

Plotting location survey of Woodside avenue and Jamaica avenue, Fourth Ward, for adjusting street lines, also tracings of the latter.

Making draft damage maps of:

Fourteenth avenue, First Ward, from Jackson avenue to Flushing avenue.

Van Alst avenue, First Ward, from Hoyt avenue to Winthrop avenue.

Star avenue, First Ward, from Borden avenue to Howard street.

Making rule maps for copies of each of:

William street, Second Ward, from Metropolitan avenue to Arctic street.

Park, Third Ward, bounded by Congress and Myrtle avenues and Leavitt street.

Making a map for establishing the lines of North Washington place, First Ward, from Willow street to Van Alst avenue, and a map for closing Rutledge street, First Ward, from Freeman avenue to Graham avenue.

Making plans and profiles of:

Van Alst avenue, First Ward, from Paynter avenue to Hoyt avenue.

Cooper street, First Ward, from Flushing avenue to Grand avenue.

Making plans and profiles showing changes of grade in territory bounded by Jackson avenue, Orchard street, Thomson avenue, Van Dam street and Nott avenue, First Ward.

Respectfully submitted,

LAWRENCE GRESSER,

Commissioner of Public Works, Borough of Queens.

Approved:

Joseph Bermel, President of the Borough of Queens.

POLICE DEPARTMENT.

Sanitary Company (Boiler Squad),
New York, January 24, 1907.

Hon. THEODORE A. BINGHAM, Police Commissioner:

Sir—In accordance with orders relative to engineers' licenses issued by me under section 312 of chapter 410 of the laws of 1882, as amended, the following report will show the names of the persons to whom the licenses were issued, class of license and location of same issued during the twenty-four hours ending 12 midnight, January 23, 1907:

Leslie Belden (first class), No. 79 Wall street.
Joseph H. McDonald (first class), No. 799 Broadway.
Bertram E. Sherman (first class), No. 32 West Forty-third street.
William H. Mellor (first class), No. 761 Fifth avenue.
Neil Gillespie (first class), Aqueduct Race track, Borough of Brooklyn.
William Turley (second class), foot of East Ninety-sixth street.
William Gilliland (second class), No. 2 East Ninety-first street.
James W. Crawford (second class), No. 78 Tenth avenue.
James A. Morrison (second class), No. 157 East Sixty-seventh street.
Elias C. Helland (second class), No. 113 Pearl street.
George Flohr (second class), Port Richmond, S. I.
John Babcock (second class), foot Sixty-sixth street, Borough of Brooklyn.
Henry Will (second class), No. 92 Kent avenue, Borough of Brooklyn.
Harry Williams (second class), No. 96 Leonard street, Borough of Brooklyn.
George E. Westberg (second class), No. 1325 Atlantic avenue, Borough of Brooklyn.
James Carroll (second class), Van Brunt and Beard streets, Borough of Brooklyn.
Thornald Rude (second class), Morgan avenue and Meserole street, Borough of Brooklyn.
Thomas J. Shea (third class), No. 215 West Thirty-third street.
William H. Laque (third class), No. 416 West Twenty-sixth street.

Thomas Barter (third class), No. 1931 Madison avenue.
William J. McCreery (third class), Webster avenue and Southern Boulevard.
John J. Dwyer (third class), No. 26 East Houston street.
James Martin (third class), No. 33 Gold street.
Frederick Weber (third class), Seventh avenue and One Hundred and Fifty-first street.
Patrick Stanley (third class), No. 249 Broadway.
Louis Ernest (third class), foot East Forty-fourth street.
Arthur Hodgson (third class), First avenue and Thirty-ninth street.
William E. Newell (third class), foot East Thirty-third street.
Riv Gardner (third class), No. 2 West Sixty-fifth street.
Walter Gottschalk (third class), No. 801 Broadway.
John Code (third class), Second avenue and Ninety-ninth street.
James M. Mackenzie (third class), No. 12 Dutch street.
James G. Anderson (third class), No. 224 Church street.
Daniel Hartnett (third class), No. 58 West Fifty-seventh street.
Charles E. Pearsall (third class), No. 1170 Broadway.
Joseph Sheerin (third class), No. 26 Gramercy Park.
William Sinclair (third class), No. 2 West Forty-third street.
James J. Relyea (third class), No. 59 West Third street.
Samuel Hawkins (third class), Boulevard Lafayette and Depot Lane.
Charles M. Weir (third class), Third avenue and One Hundred and Fiftieth street.

Patrick McAlea (third class), No. 2 West Fifty-fifth street.
John Curran (third class), No. 16 Elm place, Borough of Brooklyn.
Thomas H. Lomas (third class), No. 308 Fulton street, Borough of Brooklyn.
John H. Kelly (third class), No. 172 Skillman street, Borough of Brooklyn.
Michael Woods (third class), No. 450 Carroll street, Borough of Brooklyn.
Stephen Curtis (third class), foot of Fifty-second street, Borough of Brooklyn.
Thomas C. Barrett (third class), No. 261 Prospect avenue, Borough of Brooklyn.
John Hughes (third class), foot of Java street, Borough of Brooklyn.
John Harner (third class), No. 92 Plymouth street, Borough of Brooklyn.
Matthew Fras (third class), Nos. 69 to 75 Sixteenth street, Borough of Brooklyn.
Heinrich Kalning (special), No. 243 Lafayette street.
James Masterson (special), No. 11 Scholes street, Borough of Brooklyn.
Martin J. Boyne (special), No. 650 Hart street, Borough of Brooklyn.
John J. Gallagher (special), No. 735 Dean street, Borough of Brooklyn.
Respectfully submitted,

HENRY BREEN,

Sergeant in Command, Sanitary Company, Boiler Squad.

POLICE DEPARTMENT.

Sanitary Company (Boiler Squad),
New York, January 25, 1907.

Hon. THEODORE A. BINGHAM, Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312, chapter 410 of the Laws of 1882 as amended, the following report will show the name of the person to whom the license was issued, class of license and location for same issued during the twenty-four hours ending 12 midnight, January 24, 1907:

Peter Murphy (first class), No. 120 West Fifty-seventh street.
Frederick G. Jolley (first class), No. 56 Gold street.
James Bishop (first class), No. 30 Thomas street.
Jasper T. Cronk (first class), Nos. 2 to 16 Worth street.
Jacob Borst (first class), No. 1207 Bedford avenue, Borough of Brooklyn.
Stephen Darcy (second class), No. 416 West Twenty-sixth street.
Edward J. Kenney (second class), No. 245 Washington street.
Samuel Kirkpatrick (second class), No. 29 Broadway.
Patrick Gillean (second class), No. 119 West Twenty-fifth street.
Walter R. Clark (second class), No. 49 Dey street.
Joseph A. Smith (second class), No. 243 South street.
Patrick C. Clark (second class), Broadway and Seventy-first street.
John Cavanagh (second class), No. 47 Mercer street.
William Gaskell (second class), No. 433 East Twenty-third street.
Robert Lux (second class), foot East One Hundred and Third street.
Michael Tiews (second class), No. 538 West Forty-sixth street.
John A. Lounsbury (second class), No. 227 West Sixty-eighth street.
Edward McCormick (second class), Nos. 251 to 259 Butler street, Borough of Brooklyn.
Herman Peterson (second class), No. 904 Fulton street, Borough of Brooklyn.
Frank Miller (second class), No. 355 Pulaski street, Borough of Brooklyn.
Philip Werner (second class), No. 1632 Bushwick avenue, Borough of Brooklyn.
Miron Pinck (second class), No. 556 Kent avenue, Borough of Brooklyn.
John Hughes (second class), No. 237 Berry street, Borough of Brooklyn.
Frank Bloomer (third class), No. 416 West Twenty-sixth street.
Michael Sullivan (third class), No. 781 Fifth avenue.
Thomas Flood (third class), No. 367 Sixth avenue.
Thomas Vandelere (third class), No. 61 Hudson street.
William Matthews (third class), No. 170 Broadway.
John Hopkins (third class), No. 2030 Broadway.
John O'Rourke (third class), foot of East Sixteenth street.
Jacob Steidel (third class), No. 7 Manhattan Market, West Thirty-fifth street.
Fritz Auguston (third class), No. 57 Laight street.
William Ruppert (third class), No. 353 Broadway.
Charles Boyle (third class), No. 107 Bleecker street.
Edward McGee (third class), No. 55 West Forty-fourth street.
Henry J. Hefferan (third class), No. 454 West Fourteenth street.
Edward McGee (third class), No. 416 West Twenty-sixth street.
Friedvale Pierce (third class), No. 40 Dey street.
John R. Stranz (third class), No. 35 Chambers street.
Harry P. Parry (third class), No. 36 Gold street.
Thomas Sullivan (third class), No. 49 Dey street.
Frank E. Gage (third class), foot East Seventy-fourth street.
William Bulger (third class), No. 129 Wooster street.
Thomas Martin (third class), No. 17 Battery place.
John Crowley (third class), Nos. 326 to 346 Henry street, Borough of Brooklyn.
John E. Brazel (third class), Ralph street and Grand View avenue, Borough of Brooklyn.
Phillip Burkhardt (third class), Ward street and Curtis avenue, Borough of Brooklyn.
William H. Wood (third class), No. 401 Bond street, Borough of Brooklyn.
John Stack (third class), No. 110 Wall street, Borough of Brooklyn.
George W. Meyer (third class), No. 346 Degraw street, Borough of Brooklyn.
John J. Ronan (third class), Vernon avenue and Noble street, Borough of Brooklyn.
James Mort Spaulding (third class), No. 119 Fourth place, Borough of Brooklyn.
Michael J. Fitzpatrick (special), No. 220 West Thirty-seventh street.
Anton Nuemann (special), Pierrepont and Greenwood avenues, Borough of Brooklyn.

Respectfully submitted,

HENRY BREEN,

Sergeant in Command, Sanitary Company, Boiler Squad.

POLICE DEPARTMENT.

Sanitary Company (Boiler Squad),
New York, January 26, 1907.

Hon. THEODORE A. BINGHAM, Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312, of chapter 410 of the Laws of 1882 as amended, the following report will show the names of the persons to whom licenses were issued, class of license and lo-

ation of same issued during the twenty-four hours ending 12 midnight, January 25, 1907:

Joseph Hutchinson (first class), No. 1462 Broadway.
Charles G. Carleton (first class), No. 25 Broad street.
William Gibson (first class), No. 35 Chambers street.
Samuel H. McCune (first class), No. 1922 Third avenue.
Henry Palmer (first class), No. 473 West Broadway.
Daniel Mahoney (first class), Fourth avenue and Thirty-second street.
Otto Oeynhayser (first class), Myrtle and Wyckoff avenues, Brooklyn.
Samuel H. Howland (first class), No. 213 Front street, Brooklyn.
Charles Greissman (first class), No. 164 Plymouth street, Brooklyn.
William A. Powers (first class), Old South road, Brooklyn.
Ebenzer E. Chase (second class), No. 261 Broadway.
James H. Morrissey (second class), Harlem river, foot Willis avenue.
John Koenig (second class), Unionport.
John Garvey (second class), No. 149 Baxter street.
Henry Bertram (second class), No. 210 East One Hundred and Twenty-fifth street.

Charles H. Secor (second class), No. 376 Lafayette street.
Anton Peterson (second class), No. 13 Pine street.
John Peters (second class), No. 141 East Twenty-fifth street.
Thomas Bernhard (second class), Stagg and Bogert streets, Brooklyn.
Herman Hirsch (second class), No. 11 Fulton street, Brooklyn.
Thomas Devlin (second class), Bay street and Gowanus canal, Brooklyn.
Paul Kirshke (second class), No. 946 Franklin avenue, Brooklyn.
Robert L. Hepburn (second class), No. 20 Main street, Brooklyn.
Benjamin A. Rusch (second class), No. 80 DeKalb avenue, Brooklyn.
Timothy Fitzgibbons (third class), One Hundred and Twenty-eighth street and Amsterdam avenue.
John Flannery (third class), Hunt's Point.
Gustave A. Brackley (third class), No. 874 Broadway.
David Strickland (third class), No. 647 West Forty-ninth street.
Frank A. Vanderpoel (third class), No. 447 West One Hundred and Twenty-fifth street.

James A. Denton (third class), No. 1353 Broadway.
Patrick Lorne (third class), No. 95 Barclay street.
Ewynd B. Anderson (third class), No. 59 Pearl street.
Michael Feeney (third class), No. 4 West Ninety-second street.
Albert A. Tubby (third class), No. 54 South street.
James Harrison (third class), No. 467 Sixth avenue.
Charles H. Downs (third class), Ninety-eighth street and First avenue.
Jeremiah McCarty (third class), No. 30 Park place.
John Cassidy (third class), No. 81 New street.
Louis Abt (third class), No. 516 West Forty-sixth street.
Frederick Lemke (third class), No. 417 East Fifty-fifth street.
James Reilly (third class), No. 826 Madison street, Brooklyn.
Julius Norkuss (third class), Metropolitan and Morgan avenues, Brooklyn.
Philip Wolfe (third class), Myrtle and Bushmann avenues, Brooklyn.
Peter Reynolds (third class), Casino Beach, Brooklyn.
Joseph F. Dudley (special), No. 173 Franklin street.
Lucien Du Flon (special), No. 178 Ninth street, Brooklyn.

Respectfully submitted,

HENRY BREEN,

Sergeant in Command, Sanitary Company, Boiler Squad.

POLICE DEPARTMENT.

Sanitary Company (Boiler Squad),
New York, January 28, 1907.

Hon. THEODORE A. BINGHAM, Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 470 of the Laws of 1882 as amended, the following report will show the names of the persons to whom the licenses were issued, class of license and location for same issued during the twenty-four hours ending 12 midnight, January 26, 1907:

Louis Meyer (first class), northeast corner Fifty-fourth street and Twelfth avenue.

Richard Taylor (first class), Nos. 82 and 84 Myrtle avenue, Borough of Brooklyn.
James McGivney (first class), No. 746 Prospect place, Borough of Brooklyn.
Frank Bergan (second class), No. 1648 First avenue.

Luke Carroll (second class), Ludlow, near Grand street.
William Seward (second class), Rogers avenue and Robinson street, Borough of Brooklyn.

James Healy (second class), No. 27 Fleet street, Borough of Brooklyn.
Charles Fox (third class), East One Hundred and Seventy-fourth street and Park avenue.

Carl Roessle (third class), No. 18 and 20 East Eighteenth street.
Robert A. Hawkes (third class), Lexington avenue, One Hundred and Fifth and One Hundred and Sixth streets.

Adolph Hughes (third class), No. 202 East Forty-sixth street.
William Dunton (third class), No. 1944 Madison avenue.
Joseph M. Davis (third class), Midland Beach.

Gottlieb Schaefer (third class), No. 405 East Twenty-third street.
Daniel G. Robinson (third class), Tompkinsville, Staten Island.

Daniel J. Conway (third class), No. 54 South street, Borough of Brooklyn.
Daniel J. Lyons (third class), No. 181 Sixth street, Borough of Brooklyn.
Otto Speehr (third class), Sutton and Sheffield streets, Borough of Brooklyn.

Daniel J. Carey (third class), No. 35 Nassau street, Borough of Brooklyn.
George W. White (third class), No. 27 Nassau street, Borough of Brooklyn.

Joseph M. Quis (third class), Railroad avenue and Newtown creek, Borough of Brooklyn.

Arthur T. Wilson (third class), Broadway and Twenty-third street, Borough of Brooklyn.

Charles Davis, (third class), Ninth avenue and Twentieth street, Borough of Brooklyn.

Respectfully submitted,

HENRY BREEN,

Sergeant in Command, Sanitary Company, Boiler Squad.

POLICE DEPARTMENT.

February 11, 1907.

Appointments, retirements, etc., from February 4 to February 9, 1907:

February 4.

Restored to Duty—Archibald J. Black, Fifty-eighth Precinct, Sergeant.

Notice of Death—Patrolman John J. Farrelley, Twenty-fifth Precinct.

February 5.

Employed on Probation as Doorman—Michael J. Bligh, Thirty-second Precinct.

February 6.

Death Reported—Patrolman Francis Williams, Fifth Precinct.

February 7.

Retired—John F. Burns, Detective Bureau, Brooklyn, \$1,000 per annum; Detective Sergeant.

Resigned—Probationary Doorman William F. Kennedy, Eighty-fifth Precinct.

February 8.

Death Reported—Patrolman Thomas F. Gallagher, Forty-ninth Precinct.

Appointed Doorman—James J. Wrinkle, Fifty-third Precinct.

Restored to Duty—Sergeant Chas. B. Foster, assigned to Sixty-sixth Precinct.

Restored to Duty—Patrolman Hugh F. Maguire, assigned to Twenty-fifth Precinct.

Retired—Patrolman Henry E. Hellings, Sixty-third Precinct; \$700 per annum.

THEO. A. BINGHAM, Police Commissioner.

BOROUGH OF MANHATTAN.

BUREAU OF BUILDINGS.

Operations for the Week Ending February 2, 1907.

Plans filed for new buildings (estimated cost, \$1,033,000).....	18
Plans filed for alterations (estimated cost, \$158,110).....	56
Buildings reported unsafe.....	36
Buildings reported for additional means of escape.....	9
Other violations of law reported.....	49
Unsafe building notices issued.....	70
Fire escape notices issued.....	24
Violation notices issued.....	116
Unsafe building cases forwarded for prosecution.....	3
Violation cases forwarded for prosecution.....	45
Iron and steel inspections made.....	3,221

EDW. S. MURPHY, Superintendent.

William H. Class, Chief Clerk.

EXECUTIVE DEPARTMENT.

APPOINTMENTS BY THE MAYOR.

February 4.

William S. Hurley, No. 59 Jefferson avenue, Borough of Brooklyn, a Director of the Brooklyn Public Library.

Daniel M. Somers, No. 105 Halsey street, Borough of Brooklyn, a Director of the Brooklyn Public Library.

February 7.

Robert F. MacFarlane, No. 329 Broadway, Long Island City, a Trustee of the Queens Borough Library.

CHANGES IN DEPARTMENTS, ETC.

DEPARTMENT OF PARKS.

Boroughs of Manhattan and Richmond.

February 8—

Promoted from Transitman to Assistant Engineer, without change of pay:

Edwin C. Gregory, No. 282 Alexander avenue.

Boroughs of Brooklyn and Queens.

February 11—

Transferred to Borough President's Department:

James H. Tammany, Fireman.

Died.

Mary Murray, Attendant, February 5, 1907.

Andrew J. Connors, Park Laborer, February 5, 1907.

FIRE DEPARTMENT.

February 11—

Appointed.

Boroughs of Manhattan and The Bronx.
Probationary Fireman Arthur M. Howard, to be a Fireman of the fourth grade, with salary at the rate of \$800 per annum, to take effect from the 4th inst. and assigned to Engine Company 12.

Promoted.

Boroughs of Manhattan and The Bronx.

The following Firemen of the first grade to be Engineers of Steamer, with salary at the rate of \$1,600 per annum, to take effect from the 6th inst.:

Patrick Herlihy, Engine Company 59, assigned to Engine Company 58.

John H. Hill, Hook and Ladder Company 27, assigned to Engine Company 22.

Joseph M. Dewey, Hook and Ladder Company 65, assigned to Engine Company 5.

William J. M. Weisener, Engine Company 66, assigned to Engine Company 8.

Resigned.

Boroughs of Manhattan and The Bronx.

Fireman fourth grade Richard S. Duffy, Engine Company 20, to take effect February 1, 1907.

Fireman fourth grade George W. Harkness, Engine Company 72, to take effect February 1, 1907.

Fireman third grade John J. Slyman, Engine Company 7, to take effect at 8 a. m., February 2, 1907.

Dropped from the Rolls.

Boroughs of Manhattan and The Bronx.

Fireman fourth grade Hobart Ackerman, Engine Company 13, having been absent without proper authority for five days from 8 a. m., January 29, 1907, was deemed and held to have resigned from the Department, and his name dropped from the rolls from 8 a. m., February 3, 1907.

Retired on Half Pay.

Boroughs of Manhattan and The Bronx.
On own application, after more than twenty years continuous service:

Assistant Foreman Peter McBride, Hook and Ladder Company 19, on \$900 per annum, to take effect February 1, 1907.

Engineer of Steamer George L. Molloy, Engine Company 72, on \$800 per annum, to take effect from February 1, 1907.

Boroughs of Brooklyn and Queens.

Engineer of Steamer Philip A. Bailey, Engine Company 143, on \$800 per annum, to take effect February 1, 1907.

Fireman first grade William Foley, Hook and Ladder Company 62, on \$700 per annum, to take effect February 1, 1907.

Fireman first grade Owen Smith, Hook and Ladder Company 69, on February 1, 1907.

Retired on Half Pay.

Boroughs of Manhattan and The Bronx.
For total and permanent physical disability not caused in or induced by the actual performance of the duties of position in the uniformed force:

Fireman first grade Michael J. Murray, Engine Company 69, on \$700 per annum, to take effect February 1, 1907.

For total and permanent physical disability caused in or induced by the actual performance of the duties of position in the uniformed force:

Engineer of Steamer Robert H. Gropp, Engine Company 16, on \$800 per annum, to take effect February 1, 1907.

Died.

Boroughs of Manhattan, The Bronx and Richmond.

Assistant Foreman Charles Mailley, Engine Company 204, on the 4th inst.

Fireman first grade John S. Wholey, Engine Company 12, on the 7th inst.

TENEMENT HOUSE DEPARTMENT.

February 9—Fixed the salaries of the following employees, to take effect on February 1, 1907:

Joseph A. Cassidy, Chief Inspector, \$2,100 per annum.

James Sweeney, Chief Inspector, \$2,100 per annum.

W. A. Robertson, Supervising Inspector, \$1,800 per annum.

B. J. Corcoran, Supervising Inspector, \$1,650 per annum.

F. G. Hirtleman, Supervising Inspector, \$1,650 per annum.

W. I. Cheever, Supervising Inspector, \$1,500 per annum.

P. J. Hughes, Supervising Inspector, \$1,500 per annum.

J. W. Earl, Supervising Inspector, \$1,500 per annum.

H. J. Wood, Supervising Inspector, \$1,500 per annum.

Francis Cahill, Supervising Inspector, \$1,500 per annum.

R. F. Walsh, Supervising Inspector, \$1,500 per annum.

Ambrose Lee, Supervising Inspector, \$1,500 per annum.

A. H. Juknavorian, Supervising Inspector, \$1,500 per annum.

S. Z. Liberman, Supervising Inspector, \$1,500 per annum.

J. E. Anderson, Supervising Inspector, \$1,500 per annum.

S. S. Gorey, Supervising Inspector, \$1,500 per annum.

P. J. Heney, Supervising Inspector, \$1,500 per annum.

J. J. Lovell, Supervising Inspector, \$1,500 per annum.

J. Heniger, Inspector of Tenements, \$1,350 per annum.

J. W. Moriarty, Inspector of Tenements, \$1,350 per annum.

William Thomson, Inspector of Tenements, \$1,350 per annum.

H. D. Thompson, Inspector of Tenements, \$1,350 per annum.

M. Cramer, Inspector of Tenements, \$1,350 per annum.

B. Gluckman, Inspector of Tenements, \$1,350 per annum.

A. Gazzola, Inspector of Tenements, \$1,350 per annum.

Ed. Kershner, Inspector of Tenements, \$1,350 per annum.

G. U. Light, Inspector of Tenements, \$1,350 per annum.

L. Stevens, Inspector of Tenements, \$1,350 per annum.

February 11—

Transferred.

Reta Weile, No. 324 West Fourth street, Typewriting Copyist, salary \$750 per annum, to the Board of Water Supply. This transfer to take effect on February 11, 1907.

Appointed.

Cornelius J. Godley, No. 382a Clinton street, Brooklyn, Clerk, salary \$1,050 per annum. This appointment to take effect on February 11, 1907.

DEPARTMENT OF BRIDGES.

February 11—The compensation of the following named employees of the Department of Bridges is fixed as follows:

Edward Blanchard, No. 152 Java street, Brooklyn, Bridge Tender, \$900 per annum, February 1, 1907.

Thomas Conway, No. 1201 East One Hundred and Seventy-sixth street, The Bronx, Bridge Tender, \$900 per annum, February 1, 1907.

Patrick Sheehan, No. 53 Taylor street, Brooklyn, Bridge Keeper, \$1,095 per annum, February 1, 1907.

Bernard O'Rourke, No. 2112 Eighth avenue, Manhattan, Laborer, 31 3/4 cents per hour, February 10, 1907.

PRESIDENT, BOROUGH OF RICHMOND.

February 11—Given probationary appointment as Transitman and Computer, at a salary of \$1,200 per annum, to the following men, to take effect February 18, 1907:

Travis E. Harris, No. 87 Dongan street, West New Brighton, Staten Island.

Cortland C. Van Vechten, Croton Falls, New York.

William S. Rockwell, No. 143 West One Hundred and Fourth street, Manhattan.

CITY CHAMBERLAIN.

February 11, 1907.

There has been placed in the City Treasury, pursuant to law, the sum of two thousand nine hundred and fifty and 88/100 dollars (\$2,950.88), the amount of commissions collected by this office from court and trust funds for the month of January, 1907.

JOHN H. CAMPBELL,
Deputy Chamberlain.

BOARD OF ALDERMEN.

Public notice is hereby given that the Committee on Docks and Ferries will hold a public hearing on Friday, February 15, 1907, at 12 o'clock m., in the Aldermanic Chamber, City Hall, Borough of Manhattan, on the following matter: Resolution directing the Committee on Docks and Ferries to investigate the ferry conditions on East river. All persons interested in the above matter are respectfully invited to attend.

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

Public notice is hereby given that the Committee on Salaries and Offices will hold a public hearing in the Aldermanic Chamber, City Hall, Borough of Manhattan, on Thursday, February 14, at 3 o'clock p. m., on the following matter: Resolved, That Robert Page, of No. 765 East One Hundred and Forty-sixth street, Borough of The Bronx, be and is hereby substituted as an Assistant Sergeant-at-Arms in the place and stead of Andrew Govan.

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



OFFICIAL DIRECTORY.

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

CITY OFFICES.

MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.
Telephone, 300 Cortlandt.
GEORGE B. MCCLELLAN, Mayor.
Frank M. O'Brien, Secretary.
William A. Willis, Executive Secretary.
James A. Rendon, Chief Clerk and Bond and Warrant Clerk.

BUREAU OF WEIGHTS AND MEASURES.
Room 7, City Hall, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.
Telephone, 300 Cortlandt.
John P. Corrigan, Chief of Bureau.
Principal Office, Room 1, City Hall. Gaetano D'Amato, Deputy Chief, Boroughs of Manhattan and The Bronx.

BUREAU OF LICENSES.
9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 300 Cortlandt.
John P. Corrigan, Chief of Bureau.
Principal Office, Room 1, City Hall. Gaetano D'Amato, Deputy Chief, Boroughs of Manhattan and The Bronx.
Branch Office, Room 12, Borough Hall, Brooklyn.
Daniel J. Griffin, Deputy Chief, Borough of Brooklyn.

Branch Office, Richmond Borough Hall, Room 21, New Brighton, S. I.; William R. Woolfe, Financial Clerk, Borough of Richmond.
Branch Office, Hackett Building, Long Island City, Borough of Queens.

AQUEDUCT COMMISSIONERS.

Room 207, No. 280 Broadway, 3th floor, 9 a. m. to 4 p. m.
Telephone, 1043 Worth.
The Mayor, the Comptroller, *ex-officio*, Commissioners John F. Cowan (President), William H. Ten Eyck, John J. Ryan and John P. Windolph; Harry W. Walker, Secretary; Walter H. Sears, Chief Engineer.

ARMORY COMMISSIONERS.

The Mayor, George B. McClellan, Chairman; the President of the Department of Taxes and Assessments, Lawson Purdy; the President of the Board of Aldermen, Patrick F. McGowan; Brigadier-General James McLeer and Brigadier-General George Moore Smith, Commissioners.
Harrie Davis, Secretary, and Frank J. Bell, Acting Secretary, Room No. 6, Basement, Hall of Records, Chambers and Centre streets.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3900 Worth.

ART COMMISSION.

City Hall, Room 21.
Telephone call, 1107 Cortlandt.
Robert W. de Forest, President; Walter Cook, Vice-President; Howard Mansfield, Secretary; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences; George B. McClellan, Mayor of The City of New York; J. Pierpont Morgan, President of Metropolitan Museum of Art; John Bigelow, President of New York Public Library; F. D. Millet, Painter; John J. Boyle, Sculptor; John B. Pine.
Milo R. Maltbie, Assistant Secretary.

BELLEVUE AND ALLIED HOSPITALS.

Office, Bellevue Hospital.
Telephone, 4400 Madison Square.
Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; Leopold Stern, Theodore E. Tack, Arden M. Robbins, Miles Tierney, Samuel Sachs, Robert W. Hebbard, *ex-officio*.

BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 7500 Cortlandt.
Patrick F. McGowan, President.
P. J. Scully, City Clerk.

BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 4 p. m.; Saturdays, 12 m.
Antonio Zucca.
Paul Weimann.
James H. Kennedy.
William H. Jasper, Secretary.
Telephone, 29, 30 and 31 Worth.

BOARD OF ELECTIONS.

Headquarters, General Office, No. 107 West Forty-first street.
Commissioners—John T. Dooling (President), Charles B. Page (Secretary), John Maguire, Rudolph C. Fuller.
A. C. Allen, Chief Clerk.

BOROUGH OFFICES.

Manhattan.
No. 115 West Forty-second street.
William C. Baxter, Chief Clerk.

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

Brooklyn.
No. 45 Court street (Temple Bar Building).
George Russell, Chief Clerk.

Queens.
No. 51 Jackson avenue, Long Island City.
Carl Voegel, Chief Clerk.

Richmond.
Staten Island Savings Bank Building, Beach and Water streets, Stapleton, S. I.
Alexander M. Ross, Chief Clerk.
All offices open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

BOARD OF ESTIMATE AND APPORTIONMENT.

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

OFFICE OF THE SECRETARY.

No. 277 Broadway, Room 805. Telephone, 2404 Worth.
Joseph Haag, Secretary; William M. Lawrence, Assistant Secretary. Charles V. Adea, Clerk to Board.

PUBLIC IMPROVEMENTS.

Nelson P. Lewis, Chief Engineer, No. 277 Broadway, Room 801. Telephone, 3457 Worth.

BUREAU OF FRANCHISES.

Harry P. Nichols, Assistant Engineer in charge, Room 79, No. 280 Broadway. Telephone, 3414 Worth.

BOARD OF EXAMINERS.

Rooms 602 and 603 Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 340 Gramercy.
Warren A. Conover, Charles Book, Lewis Harding, Charles G. Smith, Edward F. Croker, Henry H. Marshall and William J. Fryer, Chairman.
Edward V. Barton, Clerk.
Board meeting every Tuesday at 2 p. m.

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS.

Board of Rapid Transit Railroad Commissioners.
No. 320 Broadway, New York.
Rion L. Barrows, Secretary.
Telephone, 3605 Worth.

BOARD OF REVISION OF ASSESSMENTS.

Herman A. Metz, Comptroller.
William B. Ellison, Corporation Counsel.
Lawson Purdy, President of the Department of Taxes and Assessments.

Henry J. Storrs, Chief Clerk, Finance Department, No. 280 Broadway.
Telephone, 6120 Franklin.

BOARD OF WATER SUPPLY.

Office, No. 299 Broadway.
J. Edward Simmons, Charles N. Chadwick, Charles A. Shaw, Commissioners.
Thomas Hassett, Secretary.
J. Waldo Smith, Chief Engineer.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, 280 Broadway, 9 a. m. to 4 p. m.
Telephone, 4315 Worth.
John C. Hertle, George von Skel, Commissioners.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.
Office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.
Commissioners—William E. Stillings, George C. Norton, Oscar S. Bailey.
Lamont McLoughlin, Clerk.
Regular advertised meetings on Monday, Wednesday and Friday of each week at 2 o'clock p. m.

CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 17, 18; 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 7500 Cortlandt.
P. J. Scully, City Clerk and Clerk of the Board of Aldermen.
William J. Boyhan, First Deputy City Clerk.
Michael F. Blake, Chief Clerk of the Board of Aldermen.
Joseph V. Sculley, Clerk, Borough of Brooklyn.
Thomas J. McCabe, Deputy City Clerk, Borough of The Bronx.
William R. Zimmerman, Deputy City Clerk, Borough of Queens.
Joseph F. O'Grady, Deputy City Clerk, Borough of Richmond.

CITY RECORD OFFICE.

BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.
Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance, Room 107, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.
Telephone, 1505 and 1506 Cortlandt. Supply Room, No. 2 City Hall.
Patrick J. Tracy, Supervisor; Henry McMillan, Deputy Supervisor; C. McKemie, Secretary.

COMMISSIONERS OF LICENSES.

Office, No. 277 Broadway.
John N. Bogart, Commissioner.
James P. Archibald, Deputy Commissioner.
John J. Caldwell, Secretary.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 5254 Franklin.

COMMISSIONERS OF SINKING FUND.
George B. McClellan, Mayor, Chairman; Herman A. Metz, Comptroller; Patrick Keenan, Chamberlain; Patrick F. McGowan, President of the Board of Aldermen, and John R. Davies, Chairman Finance Committee, Board of Aldermen, Members; N. Taylor Phillips, Deputy Comptroller, Secretary.
Office of Secretary, Room 12, Stewart Building.
Telephone, 6120 Franklin.

DEPARTMENT OF BRIDGES.

No. 13-21 Park row.
James W. Stevenson, Commissioner.
John H. Little, Deputy Commissioner.
Edgar E. Schiff, Secretary.
Office hours, 9 a. m. to 4 p. m.
Saturdays, 9 a. m. to 12 m.
Telephone, 6080 Cortlandt.

DEPARTMENT OF CORRECTION.

CENTRAL OFFICE.
No. 148 East Twentieth street. Office hours from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1047 Gramercy.
John V. Conroy, Commissioner.
George W. Meyer, Deputy Commissioner.
John B. Fitzgerald, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Pier "A," N. R., Battery place.
Telephone, 300 Rector.
John A. Bensei, Commissioner.
Denis A. Judge, Deputy Commissioner.
Joseph W. Savage, Secretary.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

DEPARTMENT OF EDUCATION.

BOARD OF EDUCATION.
Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (On the month of August, 9 a. m. to 4 p. m.) Saturdays, 9 a. m. to 12 m.
Telephone, 1200 Plaza.
Richard H. Adams, Richard B. Aldcroft, Jr., Grosvenor H. Backus, Nicholas J. Barrett, John J. Barry, Joseph E. Conroy, Francis P. Cannon, Thomas M. DeLaney, Samuel B. Donnelly, Horace E. Dresser, A. Leo Everett, Joseph Nicola Francolini, George Freifeld, John Greene, George J. Gillespie, Randolph Guggenheimer, George D. Hamlin, M. D.; Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, Arthur Hollick, Charles H. Ingalls, Nathan S. Jones, Hugo Kanzer, John C. Kelley, Alrick H. Man, Clement March, Muncie May, Dennis J. McDonald, M. D.; Thomas J. O'Donohue, Frank H. Partridge, George E. Payne, Frank Lyon Polk, George W. Schaeble, Henry H. Sherman, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, Rupert B. Thomas, John R. Thompson, George A. Vandenhoff, John A. Wilbur, William N. Wilmer, Frank D. Wilsey, George W. Wingate, Everett L. Winthrop, Jr., members of the Board.
Egerton L. Winthrop, Jr., President.
John Greene, Vice-President.
A. Emerson Palmer, Secretary.
Fred H. Johnson, Assistant Secretary.
C. B. J. Snyder, Superintendent of School Buildings.
Patrick Jones, Superintendent of School Supplies.
Henry R. M. Cook, Auditor.
Thomas A. Dillon, Chief Clerk.
Henry M. Leipziger, Supervisor of Lectures.
Claude G. Leisand, Superintendent of Libraries.
Henry M. Devon, Supervisor of Janitors.

BOARD OF SUPERINTENDENTS.

William H. Maxwell, City Superintendent of Schools, and George S. Davis, Andrew W. Edson, Clarence H. Melroy, Thomas S. O'Brien, Edward

B. Shallow, Edward L. Stevens, Gustave Straubsmüller, John H. Walsh, Associate City Superintendents.

DISTRICT SUPERINTENDENTS.

Darwin L. Bardwell, William A. Campbell, John I. Chickering, John W. Davis, John Dwyer, James M. Edsall, Matthew J. Elgas, Edward D. Farrell, Cornelius D. Franklin, John Griffin, M. D.; John H. Hauser, John L. N. Hunt, Henry W. Jameson, James L. Charles W. Lyon, James J. McCabe, William J. O'Shea, John Richman, Alfred T. Schaffler, Albert Schiele, Edgar Dubs Shiner, Seth T. Stewart, Edward W. Stitt, Grace C. Strachan, Joseph S. Taylor, Evangeline E. Whitney.

BOARD OF EXAMINERS.

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

DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 6120 Franklin.
Herman A. Metz, Comptroller.
John H. McCooey and N. Taylor Phillips, Deputy Comptrollers.
Hubert L. Smith, Assistant Deputy Comptroller.
Oliver E. Stanton, Secretary to Comptroller.

MAIN DIVISION.

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

BOOKKEEPING AND AWARDS DIVISION.

Frank W. Smith, Chief Accountant and Bookkeeper, Room 3.

STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk, Room 37.

BUREAU OF AUDIT—MAIN DIVISION.

F. H. Quinn, Chief Auditor of Accounts, Room 27.

LAW AND ADJUSTMENT DIVISION.

Jeremiah T. Mahoney, Auditor of Accounts, Room 185.

BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

Charles S. Harvey, Supervising Statistician and Examiner, Room 180.

CHARITABLE INSTITUTIONS DIVISION.

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

BUREAU OF THE CITY PAYMASTER.

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

BUREAU OF ENGINEERING.

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

REAL ESTATE BUREAU.

Thomas F. Byrnes, Mortimer J. Brown, Appraisers of Real Estate, Room 157.

BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room O.

David E. Austen, Receiver of Taxes.

John J. McDonough and William H. Loughran, Deputy Receivers of Taxes.

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

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

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

James B. Bouck and John F. Regan, Deputy Receivers of Taxes.

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

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

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

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

BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan—Stewart Building, Room 5.

Daniel Moynahan, Collector of Assessments and Arrears.

John B. Adger Mullaly, Deputy Collector of Assessments and Arrears.

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

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

Borough of Brooklyn—Municipal Building.

William E. Melody, Deputy Collector of Assessments and Arrears.

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

Patrick E. Leahy, Deputy Collector of Assessments and Arrears.

Borough of Richmond—Bay and Sand streets, Stapleton.

George Brand, Deputy Collector of Assessments and Arrears.

BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.

Stewart Building, Chambers street and Broadway, Room 141.

John M. Gray, Collector of City Revenue and Superintendent of Markets.

James H. Baldwin, Deputy Collector of City Revenue.

David O'Brien, Deputy Superintendent of Markets.

BUREAU OF THE CITY CHAMBERLAIN.

Stewart Building, Chambers street and Broadway, Rooms 63 to 67.

Patrick Keenan, City Chamberlain.

John H. Campbell, Deputy Chamberlain.

DEPARTMENT OF HEALTH.

Southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan, 9 a. m. to 4 p. m.

Burial Permit and Contagious Disease Offices always open.

Telephone, 4900 Columbia.

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

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

Eugene W. Scheffer, Secretary.

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

James McC. Miller, Chief Clerk.

Charles F. Roberts, M. D., Sanitary Superintendent.

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

Borough of Manhattan.

Walter Bessel, M. D., Assistant Sanitary Superintendent.

George A. Roberts, Assistant Chief Clerk.

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

Borough of The Bronx, No. 373 Third Avenue.

Charles F. Spencer, M. D., Acting Assistant Sanitary Superintendent.

Amos Lee, Jr., Assistant Chief Clerk.

Arthur J. O'Leary, M. D., Assistant Registrar of Records.

Borough of Brooklyn, Nos. 36 and 40 Clinton street.
Traverse R. Maxfield, M. D., Assistant Sanitary Superintendent; Alfred T. Metcalfe, Assistant Chief Clerk; S. J. Byrnes, M. D., Assistant Registrar of Records.

Borough of Queens, Nos. 373 and 374 Fulton street Jamaica.

John P. Moore, M. D., Assistant Sanitary Superintendent; George R. Crowley, Assistant Chief Clerk; Robert Campbell, M. D., Assistant Registrar of Records.

Borough of Richmond, Nos. 54 and 56 Water street Stapleton, Staten Island.

John T. Sprague, M. D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief Clerk; I. Walter Wood, M. D., Assistant Registrar of Records.

DEPARTMENT OF PARKS.

Moses Herrman, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.
M. F. Loughman, Secretary.
Office, Arsenal, Central Park.
Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens.
Office, Litchfield mansion, Prospect Park, Brooklyn.
Telephone, 2300 South.

Joseph L. Berry, Commissioner of Parks for the Borough of The Bronx.
Office, Zbrowski mansion, Claremont Park.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m. Telephone, 978 Tremont.

DEPARTMENT OF PUBLIC CHARITIES.

CENTRAL OFFICE.

Foot of East Twenty-sixth street, 9 a. m. to 4 p. m. Saturdays, 12 m.
Telephone, 1350 Madison Square.
Robert W. Hubbard, Commissioner.
Richard C. Baker, First Deputy Commissioner.
James J. McInerney, Second Deputy Commissioner for Brooklyn and Queens, Nos. 327 to 337 Schermerhorn street, Brooklyn.
Jeremiah Connelly, Superintendent for Richmond Borough, Borough Hall, St. George, Staten Island.
Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 a. m. to 4 p. m. Saturdays, 12 m.
Bureau of Dependent Adults, foot of East Twenty-sixth street. Office hours, 3.30 a. m. to 4 p. m.
The Children's Bureau, No. 66 Third avenue. Office hours, 8.30 a. m. to 4 p. m.

DEPARTMENT OF STREET CLEANING.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.
Telephone, 3663 Cortlandt.
Macdonough Craven, Commissioner.
Jerome F. Reilly, Deputy Commissioner.
John J. O'Brien, Chief Clerk.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Hall of Records, corner of Chambers and Centre streets. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Commissioners Lawson Purdy, President, Frank Raymond, Nicholas Muller, James H. Tully, Charles Futzel, Thomas L. Hamilton.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.
Telephone, Manhattan, 850 Cortlandt; Brooklyn, 380 Main; Queens, 430 Greenpoint; Richmond, 94 Tompkinsville; Bronx, 62 Tremont.
John H. O'Brien, Commissioner.
Frank J. Goodwin, Deputy Commissioner.
I. M. de Vore, Chief Engineer.
George W. Birdall, Consulting Hydraulic Engineer.
George F. Sever, Consulting Electrical Engineer.
Charles F. Lacombe, Chief Engineer of Light and Power.
Michael C. Padden, Water Register, Manhattan.
Joseph F. Prendergast, Secretary to the Department.

William A. Hawley, Secretary to Commissioner.
William C. Cozier, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.
William R. McGuire, Water Register, Brooklyn.
Thomas H. O'Neill, Deputy Commissioner, Borough of The Bronx, Crotona Park Building, One Hundred and Seventy-seventh street and Third avenue.
Thomas M. Lynch, Water Register, The Bronx.
Charles C. Wessel, Deputy Commissioner, Borough of Queens, Hackett Building, Long Island City.
Edward I. Miller, Deputy Commissioner, Borough of Richmond, Richmond Building, New Brighton, S. I.

EXAMINING BOARD OF PLUMBERS.

Robert McCabe, President; John J. Moore, Secretary; John Todd, Treasurer; ex-officio Horace Loomis and Matthew E. Healy.
Rooms 14, 15 and 16 Aldrich Building, Nos. 149 and 151 Church street.
Office open during business hours every day in the year except legal holidays. Examinations are held on Monday, Wednesday and Friday after 1 p. m.

FIRE DEPARTMENT.

Office hours for all, except where otherwise noted from 9 a. m. to 4 p. m.; Saturdays, 12 m.

HEADQUARTERS.

Nos. 157 and 159 East Sixty-seventh street, Manhattan.
Telephone, 230 Plaza, Manhattan; 235 Main, Brooklyn.
Francis J. Lantry, Commissioner.
Hugh Bonner, Deputy Commissioner.
Charles C. Wise, Deputy Commissioner, Boroughs of Brooklyn and Queens.
Alfred M. Dewane, Secretary; Michael J. Heallon, Secretary to the Commissioner; George F. Dobson, Jr., Secretary to the Deputy Commissioner, Boroughs of Brooklyn and Queens.
Edward F. Crisler, Chief of Department.
Thomas Lally, Deputy Chief of Department in charge, Boroughs of Brooklyn and Queens.
Francis S. Wolf, Oil Surveyor, temporarily in charge of Bureau of Combustibles, Nos. 157 and 159 East Sixty-seventh street, Manhattan.
John W. Trim, Clerk, temporarily in charge, Boroughs of Brooklyn and Queens, Nos. 305 and 307 Jay street, Brooklyn.
Peter Seery, Fire Marshal, Boroughs of Manhattan, The Bronx and Richmond.
William L. Boers, Fire Marshal, Boroughs of Brooklyn and Queens.
Andrew P. Martin, Inspector in charge of Fire Alarm Telegraph Bureau.
William T. Baggin, Chief of Battalion in charge Bureau of Violations and Auxiliary Fire Appliances, Boroughs of Manhattan, The Bronx and Richmond, Nos. 157 and 159 East Sixty-seventh street, Manhattan, Brooklyn and Queens, Nos. 305 and 307 Jay street, Brooklyn.
Central Office open at all hours.

LAW DEPARTMENT.

OFFICE OF CORPORATION COUNSEL.

Hall of Records, Chambers and Centre streets, 6th, 7th and 8th floors, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3000 Worth.
William B. Ellison, Corporation Counsel.
Assistants—Theodore Connolly, Charles D. Olenford, George L. Sterling, William P. Burr, George S. Coleman, Charles N. Harris, Arthur C. Butts, John L. O'Brien, Terence Farley, James T. Malone, Franklin Chase Hoyt, Edwin J. Freedman, John C. Breckinridge, Cornelius F. Collins, Louis H. Hahlo, Frank B. Pierce, Stephen O'Brien, William B. Crowell, Thomas F. Byrne, Richard H. Mitchell, John Widdcombe, Edward S. Malone, Charles A. O'Neill, John P. O'Brien, Arthur Sweeney, William H. King, Thomas F. Noonan, Andrew T. Campbell, Jr., Alfred W. Boorstem, George P. Nicholson, Josiah A. Stover, J. Gabriel Britt, Royal E. T. Riggs, Curtis A. Peters, Charles McIntyre, Francis X. McQuade, Francis J. Byrne, Edmund C. Viemester, William J. Clarke, John W. Goff, Jr., Leonce Fuller, Charles W. Miller, George O'Reilly, I. Townsend Burden, Jr., William H. Doherty, Francis Martin, Frank E. Smith, Loring T. Hildreth, Henry W. Mayo.
Secretary to the Corporation Counsel—David Ryan.
Chief Clerk—Andrew T. Campbell.

BROOKLYN OFFICE.

Borough Hall, 2d floor, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 2048 Main.
James D. Bell, Assistant in charge.

BUREAU OF STREET OPENINGS.

No. 90 West Broadway, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 890 Cortlandt.
John P. Dunn, Assistant in charge.

BUREAU FOR THE RECOVERY OF PENALTIES.

No. 119 Nassau street, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 4526 Cortlandt.
Herman Stiebel, Assistant in charge.

BUREAU FOR THE COLLECTION OF ARREARS ON PERSONAL TAXES.

No. 280 Broadway, 5th floor. Office hours for public, 10 a. m. to 2 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 4585 Worth.
James P. Keenan, Assistant in charge.

TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.

No. 44 East Twenty-third street, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1961 Gramercy.
John P. O'Brien, Assistant in charge.

METROPOLITAN SEWERAGE COMMISSION.

Office, No. 17 Battery Place. Daniel Lewis, President, Olin H. Landreth, George A. Soper, Andrew J. Provost, Jr., Secretary, James H. Fuertes, Commissioners.
Telephone, 1694 Rector.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 309 Broadway, 9 a. m. to 4 p. m.
William F. Baker, R. Ross Appleton, Alfred J. Talley.
Frank A. Spencer, Secretary.

Labor Bureau.

No. 51 Lafayette street (old No. 61 Elm street) Telephone, 2140 Worth.

MUNICIPAL EXPLOSIVES COMMISSION.

Nos. 157 and 159 East Sixty-seventh street, Headquarters Fire Department.
Hugh Bonner, Deputy Fire Commissioner and Chairman, William Montgomery, John Sherry, C. Stated meetings, Tuesday of each week, at 3 p. m.
Telephone, 640 Plaza.
Andrade, Jr., Abram A. Breneman.
Francis S. Wolf, Secretary, No. 157 East Sixty-seventh street.

NEW YORK CITY IMPROVEMENT COMMISSION.

Nos. 13-21 Park row.
Francis K. Pendleton, Chairman; Jacob S. Cantor, George A. Hearn, Whitney Warren, Frank Bailey, John W. Alexander, Daniel C. French, Louis F. Haffen, James A. Wright, Joseph Cassidy, William J. La Roche, J. Edward Swanstrom, George Cromwell and Henry S. Thompson.
Advisory Committee—Nelson P. Lewis, Chief Engineer Board of Estimate and Apportionment, Secretary to the Commission; John A. Bense, Commissioner, Department of Docks and Ferries; O. F. Nichols, Consulting Engineer, Bridge Department; Samuel Parsons, Landscape Architect, Park Department.
Nathaniel Rosenberg, Assistant Secretary.
Telephone 1844 Cortlandt.

POLICE DEPARTMENT.

CENTRAL OFFICE.

No. 300 Mulberry street, 9 a. m. to 4 p. m.
Telephone, 3100 Spring.
Theodore A. Bingham, Commissioner.
Arthur J. O'Keefe, First Deputy Commissioner.
Frederick H. Bugher, Second Deputy Commissioner.
Bert Hanson, Third Deputy Commissioner.
Daniel G. Slatery, Secretary to Commissioner.
William H. Kipp, Chief Clerk.

TENEMENT HOUSE DEPARTMENT.

Manhattan Office, No. 44 East Twenty-third street Telephone, 1331 Gramercy.
Edmond J. Butler, Commissioner.
Harry G. Durwin, First Deputy Commissioner.
Brooklyn Office, Temple Bar Building, No. 44 Court street.
Telephone, 315 Main.
John McKeown, Second Deputy Commissioner.
Bronx Office, Nos. 2804, 2806 and 2808 Third avenue.
Telephone, 657 Melrose.
William B. Calvert, Superintendent.

BOROUGH OFFICES.

BOROUGH OF THE BRONX.

Office of the President, corner Third Avenue and One Hundred and Seventy-seventh street; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Louis F. Haffen, President.
Henry A. Gumberton, Secretary.
John F. Murray, Commissioner of Public Works.
Peter J. Stumpf, Assistant Commissioner of Public Works.
Isiah A. Briggs, Chief Engineer.
Frederick Greenberg, Principal Assistant Topographical Engineer.
Charles E. Graham, Engineer of Sewers.
Samuel C. Thompson, Engineer of Highways.
Patrick J. Keville, Superintendent of Buildings.

John A. Mason, Assistant Superintendent of Buildings.
Martin Geisler, Superintendent of Highways.
Albert H. Liebenau, Superintendent of Public Buildings and Offices.
Telephone, 66 Tremont.

BOROUGH OF BROOKLYN.

President's Office, Nos. 15 and 16 Borough Hall 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Bird S. Coler, President.
Charles Frederick Adams, Secretary.
John A. Heffernan, Private Secretary.
Desmond Dunne, Commissioner of Public Works.
Durbin Van Vleck, Assistant Commissioner of Public Works.
David F. Moore, Superintendent of Buildings.
Frank J. Ulrich, Superintendent of the Bureau of Highways.
James Dunne, Superintendent of the Bureau of Sewers.
Joseph M. Lawrence, Superintendent of the Bureau of Public Buildings and Offices.

BOROUGH OF MANHATTAN.

Office of the President, Nos. 10, 11 and 12 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
John F. Ahearn, President.
Bernard Downing, Secretary.
Edward S. Murphy, Superintendent of Buildings.
William Dalton, Commissioner of Public Works.
James J. Hagan, Assistant Commissioner of Public Works.
William A. Walker, Superintendent of Public Buildings and Offices.
George F. Scannell, Superintendent of Highways.

BOROUGH OF QUEENS.

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Joseph Bernier, President.
Herman Ringe, Secretary.
Lawrence Gresser, Commissioner of Public Works.
Alfred Denton, Assistant Commissioner of Public Works.
James P. Hicks, Superintendent of Highways.
Carl Berger, Superintendent of Buildings.
Joseph H. De Bragg, Superintendent of Sewers.
Lucien Knapp, Superintendent of Street Cleaning Office, No. 28 Jackson avenue, Long Island City.
Matthew J. Goldner, Superintendent of Public Buildings and Offices, Town Hall, Jamaica.
Robert K. Crowell, Engineer Topographical Bureau. Office, No. 252 Jackson avenue, Long Island City.
Telephone, 1900 Greenpoint.

BOROUGH OF RICHMOND.

President's Office, New Brighton, Staten Island.
George Cromwell, President.
Maybury Fleming, Secretary.
Louis Lincoln Tribes, Consulting Engineer and Acting Commissioner of Public Works.
John Seaton, Superintendent of Buildings.
H. E. Buel, Superintendent of Highways.
John T. Featherston, Superintendent of Street Cleaning.
Ernest H. Seehusen, Superintendent of Sewers.
John Timlin, Jr., Superintendent of Public Buildings and Offices.
George W. Tuttle, Principal Assistant Engineer, Bureau of Engineering—Topographical.
Theodor S. Oxholm, Principal Assistant Engineer, Bureau of Engineering—Construction.
Offices—Borough Hall, New Brighton, N. Y., 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.

CORONERS.

Borough of The Bronx—Corner of Third avenue and One Hundred and Seventy-seventh street. Telephone, 1250 Tremont and 3415 Harlem.
Robert F. McDonald, A. F. Schwannecke.
William T. Austin, Chief Clerk.
Borough of Brooklyn—Office, Room 11, Borough Hall. Telephone, 4004 Main and 4005 Main.
Henry J. Brewer, M. D., John F. Kennedy.
Joseph McGuinness, Chief Clerk.
Open all hours of the day and night.
Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.
Coroners: Julius Harburger, Peter P. Acritelli, George F. Shady, Jr., Peter Dooley.
Julius Harburger, President, Board of Coroners.
Jacob E. Bausch, Chief Clerk.
Telephones, 1024, 5057, 5058 Franklin.
Borough of Queens—Office, Borough Hall, Fulton street, Jamaica, L. I.
Samuel D. Nutt, Alfred S. Ambler.
Martin Mager, Jr., Chief Clerk.
Office hours, from 9 a. m. to 10 p. m.
Borough of Richmond—Second street, New Brighton. Open for the transaction of business all hours of the day and night.
Matthew J. Cahill.

COUNTY OFFICES.

NEW YORK COUNTY.

COMMISSIONER OF JURORS.

Room 127, Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.
Thomas Allison, Commissioner.
Matthew F. Neville, Assistant Commissioner.
Frederick P. Simpson, Assistant Commissioner.
Frederick O'Byrne, Secretary.

COMMISSIONER OF RECORDS.

Office, New County Court-house.
William S. Andrews, Commissioner.

COUNTY CLERK.

Nos. 8, 9, 10 and 11 New County Court-house.
Office hours from 9 a. m. to 4 p. m.
Peter J. Dooley, County Clerk.
John F. Curry, Deputy.
Joseph J. Glennon, Secretary.
Telephone, 870 Cortlandt.

DISTRICT ATTORNEY.

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

PUBLIC ADMINISTRATOR.

No. 120 Nassau street, 9 a. m. to 4 p. m.
William M. Howe, Public Administrator.
Telephone, 6356 Cortlandt.

REGISTER.

Hall of Records. Office hours from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. During the months of July and August the hours are from 9 a. m. to 3 p. m.
Frank Gess, Register.
William H. Bennett, Deputy Register.
Telephone, 3900 Worth.

SHERIFF.

No. 299 Broadway, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.
Nicholas J. Hayes, Sheriff.
A. I. Johnson, Under Sheriff.
Telephone, 4984 Worth.

SURROGATE.

New County Court-house. Court open from 9 a. m. to 4 p. m., except Saturday, when it closes at 12 m. During the months of July and August the hours are from 9 a. m. to 3 p. m.
Frank T. Fitzgerald, Abner C. Thomas, Surrogates; William V. Leary, Chief Clerk.

KINGS COUNTY.

COMMISSIONER OF JURORS.

5 County Court-house.
Jacob Brenner, Commissioner.
Jacob A. Livingston, Deputy Commissioner.
Albert B. Waldron, Secretary.
Office hours from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m.
Office hours during July and August, 9 a. m. to 3 p. m. Saturdays from 9 a. m. to 12 m.
Telephone, 1454 Main.

COMMISSIONER OF RECORDS.

Hall of Records.
Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then 9 a. m. to 3 p. m.; Saturdays, 9 a. m. to 12 m.
John K. Neal, Commissioner.
Jesse D. Frost, Deputy Commissioner.
Thomas D. Mossop, Superintendent.
William J. Beattie, Assistant Superintendent.

COUNTY CLERK.

Hall of Records, Brooklyn. Office hours, 9 a. m. to 4 p. m.; during months of July and August, 9 a. m. to 3 p. m.; Saturdays, 9 a. m. to 12 m.
Charles T. Hartzheim, County Clerk.
Bela Tokai, Deputy County Clerk.
James P. Konier, Assistant Deputy County Clerk.
Robert Stewart, Counsel.
Telephone call, 4030 Main.

COUNTY COURT, KINGS COUNTY.

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

DISTRICT ATTORNEY.

Office, County Court-house, Borough of Brooklyn Hours, 9 a. m. to 5 p. m.
John F. Clarke, District Attorney.

PUBLIC ADMINISTRATOR.

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

REGISTER.

Hall of Records. Office hours, 9 a. m. to 4 p. m., excepting months of July and August; then from 9 a. m. to 3 p. m., provided for by statute.
Alfred J. Boulton, Register.

SHERIFF.

County Court-house, Brooklyn, N. Y. 9 a. m. to 4 p. m.; Saturdays, 12 m.
Michael J. Flaherty, Sheriff.

SURROGATE.

Hall of Records, Brooklyn, N. Y.
James C. Church, Surrogate.
William P. Pickett, Clerk of the Surrogate's Court.
Court opens at 10 a. m. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

QUEENS COUNTY.

COMMISSIONER OF JURORS.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Queens County Court House, Long Island City.
John P. Balbert, Commissioner of Jurors.
Rodman Richardson, Assistant Commissioner.

COUNTY CLERK.

Jamaica, Fourth Ward, Borough of Queens, City of New York.
Office open, April 1 to October 1, 8 a. m. to 5 p. m.; October 1 to April 1, 9 a. m. to 5 p. m.; Saturdays throughout year until 12 noon.
John Niederstein, County Clerk.
Henry J. Walter, Jr., Deputy County Clerk.
Charles Mahler, Assistant Deputy County Clerk.
Frank C. Klingenberg, Secretary.
Telephone, 151 Jamaica.

COUNTY COURT.

Temporary County Court-house, Long Island City. County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms each Saturday, except during August.
County Judge's office always open at No. 136 Fulton street, Jamaica, N. Y.
Burt J. Humphrey, County Judge.

DISTRICT ATTORNEY.

Office, Queens County Court-house, Long Island City, 9 a. m. to 5 p. m.
Ira G. Darrin, District Attorney.

PUBLIC ADMINISTRATOR.

Nos. 62 to 68 Jackson avenue, Long Island City.
Charles J. Scannell, Public Administrator, County of Queens.

SHERIFF.

County Court-house, Long Island City, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Herbert S. Harvey, Sheriff.
John M. Phillips, Under Sheriff.

SURROGATE.

Daniel Noble, Surrogate.
Office at Jamaica.
Except on Sundays, holidays and half-holidays, the office is open between March 31 and October 1 from 8 a. m. to 4 p. m.; on Saturdays from 8 a. m. to 12 m.; during September 30 and April 1, from 9 a. m. to 5 p. m.; on Saturdays, from 9 a. m. to 12 m. The calendar is called on Tuesday of each week at 10 a. m., except during the month of August, when no court is held, and the court sits every day thereafter until all contested cases have been disposed of.

RICHMOND COUNTY.

COMMISSIONER OF JURORS.

Village Hall, Stapleton.
Charles J. Kullman, Commissioner.
John J. McCauley, Assistant Commissioner.
Office open from 9 a. m. to 4 p. m.; Saturdays from 9 a. m. to 12 m.

COUNTY CLERK.

County Office Building, Richmond, S. I., 9 a. m. to 4 p. m.
C. L. Bostwick, County Clerk.
County Court-house, Richmond, S. I., 9 a. m. to 4 p. m.

COUNTY JUDGE AND SURROGATE.

Terms of Court, Richmond County, 1907.
County Courts—Stephen D. Stephens, County Judge.
First Monday of June, Grand and Trial Jury.
First Monday of December, Grand and Trial Jury.
Fourth Wednesday of January, without a Jury.
Fourth Wednesday of February, without a Jury.
Fourth Wednesday of March, without a Jury.
Fourth Wednesday of April, without a Jury.
Fourth Wednesday of July, without a Jury.
Fourth Wednesday of September, without a Jury.
Fourth Wednesday of October, without a Jury.
Surrogate's Court—Stephen D. Stephens, Surrogate.
Mondays at the Borough Hall, St. George, 10.30 o'clock a. m.
Tuesdays at the Borough Hall, St. George, at 10.30 o'clock a. m.
Wednesdays at the Surrogate's Office, Richmond, at 10.30 o'clock a. m.

DISTRICT ATTORNEY.

No. 400 Richmond Terrace, New Brighton, S. I.
Office hours from 9 a. m. to 12 m., and 2 p. m. to 5 p. m.
John J. Kennedy, District Attorney.
J. Harry Tiernan, Assistant District Attorney.

SHERIFF.

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

THE COURTS.

APPELLATE DIVISION OF THE SUPREME COURT.

FIRST JUDICIAL DEPARTMENT.

Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 1 p. m.
Edward Patterson, Presiding Justice, George L. Ingraham, Chester B. McLaughlin, Frank C. Laughlin, John Proctor Clarke, James W. Houghton, Francis M. Scott and John S. Lambert, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.
Clerk's office open at 9 a. m.

SUPREME COURT—FIRST DEPARTMENT.

County Court-house, Chambers street. Court open from 10.15 a. m. to 4 p. m.
Special Term, Part I. (motions), Room No. 16.
Special Term, Part II. (ex-parte business), Room No. 13.
Special Term, Part III. Room No. 10.
Special Term, Part IV. Room No. 30.
Special Term, Part V. Room No. 33.
Special Term, Part VI. (Elevated Railroad cases.) Room 31.
Trial Term, Part II, Room No. 34.
Trial Term, Part III, Room No. 32.
Trial Term, Part IV, Room No. 31.
Trial Term, Part V, Room No. 24.
Trial Term, Part VI, Room No. 35.
Trial Term, Part VII, Room No. 37.
Trial Term, Part VIII, Room No. 39.
Trial Term, Part IX, Room No. 26.
Trial Term, Part X, Room No. 28.
Trial Term, Part XI, Room No. 37.
Trial Term, Part XII, Room No. 26.
Trial Term, Part XIII, and Special Term, Part VII, Room No. 36.
Appellate Term, Room No. 29.
Naturalization Bureau, Room No. 38, third floor.
Assignment Bureau, room on third floor.
Clerks in attendance from 10 a. m. to 4 p. m.
Clerk's Office, Special Term, Part I. (motions) Room No. 15.
Clerk's Office, Special Term, Part II. (ex-parte business), room southwest corner mezzanine floor.
Clerk's Office, Special Term, Calendar, room south east corner, second floor.
Clerk's Office, Trial Term, Calendar, room north east corner, second floor, east.
Clerk's Office, Appellate Term, room southwest corner, third floor.
Trial Term, Part I. (criminal business).
Criminal Court-house, Centre street.
Justices—Charles H. Truax, Charles F. McLean, Henry Bischoff, Jr., Leonard A. Gierman, P. Henry Dugro, Henry A. Gildersteeve, James Fitzgerald, David Leventritt, James A. O'Gorman, James A. Blanchard, Edward S. Clinch, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph Newburger, M. Lion Bruce, John W. Goff, Samuel Seabury, M. Warley Platzek, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Erlanger, Charles L. Guy.

SUPREME COURT—SECOND DEPARTMENT.

Kings County Court-house, Borough of Brooklyn N. Y.
Court open daily from 10 o'clock a. m. to 5 o'clock p. m. Seven jury trial parts. Special Term for Trials Special Term for Motions.
James F. McGee, General Clerk.

CRIMINAL DIVISION—SUPREME COURT.

Building for Criminal Courts, Centre, Elm, White and Franklin streets.
Court opens at 10.30 a. m.
Peter J. Dooley, Clerk; Edward M. Carroll, Special Deputy to the Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Telephone, 6064, Franklin.

COURT OF GENERAL SESSIONS.

Held in the building for Criminal Courts, Centre, Elm, White and Franklin streets.
Court opens at 10.30 a. m.
Thomas C. T. Crain, City Judge; Francis S. McAvoy, Recorder; Otto A. Rosalsky, Warren W. Foster and Thomas C. O'Sullivan, Judges of the Court of General Sessions. Edward R. Carroll, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
During July and August will close at 2 p. m., and on Saturdays at 12 m.

CITY COURT OF THE CITY OF NEW YORK.

No. 12 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.
Part I.
Part II.
Part III.
Part IV.
Part V.
Special Term Chambers will be held from 10 a. m. to 4 p. m.
Clerk's Office open from 9 a. m. to 4 p. m.
Edward F. O'Dwyer, Chief Justice; John Henry McCarty, Lewis J. Conlan, Theodore F. Hascall, Francis B. Delehanty, Joseph I. Green, William H. Wadhams, Justices. Thomas F. Smith, Clerk.

COURT OF SPECIAL SESSIONS.

Building for Criminal Courts, Centre street between Franklin and White streets, Borough of Manhattan.
Court opens at 10 a. m.
Justices—First Division—John B. McKean, William E. Wyatt, Willard H. Olmstead, Joseph M. Deuel, Lorenz Zeller, John B. Mayo, Charles W. Calkin, Clerk; William M. Fuller, Deputy Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Wednesdays and Fridays at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesday at 10 o'clock; Town Hall, New Brighton Borough of Richmond, Thursday at 10 o'clock.
Justices—Howard J. Forker, Patrick Keady, John Fleming, Thomas W. Fitzgerald, Robert J. Wilkin, George J. O'Keefe; Joseph L. Kerrigan, Clerk; John J. Dorman, Deputy Clerk.
Clerk's Office, No. 171 Atlantic avenue, Borough of Brooklyn, open from 9 a. m. to 4 p. m.

CHILDREN'S COURT.

First Division—No. 66 Third avenue, Manhattan Edmund C. Lee, Clerk.
Second Division—No. 102 Court street, Brooklyn, James P. Sinnott, Clerk.

CITY MAGISTRATES' COURT.

First Division.

Courts open from 9 a. m. to 4 p. m.
City Magistrates—Robert C. Cornell, Leroy B. Crane, Peter T. Barlow, Matthew P. Breen, Seward Baker, Charles S. Whitman, Joseph F. Moss, James J. Walsh, Henry Steiner, Daniel E. Finn, Charles G. F. Wahle, Alexander Finelitte, William A. Sweetser, Frederick B. House.
James McCabe, Secretary. One Hundred and Twenty-fifth street and Sixth avenue.
First District—Criminal Court Building.
Second District—Jefferson Market.
Third District—No. 65 Essex street.
Fourth District—Fifty-seventh street, near Lexington avenue.

Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.
Sixth District—One Hundred and Sixty-first street and Brook avenue.
Seventh District—Fifty-fourth street, west of Eighth avenue.
Eighth District—Main street, Westchester.]

Second Division.

Borough of Brooklyn.
City Magistrates—Alfred E. Steers, A. V. B. Voorhees, Jr., James G. Tighe, Edward J. Dooley, John Naumer, E. G. Higgenbotham, Frank E. O'Reilly, Henry J. Furlong, John F. Hylan, Alexander H. Geismar.
President of the Board, Frank E. O'Reilly, No. 240 Manhattan avenue.
Secretary to the Board, William F. Delaney, No. 405 Gates avenue.
First District—No. 318 Adams street.
Second District—Court and Butler streets.
Third District—Myrtle and Vanderbilt avenue.
Fourth District—Lee avenue and Clymer street.
Fifth District—Manhattan avenue and Powers street.
Sixth District—No. 495 Gates avenue.
Seventh District—No. 31 Snider avenue (Flatbush).
Eighth District—West Eighth street (Coney Island).

Borough of Queens.

City Magistrates—Matthew J. Smith, Luke I. Conorton, Edmund J. Healy.
First District—Long Island City.
Second District—Flushing.
Third District—Far Rockaway.
Borough of Richmond.
City Magistrates—John Crook, Nathaniel Marsh.
First District—New Brighton, Staten Island.
Second District—Stapleton, Staten Island.

MUNICIPAL COURTS.

Borough of Manhattan.

First District—Third, Fifth and Eighth Wards and all that part of the First Ward lying west of Broadway and Whitehall street, including Governor's Island, Bedloe's Island, Ellis Island and the Oyster Islands. New Court-house, No. 128 Prince street, corner of Wooster street.
Wanhope Lynn, Justice. Thomas O'Connell, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Telephone, 1371 Spring.

Second District—Second, Fourth, Sixth and Fourteenth Wards, and all that portion of the First Ward lying south and east of Broadway and Whitehall street. Court-room, No. 50 Madison street.
John Hoyer, Justice. Francis Mangin, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Court opens daily at 9 a. m., and remains open until daily calendar is disposed of and close of the daily business, except on Sundays and legal holidays.

Third District—Ninth and Fifteenth Wards. Court room, southwest corner Sixth avenue and West Tenth street. Court opens daily (Sundays and legal holidays excepted), from 9 a. m. to 4 p. m.
William F. Moore, Justice. Daniel Williams, Clerk.

Fourth District—Tenth and Seventeenth Wards. Court-room, No. 30 First street, corner Second avenue. Clerk's Office open daily from 9 a. m. to 4 p. m. Court opens 9 a. m. daily, and remains open to close of business.
George F. Roesch, Justice. Andrew Lang, Clerk.

Fifth District—The Fifth District embraces the Eleventh Ward and all that portion of the Thirteenth Ward which lies east of the centre line of Norfolk street and north of the centre line of Grand street and west of the centre line of Pitt street and north of the centre line of Delancey street and northwest of Clinton street to Rivington street, and on the centre line of Rivington street south to Norfolk street. Court-room, No. 154 Clinton street.
Benjamin Hoffman, Justice. Thomas Fitzpatrick, Clerk.

Sixth District—Eighteenth and Twenty-first Wards. Court-room, northwest corner Twenty-third street and Second avenue. Court opens at 9 a. m. daily (except legal holidays), and continues open until close of business.
Henry W. Unger, Justice. Abram Bernard, Clerk.

Seventh District—That portion of Nineteenth Ward east of Lexington avenue, bounded on the south by the north of East Forty-third street and on the north by the south side of East Eighty-

sixth street, also that portion bounded on the south by the north side of East Sixty-first street, on the west by the east side of Park avenue, and on the north by the south side of East Sixty-fifth street. Court-room, No. 151 East Fifty-seventh street. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.
Herman Joseph, Justice. Edward A. McQuade, Clerk.

Eighth District—Sixteenth and Twentieth Wards. Court-room northwest corner of Twenty-third street and Eighth avenue. Court opens at 9 a. m. and continues open until close of business. Summary proceedings and return causes called at 9 a. m. Calendar trial causes, 9 a. m.
Clerk's Office open from 9 a. m. to 4 p. m., and on Saturdays until 12 m.
Trial days and Return days, each Court day.
James W. McLaughlin, Justice. Henry Marxbach, Clerk.

Ninth District—Twelfth Ward, except that portion thereof which lies west of the centre line of Lenox or Sixth avenue and of the Harlem river, north of the terminus of Lenox avenue. Court-room, No. 170 East One Hundred and Twenty-first street, southeast corner of Sylvan place. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.
Joseph P. Fallon, Justice. William J. Kennedy, Clerk.

Tenth District—The Tenth District embraces that portion of the Twenty-second Ward south of Seventieth street, west of Central Park West to Fifty-ninth street, south on Fifty-ninth street to Seventh avenue, west on Seventh avenue to Fifty-third street, north on Fifty-third street to Eighth avenue, west on Eighth avenue to Fortieth street, north side to Hudson river. Court-room, No. 314 West Fifty-fourth street. Court open from 9 a. m. to 4 p. m., Sundays and legal holidays excepted.
Thomas E. Murray, Justice. Michael Skelly, Clerk.

Eleventh District—The Eleventh District embraces that portion of the Twelfth Ward which lies north of the centre line of West One Hundred and Tenth street, between Lenox avenue and Seventh avenue, north of the centre line of One Hundred and Twentieth street, between Seventh avenue and Broadway; north of the centre line of One Hundred and Nineteenth street, between Broadway and the North or Hudson river, and west of the centre line of Lenox or Sixth avenue and of the Harlem river north of the terminus of Lenox or Sixth avenue. Court-room, No. 70 Manhattan street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Court convenes daily at 9 a. m.
Francis J. Worcester, Justice. Herman B. Wilson, Clerk.

Twelfth District—The Twelfth District embraces that portion of the Twenty-second Ward north of Seventieth street, and that portion of the Twelfth Ward which lies north of the centre line of Eighty-sixth street and west of the centre line of Seventh avenue and south of the centre line of One Hundred and Twentieth street, between Seventh avenue and Broadway, and south of the centre line of One Hundred and Nineteenth street, between Broadway and the North or Hudson river. Court-room, No. 2555 Broadway.
Alfred P. W. Seaman, Justice. James V. Gilloon, Clerk.

Thirteenth District—South side of Delancey street from East river to Pitt street; east side of Pitt street, Grand street, south side of Grand street to Norfolk street, east side of Norfolk street to Division street, south side of Division street to Catharine street, east side of Catharine street to East river. Clerk's office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Leon Sanders, Justice. James J. Devlin, Clerk. Court-room, No. 264 Madison street.

Fourteenth District—The Fourteenth District embraces that portion of the Borough of Manhattan bounded as follows: Beginning at West Fortieth street and Eighth avenue, north on Eighth avenue to West Fifty-third street; east on West Fifty-third street to Seventh avenue; north on Seventh avenue to West Fifty-fifth street to Eighth avenue; north on Eighth avenue and west on Central Park West to the Transverse road at Central Park West and West Ninety-seventh street; east on Transverse road to Fifth avenue and East Ninety-seventh street; south on Fifth avenue to East Ninety-sixth street; east on Ninety-sixth street to Lexington avenue; south on Lexington avenue to East Sixty-fifth street; west on East Sixty-fifth street to Park avenue; south on Park avenue to East Sixty-first street; east on East Sixty-first street to Lexington avenue; south on Lexington avenue to East Fortieth street; west on East and West Fortieth streets to the point of beginning at West Fortieth street and Eighth avenue.
Edgar J. Laner, Justice. William J. Chamberlain, Clerk.

Court-house No. 620 Madison avenue.

Borough of The Bronx.

First District—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by Chapter 934 of the Laws of 1895, comprising all of the late Town of Westchester and part of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williamsbridge. Court-room, Town Hall, Main street, Westchester Village. Court open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Trial of causes on Tuesday and Friday of each week.
William W. Penfold, Justice. Thomas F. Delahanty, Clerk.

Office hours from 9 a. m. to 4 p. m.; Saturdays, closing at 12 m.

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 934 of the Laws of 1895. Court-room, southeast corner of Washington avenue and One Hundred and Sixty-second street. Office hours from 9 a. m. to 4 p. m. Court opens at 9 a. m.
John M. Tierney, Justice. Thomas A. Maher, Clerk.

Borough of Brooklyn.

First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards and that portion of the Eleventh Ward beginning at the intersection of the centre lines of Hudson and Myrtle avenues, thence along the centre line of Myrtle avenue to North Portland avenue, thence along the centre line of North Portland avenue to Flushing avenue, thence along the centre line of Flushing avenue to Navy street, thence along the centre line of Navy street to Johnson street, thence along the centre line of Johnson street to Hudson avenue, and thence along the centre line of Hudson avenue to the point of beginning, of the Borough of Brooklyn. Court-house, northwest corner State and Court streets.

John J. Walsh, Justice. Edward Moran, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Seventh Ward and that portion of the Twenty-first and Twenty-third Wards west of the centre line of Stuyvesant avenue and the centre line of Schenectady avenue, also that portion of the Twentieth Ward beginning at the intersection of the centre lines of North Portland and Myrtle avenues, thence along the centre line of Myrtle avenue to Waverly avenue, thence along the centre line of Waverly avenue to Park avenue, thence along the centre line of Park avenue to Washington avenue, thence along the centre line of Washington avenue to

Flushing avenue thence along the centre line of Flushing avenue to North Portland avenue, and thence along the centre line of North Portland avenue to the point of beginning.
Court-room, No. 495 Gates avenue.
Gerard B. Van Wart, Justice. Franklin B. Van Wart, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Third District—Embraces the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards, and that portion of the Twenty-seventh Ward lying northwest of the centre line of Starr street between the boundary line of Queens County and the centre line of Central avenue, and northwest of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Willoughby avenue, between the centre lines of Bushwick avenue and Broadway. Court-house, Nos. 207 and 209, Levee avenue, Brooklyn.

Philip D. Meagher, Justice. John W. Carpenter, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Court opens at 9 a. m.

Fourth District—Embraces the Twenty-fourth and Twenty-fifth Wards, that portion of the Twenty-first and Twenty-third Wards lying east of the centre line of Stuyvesant avenue and east of the centre line of Schenectady avenue, and that portion of the Twenty-seventh Ward lying southeast of the centre line of Starr street between the boundary line of Queens and the centre line of Central avenue, and southeast of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and southeast of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.

Court-room, No. 14 Howard avenue.
Thomas H. Williams, Justice. G. J. Wiederhold, Clerk. Milton I. Williams, Assistant Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.

Fifth District—Contains the Eighth, Thirtieth and Thirty-first Wards, and so much of the Twenty-second Ward as lies south of Prospect avenue. Court-house, northwest corner of Fifty-third street and Third avenue.

Cornelius Furquesco, Justice. Jeremiah J. O'Leary, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.

Sixth District—The Sixth District embraces the Ninth and Twenty-ninth Wards and that portion of the Twenty-second Ward north of the centre line of Prospect avenue, also that portion of the Eleventh and the Twentieth Wards, beginning at the intersection of the centre lines of Bridge and Fulton streets; thence along the centre line of Fulton street to Flatbush avenue; thence along the centre line of Flatbush avenue to Atlantic avenue; thence along the centre line of Atlantic to Washington avenue; thence along the centre line of Washington avenue to Park avenue; thence along the centre line of Park avenue to Waverly avenue; thence along the centre line of Waverly avenue to Myrtle avenue; thence along the centre line of Myrtle avenue to Hudson avenue; thence along the centre line of Hudson avenue to Johnson street; thence along the centre line of Johnson street to Bridge street, and thence along the centre line of Bridge street to the point of beginning.

Justice, Lucien S. Bayliss. Charles P. Bihle, Clerk.
Court-house No. 385 Fulton street.

Seventh District—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.

Alexander S. Rosenthal, Justice. Samuel F. Brothers, Clerk.
Court-house, corner Pennsylvania avenue and Fulton street (No. 31 Pennsylvania Avenue).
Clerk's Office open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Trial days Tuesdays, Wednesdays, Thursdays and Fridays.

Jury Days: Wednesdays and Thursdays.

Borough of Queens.

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

Thomas C. Kadim, Justice. Thomas F. Kennedy, Clerk.

Second District—Second and Third Wards, which includes the territory of the late Towns of Newtown and Flushing. Court-room, in Court-house of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. Address, Elmhurst, New York.

William Rasquin, Jr., Justice. John E. Prendeville, Clerk. William Repper, Assistant Clerk. James B. Sneider, Stenographer.
Clerk's Office open from 9 a. m. to 4 p. m.

Third District—Fourth and Fifth Wards, comprising the territory of the former Town and Villages of Jamaica, Far Rockaway and Rockaway Beach.

James F. McLaughlin, Justice. George W. Damon, Clerk.
Court-house, Town Hall, Jamaica.
Telephone, 104 Jamaica.
Clerk's Office open from 9 a. m. to 4 p. m.
Court held on Mondays, Wednesdays and Fridays 2 p. m.

Borough of Richmond.

First District—First and Third Wards (Towns of Castleton and Northfield). Court-room, former Village Hall, Lafayette avenue and Second street, New Brighton.
Thomas C. Brown, Justice. Anning S. Prall, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Stapleton.

George W. Stake, Justice. Peter Tiernan, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Court opens at 9 a. m. Calendar called 10 a. m. Court continued until close of business. Trial days Mondays, Wednesdays and Fridays.

CHANGE OF GRADE DAMAGE COMMISSION.

PURSUANT TO THE PROVISIONS OF chapter 537 of the Laws of 1893 and the Acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said Acts will be held at the office of the Commission, Room 133, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays and Fridays of each week, at 2 o'clock a. m., until further notice.

Dated New York City, November 20, 1906.

WILLIAM E. STILLINGS,
GEORGE C. NORTON,
OSCAR S. BAILEY,
Commissioners.

LAMONT McLOUGHLIN,
Clerk.

OFFICIAL BOROUGH PAPERS.

BOROUGH OF THE BRONX.

"North Side News," "Harlem Reporter and Bronx Chronicle," "Bronx Sentinel."

BOROUGH OF RICHMOND.

"Staten Islander," "Staten Island Star."

BOROUGH OF QUEENS.

"Long Island Star" (First and Second Wards), "Flushing Evening Journal" (Third Ward), "Long Island Farmer" (Fourth Ward), "Rockaway News" (Fifth Ward).

BOROUGH OF BROOKLYN.

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard-Union," "Brooklyn Free Press."

BOROUGH OF MANHATTAN.

"Democracy," "Tammany Times" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).

Designated by Board of City Record June 19, 1906.
Amended June 20, 1906.

OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."

Evening—"The Globe," "The Evening Mail."

Weekly—"Tammany Times," "Real Estate Record and Guide."

German—"Staats-Zeitung."

Designated by the Board of City Record, January 22, 1906. Amended March 1, 1906, and November 20, 1906.

BOARD MEETINGS.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Friday, at 10:30 o'clock a. m.
JOSEPH HAAG, Secretary.

The Commissioners of the Sinking Fund meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.
N. TAYLOR PHILLIPS, Deputy Comptroller, Secretary.

The Board of City Record meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.
PATRICK J. TRACY, Supervisor, Secretary.

BOROUGH OF QUEENS.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, New York, February 11, 1907.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE WITH SECTION 432 OF THE CHARTER OF THE CITY OF NEW YORK, THAT PETITION SIGNED BY PROPERTY OWNERS AND RESIDENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS TO LEGALLY OPEN MARIAN STREET, FROM FOURTEENTH STREET TO RIDGE STREET, IN THE FIRST WARD OF THE BOROUGH OF QUEENS, HAS BEEN FILED IN THIS OFFICE, AND IS NOW READY FOR PUBLIC INSPECTION, AND THAT A MEETING OF THE BOARD OF LOCAL IMPROVEMENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS WILL BE HELD IN THE BOROUGH OFFICE, HACKETT BUILDING, LONG ISLAND CITY, ON THE 28TH DAY OF FEBRUARY, 1907, AT 10:30 A. M., AT WHICH MEETING SAID PETITION WILL BE SUBMITTED TO THE BOARD.

JOSEPH BERTEL, President.
HERMAN RINGE, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, New York, February 11, 1907.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE WITH SECTION 432 OF THE CHARTER OF THE CITY OF NEW YORK, THAT PETITION SIGNED BY PROPERTY OWNERS AND RESIDENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS TO LEGALLY OPEN HEBBERD AVENUE, BETWEEN CREEK STREET AND FRESH POND ROAD, IN THE SECOND WARD OF THE BOROUGH OF QUEENS (TO SIXTY FEET, IN ACCORDANCE WITH THE RESOLUTION OF THE BOARD OF ESTIMATE AND APPOINTMENT, ADOPTED ON NOVEMBER 16, 1906), HAS BEEN FILED IN THIS OFFICE, AND IS NOW READY FOR PUBLIC INSPECTION, AND THAT A MEETING OF THE BOARD OF LOCAL IMPROVEMENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS WILL BE HELD IN THE BOROUGH OFFICE, HACKETT BUILDING, LONG ISLAND CITY, ON THE 28TH DAY OF FEBRUARY, 1907, AT 10:30 A. M., AT WHICH MEETING SAID PETITION WILL BE SUBMITTED TO THE BOARD.

JOSEPH BERTEL, President.
HERMAN RINGE, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, New York, February 11, 1907.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE WITH SECTION 432 OF THE CHARTER OF THE CITY OF NEW YORK, THAT PETITION SIGNED BY PROPERTY OWNERS AND RESIDENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS TO CONSTRUCT THE NECESSARY CATCH BASINS ON THE SOUTHEAST AND SOUTHWEST CORNERS OF VAN ALST AVENUE AND HOYT AVENUE, IN THE FIRST WARD OF THE BOROUGH OF QUEENS, HAS BEEN FILED IN THIS OFFICE, AND IS NOW READY FOR PUBLIC INSPECTION, AND THAT A MEETING OF THE BOARD OF LOCAL IMPROVEMENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS WILL BE HELD IN THE BOROUGH OFFICE, HACKETT BUILDING, LONG ISLAND CITY, ON THE 28TH DAY OF FEBRUARY, 1907, AT 10:30 A. M., AT WHICH MEETING SAID PETITION WILL BE SUBMITTED TO THE BOARD.

JOSEPH BERTEL, President.
HERMAN RINGE, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, New York, February 11, 1907.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE WITH SECTION 432 OF THE CHARTER OF THE CITY OF NEW YORK, THAT PETITION SIGNED BY PROPERTY OWNERS AND RESIDENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS TO CONSTRUCT A SEWER AND APPURTENANCES IN WOOLSEY AVENUE, FROM SECOND AVENUE TO HALLETT STREET,

IN THE FIRST WARD OF THE BOROUGH OF QUEENS, HAS BEEN FILED IN THIS OFFICE, AND IS NOW READY FOR PUBLIC INSPECTION, AND THAT A MEETING OF THE BOARD OF LOCAL IMPROVEMENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS WILL BE HELD IN THE BOROUGH OFFICE, HACKETT BUILDING, LONG ISLAND CITY, ON THE 28TH DAY OF FEBRUARY, 1907, AT 10:30 A. M., AT WHICH MEETING SAID PETITION WILL BE SUBMITTED TO THE BOARD.

JOSEPH BERTEL, President.
HERMAN RINGE, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, New York, February 11, 1907.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE WITH SECTION 432 OF THE CHARTER OF THE CITY OF NEW YORK, THAT PETITION SIGNED BY PROPERTY OWNERS AND RESIDENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS TO CONSTRUCT SEWER AND APPURTENANCES IN MARTIN STREET, FROM WILLIAM STREET TO FLUSHING AVENUE, IN THE SECOND WARD OF THE BOROUGH OF QUEENS, HAS BEEN FILED IN THIS OFFICE, AND IS NOW READY FOR PUBLIC INSPECTION, AND THAT A MEETING OF THE BOARD OF LOCAL IMPROVEMENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS WILL BE HELD IN THE BOROUGH OFFICE, HACKETT BUILDING, LONG ISLAND CITY, ON THE 28TH DAY OF FEBRUARY, 1907, AT 10:30 A. M., AT WHICH MEETING SAID PETITION WILL BE SUBMITTED TO THE BOARD.

JOSEPH BERTEL, President.
HERMAN RINGE, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, New York, February 11, 1907.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE WITH SECTION 432 OF THE CHARTER OF THE CITY OF NEW YORK, THAT PETITION SIGNED BY PROPERTY OWNERS AND RESIDENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS TO REGULATE, GRADE, CURB, FLAG AND LAY CROSSEWALKS ON WOOLSEY AVENUE, FROM SECOND AVENUE TO HALLETT STREET, IN THE FIRST WARD OF THE BOROUGH OF QUEENS, HAS BEEN FILED IN THIS OFFICE, AND IS NOW READY FOR PUBLIC INSPECTION, AND THAT A MEETING OF THE BOARD OF LOCAL IMPROVEMENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS WILL BE HELD IN THE BOROUGH OFFICE, HACKETT BUILDING, LONG ISLAND CITY, ON THE 28TH DAY OF FEBRUARY, 1907, AT 10:30 A. M., AT WHICH MEETING SAID PETITION WILL BE SUBMITTED TO THE BOARD.

JOSEPH BERTEL, President.
HERMAN RINGE, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, New York, February 11, 1907.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE WITH SECTION 432 OF THE CHARTER OF THE CITY OF NEW YORK, THAT PETITION SIGNED BY PROPERTY OWNERS AND RESIDENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS TO REGULATE, GRADE, CURB, FLAG AND LAY CROSSEWALKS ON TWELFTH AVENUE, FROM BROADWAY TO GRAHAM AVENUE, IN THE FIRST WARD OF THE BOROUGH OF QUEENS, HAS BEEN FILED IN THIS OFFICE, AND IS NOW READY FOR PUBLIC INSPECTION, AND THAT A MEETING OF THE BOARD OF LOCAL IMPROVEMENTS OF THE NEWTOWN DISTRICT FOR LOCAL IMPROVEMENTS WILL BE HELD IN THE BOROUGH OFFICE, HACKETT BUILDING, LONG ISLAND CITY, ON THE 28TH DAY OF FEBRUARY, 1907, AT 10:30 A. M., AT WHICH MEETING SAID PETITION WILL BE SUBMITTED TO THE BOARD.

JOSEPH BERTEL, President.
HERMAN RINGE, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, New York, February 11, 1907.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE WITH SECTION 432 OF THE CHARTER OF THE CITY OF NEW YORK, THAT PETITION SIGNED BY PROPERTY OWNERS AND RESIDENTS OF THE JAMAICA DISTRICT FOR LOCAL IMPROVEMENTS, TO WIT: "TO LAY OUT ON A MAP OR PLAN OF THE CITY OF NEW YORK STREETS SHOWN UPON ACCOMPANYING DIAGRAM," INCLUDED WITHIN THE FOLLOWING AREA: BOUNDED ON THE NORTH BY BROADWAY, ON THE EAST BY NEW BEACH ROAD, ON THE SOUTH BY FAR ROCKAWAY BAY AND ON THE WEST BY ROCKAWAY TURNPIKE, IN THE FIFTH WARD OF THE BOROUGH OF QUEENS, HAS BEEN FILED IN THIS OFFICE AND IS NOW READY FOR PUBLIC INSPECTION, AND THAT A MEETING OF THE BOARD OF LOCAL IMPROVEMENTS OF THE JAMAICA DISTRICT FOR LOCAL IMPROVEMENTS WILL BE HELD IN THE BOROUGH OFFICE, HACKETT BUILDING, LONG ISLAND CITY, ON THE 28TH DAY OF FEBRUARY, 1907, AT 10:30 A. M., AT WHICH MEETING SAID PETITION WILL BE SUBMITTED TO THE BOARD.

JOSEPH BERTEL, President.
HERMAN RINGE, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, New York, February 11, 1907.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE WITH SECTION 432 OF THE CHARTER OF THE CITY OF NEW YORK, THAT PETITION SIGNED BY PROPERTY OWNERS AND RESIDENTS OF THE JAMAICA DISTRICT FOR LOCAL IMPROVEMENTS, TO WIT: TO NINETY (90) FEET THE HEMPSTEAD AND JAMAICA TURNPIKE, FROM CANAL STREET, AT JAMAICA, TO THE QUEENS BOROUGH LINE, AT QUEENS, IN THE FOURTH WARD OF THE BOROUGH OF QUEENS, HAS BEEN FILED IN THIS OFFICE AND IS NOW READY FOR PUBLIC INSPECTION, AND THAT A MEETING OF THE BOARD OF LOCAL IMPROVEMENTS OF THE JAMAICA DISTRICT FOR LOCAL IMPROVEMENTS WILL BE HELD IN THE BOROUGH OFFICE, HACKETT BUILDING, LONG ISLAND CITY, ON THE 28TH DAY OF FEBRUARY, 1907, AT 10:30 A. M., AT WHICH MEETING SAID PETITION WILL BE SUBMITTED TO THE BOARD.

JOSEPH BERTEL, President.
HERMAN RINGE, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, New York, February 11, 1907.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE WITH SECTION 432 OF THE CHARTER OF THE CITY OF NEW YORK, THAT PETITION SIGNED BY PROPERTY OWNERS AND RESIDENTS OF THE JAMAICA DISTRICT FOR LOCAL IMPROVEMENTS, TO LAY OUT AND ESTABLISH UPON THE MAP OF THE CITY OF NEW YORK A PUBLIC PARK BOUNDED BY BROADWAY, BELMONT AVENUE, WALKER AVENUE AND CLINTON PLACE, IN THE FOURTH WARD OF THE BOROUGH OF QUEENS, TO BE USED FOR ATHLETIC GAMES, ETC., HAS BEEN FILED IN THIS OFFICE AND IS NOW READY FOR PUBLIC INSPECTION, AND THAT A MEETING OF THE BOARD OF LOCAL IMPROVEMENTS OF THE JAMAICA DISTRICT FOR LOCAL IMPROVEMENTS WILL BE HELD IN THE BOROUGH OFFICE, HACKETT BUILDING, LONG ISLAND CITY, ON THE 28TH DAY OF FEBRUARY, 1907, AT 10:30 A. M., AT WHICH MEETING SAID PETITION WILL BE SUBMITTED TO THE BOARD.

JOSEPH BERTEL, President.
HERMAN RINGE, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, THIRD FLOOR OF THE BOROUGH HALL, FIFTH STREET AND JACKSON AVENUE, LONG ISLAND CITY, BOROUGH OF QUEENS, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE PRESIDENT OF THE BOROUGH OF QUEENS AT THE ABOVE OFFICE UNTIL 11 O'CLOCK A. M. ON

WEDNESDAY, FEBRUARY 20, 1907

FOR REBUILDING OF THE QUEENS COUNTY COURT HOUSE AT LONG ISLAND CITY, TOGETHER WITH ALL THE WORK INCIDENTAL THEREOF.

The time allowed for doing and completing the above work will be one hundred and eighty (180) working days.

The amount of security required will be One Hundred Thousand Dollars (\$100,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereafter annexed, per square yard, linear foot or other unit of measure, by which the bids will be tested.

The extensions must be made and footed up, as the bids will be read from a total.

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

Blank forms may be obtained and the plans and drawings may be seen at the office of the President of the Borough of Queens.

Dated Long Island City, January 24, 1907.

JOSEPH BERTEL, President of the Borough of Queens.

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

FIRE DEPARTMENT.

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE FIRE COMMISSIONER AT THE ABOVE OFFICE UNTIL 10:30 O'CLOCK A. M. ON

WEDNESDAY, FEBRUARY 27, 1907,
Boroughs of Manhattan and The Bronx.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING AND DELIVERING ONE STEEL SCREW PROPELLING FIREBOAT.

No. 2. FOR FURNISHING AND DELIVERING GENERAL SUPPLIES FOR THE BOROUGH OF MANHATTAN AND THE BRONX.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 1, 1908.

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

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereafter annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item and awards made to the lowest bidder on each item or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

FRANCIS J. LANTRY, Fire Commissioner.

Dated February 11, 1907.

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

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE FIRE COMMISSIONER AT THE ABOVE OFFICE UNTIL 10:30 O'CLOCK A. M. ON

TUESDAY, FEBRUARY 26, 1907,
Boroughs of Brooklyn and Queens.

No. 1. FOR FURNISHING AND DELIVERING GENERAL SUPPLIES (HOSE, CANS, CARPETS, ETC., ETC.) FOR THE BOROUGH OF BROOKLYN AND QUEENS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 1, 1908.

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

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereafter annexed, per pound, ton, dozen, gallon, yard or other unit of measure by which the bids will be tested. The extensions must be made, as the bids will be read from the total for each item and awards made to the lowest bidder on each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

FRANCIS J. LANTRY, Fire Commissioner.

Dated February 11, 1907.

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

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE FIRE COMMISSIONER AT THE ABOVE OFFICE UNTIL 10:30 O'CLOCK A. M. ON

TUESDAY, FEBRUARY 26, 1907,
Boroughs of Manhattan and The Bronx.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE ERECTION AND COMPLETION OF A NEW BUILDING AND NEW HOSE RACK FOR ENGINE COMPANY NO. 78 LOCATED ON DOCK AT FOOT OF GANSEVOORT STREET, NORTH RIVER, BOROUGH OF MANHATTAN.

The time for the completion of the work and the full performance of the contract is by or before forty-five (45) days.

The amount of security required is Forty-five Hundred Dollars.

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

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

FRANCIS J. LANTRY, Fire Commissioner.

Dated February 11, 1907.

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

FIRE DEPARTMENT, CITY OF NEW YORK, BOROUGHS OF BROOKLYN AND QUEENS, February 7, 1907.

WILLIAM H. SMITH, AUCTIONEER, on behalf of the Fire Department of the City of New York, Boroughs of Brooklyn and Queens, will offer for sale, at public auction, to the highest bidder, for cash, at the Hospital and Training Stables, St. Edward's and Bolivar streets, Borough of Brooklyn, on

MONDAY, FEBRUARY 18, 1907,

at 1 o'clock p. m., the following six horses no longer fit for service in the Department, and known as Nos. 285, 445, 664, 835, 1531 and 1534.

FRANCIS J. LANTRY, Fire Commissioner.

BOARD OF ASSESSORS.

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

BOROUGH OF MANHATTAN.

List 8902, No. 1. Regulating, grading, curbing and flagging Fairview avenue, from St. Nicholas avenue to Broadway.

BOROUGH OF THE BRONX.

List 8895, No. 2. Regulating, grading, curbing, flagging, laying crosswalks, building approaches and placing fences in East One Hundred and Sixty-fourth street, from Morris avenue to East One Hundred and Sixty-fifth street.

List 9092, No. 3. Sewer and appurtenances in West One Hundred and Sixty-sixth street, between Jerome and Woodlawn avenues.

List 9121, No. 4. Sewer and appurtenances in Briggs avenue, between Kingsbridge road and East One Hundred and Ninety-fourth street.

List 9125, No. 5. Sewer and appurtenances in Wenderover avenue, between Boston road and Crotona Park East, and in Crotona Park East, between Crotona Park South and summit north at Charlotte street.

List 9150, No. 6. Paving with asphalt blocks Daly avenue, from East One Hundred and Seventy-seventh street to Bronx Park, and setting curb where necessary.

List 9151, No. 7. Paving Longwood avenue with asphalt blocks between Southern Boulevard and Hewitt place, and with sheet asphalt between Hewitt place and Westchester avenue, leaving pits in the centre thereof 13 feet in width for ornamental treatment, setting curb and flagging where necessary.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, places and parcels of land situated as—

No. 1. Both sides of Fairview avenue, from St. Nicholas avenue to Broadway, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 2. Both sides of One Hundred and Sixty-fourth street, from Morris avenue to One Hundred and Sixty-fifth street, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 3. Both sides of Anderson avenue, from West One Hundred and Sixty-fifth to West One Hundred and Sixty-seventh street; both sides of West One Hundred and Sixty-sixth street, between Jerome and Woodlawn avenues; north side of West One Hundred and Sixty-seventh street, between Woodlawn and Anderson avenues, and Lots Nos. 621, 9, 10 and 12 of Block 2509.

No. 4. Both sides of Briggs avenue, from Kingsbridge road to One Hundred and Ninety-sixth street.

No. 5. Blocks bounded by Prospect avenue, Crotona Park East, Wenderover avenue and Boston road; also by Wenderover avenue, Crotona Park East, Charlotte street and Boston road; south side of Crotona Park East, from Charlotte street to a point distant about 306 feet easterly, and Lot No. 1 of Block 2042, known as Crotona Park.

No. 6. Both sides of Daly avenue, from One Hundred and Seventy-seventh street to Bronx Park, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 7. Both sides of Longwood avenue, from the Southern Boulevard to Westchester avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 520 Broadway, New York, on or before March 25, 1907, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,

PAUL WEIMANN,

JAMES H. KENNEDY,

Board of Assessors.

WILLIAM H. JASPER,

Secretary,

No. 320 Broadway.

City of New York, Borough of Manhattan.

February 14, 1907.

114,26

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

BOROUGH OF THE BRONX.

List 9059, No. 1. Regulating, grading, building steps, railings, etc., in East One Hundred and Sixty-ninth street, from Webster avenue to Clay avenue.

List 9060, No. 2. Regulating, grading, curbing, flagging and placing fences in Westchester avenue, from the Southern Boulevard to the Bronx river.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-ninth street, from Park avenue to Morris avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 2. Both sides of Westchester avenue, from Southern Boulevard to the Bronx river, and to the extent of half the block at the intersecting and terminating streets and avenues.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before March 19, 1907, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

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

WILLIAM H. JASPER,
Secretary,
No. 320 Broadway,
City of New York, Borough of Manhattan,
February 8, 1907.

f8.20

PUBLIC NOTICE IS HEREBY GIVEN TO all persons claiming to have been injured by a change of grade in the regulating and grading of the following-named streets to present their claims, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, on or before February 19, 1907, at 11 o'clock a. m., at which place and time the said Board of Assessors will receive evidence and testimony of the nature and extent of such injury. Claimants are requested to make their claims for damages upon the blank form prepared by the Board of Assessors, copies of which may be obtained upon application at the above office.

BOROUGH OF MANHATTAN.

List 9087. Two Hundred and Fourteenth street, West, from Broadway to a point about 325 feet east of Ninth avenue.

List 9117. Northern avenue, from West One Hundred and Eighty-first street to a point about 781.01 feet northwesterly.

BOROUGH OF THE BRONX.

List 9128. Jennings street, from Stebbins avenue to West Farms road.

List 9130. One Hundred and Seventy-fourth street, East, from Eden avenue to Topping avenue.

List 9131. Sheridan avenue, from East One Hundred and Sixty-first to East One Hundred and Sixty-fifth street.

List 9140. Crotona Park East, from Crotona Park South to the Southern Boulevard.

BOROUGH OF BROOKLYN.

List 9166. Etha street, from Hale to Norwood avenue.

List 9168. Douglass street, between East New York and Sutter avenues.

List 9141. Eckford street, between Engert and Driggs avenues.

List 9142. Glenwood road, between Flathush and Brooklyn avenues.

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

WILLIAM H. JASPER,
Secretary,
No. 320 Broadway,
City of New York, Borough of Manhattan,
February 5, 1907.

f5.16

BOROUGH OF BROOKLYN.

NOTICE IS HEREBY GIVEN THAT IN accordance with section 432 of the Charter of The City of New York, the following petition, on file and ready for inspection, will be considered by the Local Boards of the Bay Ridge, Flatbush and Bushwick Districts at a joint meeting to be held in the office of the President of the Borough of Brooklyn, Room 15, Municipal Building, on

WEDNESDAY, FEBRUARY 27, 1907,

at 10 a. m. Notice—If persons interested or affected by the proceeding on this calendar do not appear before the Boards to favor or oppose same, action in connection therewith may be deferred indefinitely.

No. 1. Kings Highway—To alter the map or plan of The City of New York by locating and laying out Kings Highway for a width of 100 feet, between Twenty-second avenue and East New York avenue.

BIRD S. COLER,
President of the Borough of Brooklyn.
CHARLES FREDERICK ADAMS,
Secretary of the Borough.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, FEBRUARY 27, 1907

No. 1. FOR FURNISHING AND DELIVERING LIME CEMENT, BRICK AND OTHER BUILDING MATERIAL TO THE VARIOUS DISPOSAL WORKS.

The time for the delivery of the articles, materials and supplies and full performance of the contract is until December 31, 1907.

The amount of security required will be Eight Thousand Dollars.

No. 2. FOR FURNISHING AND DELIVERING HARDWARE SUPPLIES FOR THE BUREAU OF HIGHWAYS, BOROUGH OF BROOKLYN.

The time for the delivery of the articles, materials and supplies and full performance of the contract is until December 31, 1907.

The amount of security required will be Two Thousand Dollars.

No. 3. FOR FURNISHING AND DELIVERING RUBBER COATS, BOOTS, HORSE ETC., FOR THE BUREAU OF SEWERS, BOROUGH OF BROOKLYN.

The time for the delivery of the articles, materials and supplies and full performance of the contract is until December 31, 1907.

The amount of security required will be Six Hundred and Fifty Dollars.

No. 4. FOR FURNISHING AND DELIVERING MANHOLE HEADS AND COVERS FOR

USE BY THE BUREAU OF SEWERS, BOROUGH OF BROOKLYN.

The time for the delivery of the articles, materials and supplies and full performance of the contract is until December 31, 1907.

The amount of security required will be Six Hundred Dollars.

Intending bidders will be required to deposit \$5 for each set of plans and specifications.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested.

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

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Public Buildings and Offices, the Borough of Brooklyn, Room 29, Municipal Building, Borough of Brooklyn.

BIRD S. COLER,
President.
Dated February 7, 1907.

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

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, FEBRUARY 27, 1907

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN GRAND STREET (AS EXTENDED), FROM SOUTH FOURTH STREET TO HOOPER STREET.

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

1,265 linear feet 12-inch pipe sewer.
15 manholes.
2,940 linear feet 6-inch house connection drain.
9 sewer basins.

The time allowed for the completion of the work and the full performance of the contract is 40 working days.

The amount of security required will be Three Thousand Four Hundred Dollars (\$3,400).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR RECONSTRUCTING THE OUTLET FOR THE KENT AVENUE SEWER AT DIVISION AVENUE.

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

30 linear feet 108-inch brick sewer.
1 manhole.
900 linear feet bearing piles.
8,000 feet (B. M.) foundation planking, pile capping and stringpiece.
10,000 feet (B. M.) permanent sheet piling.

The time allowed for the completion of the work and full performance of the contract is 90 working days.

The amount of security required will be Three Thousand Dollars (\$3,000).

The bidder will state the price of each item or article contained in the specifications or 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 the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Assistant Commissioner of Public Works, the Borough of Brooklyn, Room 15, Municipal Building, Brooklyn.

BIRD S. COLER,
President.
Dated February 2, 1907.

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

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, ROOM 401, NO. 320 BROADWAY, NEW YORK.

NOTICE IS HEREBY GIVEN OF A PUBLIC hearing on the form of contract for the construction of that portion of the proposed Brooklyn-Manhattan loop lines lying in Centre street, between Pearl and Canal streets, in the Borough of Manhattan, to be held on Thursday, February 28, at 3 p. m.

Copies of draft of the said contract may be obtained at the office of the Board for ten cents each.

BIRD S. COLER,
President.
New York, February 11, 1907.

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, NO. 320 BROADWAY, NEW YORK.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Rapid Transit Railroad Commissioners at the above office until 12 o'clock noon,

MONDAY, FEBRUARY 26, 1907,

FOR PRINTING AND BINDING THE ANNUAL REPORT OF THE BOARD.

The time for the performance of the contract will be on or before 60 days after delivery of copy, exclusive of time required for correcting proofs, etc.

The amount of security required will be 50 per cent. of the amount of the bid or estimate.

The bids will name a price for each item contained below, irrespective of the number of pages (text or tabular), half-tones, maps and profiles, plans or line drawings that the report will ultimately actually contain. To arrive at a true comparison of the bids, however, and at the same time give prospective bidders an idea of the volume of work in the report, quantities (approximate where designated, otherwise specific) are given for each item, predicated on previous reports. The extensions must be made and footed up, and awards will be made to the lowest bidder as thus ascertained.

Composition, text, 250 pages (estimated).
Composition, tabular, 80 pages (estimated).
Half-tones, 30 (estimated).
Maps and profiles, 10 (estimated).
Plans, 10 (estimated).
Line drawings, 10 (estimated).

Stock and presswork for text and tabular pages, 400 pages (estimated).
Stock and presswork for maps, plans and drawings, 100 pages (estimated).

Stock and presswork for cover, 4 pages.
Binding in cloth, total edition of 250 copies.
Binding in heavy paper, total edition of 3,000 copies.

Corrections, per hour.
Size of page, about 10.5-16 inches by 6.5 inches; margins, 1 1/2 inches.

Electrotypes of all cuts made and used for the report to remain the property of the Rapid Transit Board.

Samples of previous report and all work above described in office of Rapid Transit Board, Room 401, No. 320 Broadway, New York City.

BIRD S. COLER,
Secretary.
New York, February 11, 1907.

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

ARMORY COMMISSIONERS.

ARMORY BOARD, HALL OF RECORDS, CHAMBERS AND CENTRE STREETS.

SEALED BIDS OR ESTIMATES WILL BE received at the office of the Mayor, Chairman of the Armory Board, in The City of New York, until 2 p. m.,

THURSDAY, FEBRUARY 14, 1907,

Article 1. FOR LIGHTING AND IMPROVEMENTS TO THE ARMORY OF THE FOURTEENTH REGIMENT, INFANTRY, N. G. N. Y., FIFTEENTH STREET AND EIGHTH AVENUE, BOROUGH OF BROOKLYN.

Security required, Five Thousand Dollars.
Deposit to be made with the bid, Two Hundred and Fifty Dollars.

The time allowed for doing the work, seventy (70) working days.

Articles 2 and 3. FOR FURNITURE AND EQUIPMENT TO THE ARMORY OF THE SIXTY-NINTH REGIMENT, INFANTRY, N. G. N. Y., TWENTY-SIXTH STREET AND LEXINGTON AVENUE, IN THE BOROUGH OF MANHATTAN.

Security required, One Thousand Five Hundred Dollars.
Deposit to be made with the bid, Seventy-five Dollars.

The time allowed for doing the work, sixty (60) working days.

Article 3. Security required, Five Thousand Dollars.
Deposit to be made with the bid, Two Hundred and Fifty Dollars.

The time allowed for doing the work, ninety (90) working days.

The bids will be compared and the contracts 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 Armory Board, 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 at the office of the Armory Board, Room 6, New Hall of Records (basement), Borough of Manhattan.

For Article 1 plans and specifications may be examined at the office of the Architects, Messrs. Robinson & Knust, No. 164 Fifth avenue, Manhattan.

For Articles 2 and 3 plans and specifications may be examined at the office of the Architects, Messrs. Hunt & Hunt, No. 28 East Twenty-first street, Manhattan.

THE ARMORY BOARD,
GEORGE B. McLELLAN,
Mayor;
PATRICK McGOWAN,
President of the Board of Aldermen;
JAMES McLEER,
Brigadier-General, Commanding Second Brigade;

GEORGE MOORE SMITH,
Brigadier-General, Commanding First Brigade;
LAWSON PURDY,
President of the Department of Taxes and Assessments.

The City of New York, January 31, 1907.

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

BELLEVUE AND ALLIED HOSPITALS.

BELLEVUE AND ALLIED HOSPITALS, OFFICE OF THE GENERAL MEDICAL SUPERINTENDENT, FIRST AVENUE AND TWENTY-SIXTH STREET, NEW YORK, FEBRUARY 11, 1907.

WANTED—FEMALE GENERAL HELP-ers in the wards, and Scrubbers, \$15 a month. Apply to Superintendent of Training School, Bellevue Hospital, Twenty-sixth street and First avenue.

S. T. ARMSTRONG,
General Medical Superintendent.

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS AND ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 o'clock p. m. on

TUESDAY, FEBRUARY 19, 1907,

FOR ALL THE LABOR AND MATERIAL REQUIRED FOR MAKING REFRIGERATING AND PIPE CONNECTIONS WITH PRESENT REFRIGERATING PLANT AT NEW HARLEM HOSPITAL, SITUATED ON LENOX AVENUE, BETWEEN ONE HUNDRED AND THIRTY-FIFTH STREET AND ONE HUNDRED AND THIRTY-SIXTH STREET.

The surety required shall be fifty per cent. (50%) of the amount of bid.

The time for the completion of the work and the full performance of the contract is within fifty (50) days from the date of the executing of the contract.

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

Blank forms may be obtained and the plans and drawings may be seen at the office of the Contract Clerk, No. 419 East Twenty-sixth street, Borough of Manhattan, where the bids and deposits are also delivered.

JOHN W. BRANNAN,
President, Board of Trustees, Bellevue and Allied Hospitals.

Dated January 18, 1907.

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

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, NO. 300 MULBERRY STREET.

SEALED BIDS OR ESTIMATES WILL BE received by the Police Commissioner of the Police Department of The City of New York at the above office until 5 o'clock a. m. on

FRIDAY, FEBRUARY 15, 1907,

No. 1. FOR FURNISHING AND DELIVERING PLUMBING, ROOFING, PAINTS, OILS, HARDWARE AND BOAT SUPPLIES.

No. 2. FOR STATION HOUSE SUPPLIES, EQUIPMENT, ETC.

The time for the delivery of the articles, materials and supplies and the performance of the contracts is during the year 1907.

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

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item, and the Police Department reserves the right to award the contract by the entire schedule or to award for each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the Central Office of the Police Department, No. 300 Mulberry street, Borough of Manhattan.

THEODORE A. BINGHAM,
Police Commissioner.
Dated February 1, 1907.

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

POLICE DEPARTMENT—CITY OF NEW YORK.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of The City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,
Police Commissioner.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE DEPUTY Property Clerk of the Police Department of The City of New York—Office, No. 209 State street, Borough of Brooklyn—for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,
Police Commissioner.

DEPARTMENT OF FINANCE.

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

WILLIAM H. SMITH, Auctioneer.

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, machinery, etc., standing upon property owned by The City of New York, acquired by it for the use of the Board of Education, said buildings being situated in the

Borough of Brooklyn.

and being more particularly situated upon land described as follows:

Beginning at a point formed by the intersection of the easterly line of Belvidere street with the southerly line of the lands of Public School 24, which point is distant 100 feet southerly from the southerly line of Beaver street, and running thence easterly along the southerly line of the lands of Public School 24 one hundred and seventy-five (175) feet to the westerly line of Arion place; thence southerly along the westerly line of Arion place 31 feet 6 1/2 inches; thence westerly and parallel with the said southerly line of the lands of Public School 24 eighty-six (86) feet 9 inches; thence northerly and parallel with Belvidere street 3 feet 3 inches; thence again westerly and again parallel with the said southerly line of the lands of Public School 24 eighty-seven (87) feet 6 inches to the easterly line of Belvidere street; thence northerly along the easterly line of Belvidere street 28 feet 3 inches to the southerly line of the lands of Public School 24, the point or place of beginning, be the said several dimensions more or less.

The sale will take place on

TUESDAY, FEBRUARY 26, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price on the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser,

cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam-holes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water tight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings, or parts of buildings, and machinery included in the foregoing parcel.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, February 8, 1907.

f11.26

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 8 (MARBLE HILL).

KINGSBRIDGE AVENUE—REGULATING AND PAVING, between Van Corlear and Wicker places. Area of assessment: Both sides of Kingsbridge avenue, from Van Corlear place to Wicker place, and to the extent of half the block at the intersecting and terminating streets.

KINGSBRIDGE AVENUE—PAVING WITH ASPHALT PAVEMENT, CURBING AND RECURBING, between Terrace View Avenue South and Van Corlear place. Area of assessment: Both sides of Kingsbridge avenue, between Terrace View Avenue South and Van Corlear place, and to the extent of half the block at the intersecting streets.

—that the same were confirmed by the Board of Revision of Assessments on February 7, 1907, and entered on February 7, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

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

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

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room 85, No. 240 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 3 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 8, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York—Department of Finance,
Comptroller's Office, February 7, 1907.

f9.25

NOTICE TO PROPERTY OWNERS.

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

TWENTY-FOURTH WARD, SECTION 11.

BUCHANAN PLACE—REGULATING, GRADING, CURBING, FLAGGING, LAYING CROSSLAKES, BUILDING APPROACHES AND PLACING FENCES from Jerome avenue to Aqueduct Avenue East. Area of assessment: Both sides of Buchanan place, from Jerome avenue to Aqueduct Avenue East, and to the extent of half the block at the intersecting and terminating streets and avenue.

—that the same were confirmed by the Board of Assessors February 5, 1907, and entered on February 5, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

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

Section 159 of this act provides: "An assessment shall become a lien upon the real

estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 3 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 6, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessments became liens to the date of payment.

HERMAN A. METZ,

Comptroller.
City of New York—Department of Finance,
Comptroller's Office, February 5, 1907.

f8.23

NOTICE TO PROPERTY OWNERS.

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

FIRST WARD, SECTION 1: TWENTY-SECOND AND TWENTY-NINTH WARDS, SECTION 4: TWENTY-FOURTH WARD, SECTION 5: TWENTY-FIFTH WARD, SECTION 6: TWENTY-SIXTH WARD, SECTION 12, AND TWENTY-EIGHTH WARD, SECTION 11.

LAYING CEMENT SIDEWALKS ON HULL STREET, north side, between Hopkinson and Rockaway avenues; on ST. JOHN'S PLACE, south side, between Albany and Troy avenues; on BERGEN STREET, south side, between Troy and Schenectady avenues; on SCHENECTADY AVENUE, west side, between Bergen street and St. Mark's avenue; on WASHINGTON AVENUE, east side, between Sullivan and Malbone streets; on WASHINGTON AVENUE, east side, between Washington place and Sullivan street; on WASHINGTON AVENUE, east side, between Montgomery street and Washington place; on SUMPTER STREET, south side, between Paichen and Ralph avenues; on RALPH STREET, east side, between Knickerbocker and Myrtle avenues; on NEW JERSEY AVENUE, east side, between Fulton street and Atlantic avenue; on KNICKERBOCKER AVENUE, south-west side, between Bleeker and Ralph streets; on RALPH STREET, north-west side, between Hamburg and Knickerbocker avenues; on FURMAN STREET, southeast side, between Cranberry and Middagh streets, if extended; on SIXTEENTH STREET, north side, between Tenth and Eleventh avenues. Area of assessment: North side of Hull street, between Hopkinson and Rockaway avenues, Lot No. 47, Block 1533; south side of St. John's place, between Troy and Albany avenues, Lots Nos. 20 and 35, Block 1382; south side of Bergen street, between Schenectady and Troy avenues, Lots Nos. 29 and 32, Block 1351; east side of Washington avenue, from Washington place to Malbone street, and from Washington place to Montgomery street; south side of Sumpter street, 100 feet west of Ralph avenue, Lot No. 20, Block 1608; south side of Ralph street, between Knickerbocker and Myrtle avenues, Lots Nos. 12 to 15, inclusive, on Block 1317; northeast corner of New Jersey avenue and Atlantic avenue, southwest corner of Knickerbocker avenue and Ralph street; east side of Furman street, 100 feet south of Middagh street, Lots Nos. 4 and 5, Block 213, and northeast side of Sixteenth street, between Tenth and Eleventh avenues, on Lots Nos. 62, 63, 64 and 66 of Block 1107.

NINTH WARD, SECTION 4: TWENTY-FOURTH WARD, SECTION 5: TWENTY-SIXTH WARD, SECTION 13: TWENTY-EIGHTH WARD, SECTION 11.

CONSTRUCTING CEMENT SIDEWALKS ON TROY AVENUE, east side, between Prospect place and Park place; on TROY AVENUE, east side, between Park place and Sterling place; on LINCOLN ROAD, north side, between Rogers and Bedford avenues; on ST. MARK'S AVENUE, south side, between Classon and Franklin avenues; on CRYSTAL STREET, east side, between Pitkin and Belmont avenues; on MYRTLE AVENUE, south side, between Knickerbocker avenue and Bleeker street; on KNICKERBOCKER AVENUE, northeast side, between Myrtle avenue and Bleeker street. Area of assessment: East side of Troy avenue, between Prospect place and Sterling place; northwest corner of Lincoln road and Rogers avenue; south side of St. Mark's avenue, between Classon and Franklin avenues, Lot No. 12, Block 1756; southeast corner of Pitkin avenue and Crystal street and the triangle bounded by Bleeker street, Myrtle avenue and Knickerbocker avenue.

FOURTEENTH WARD, SECTION 8.

BEDEFORD AVENUE—SEWER, between North Thirtieth street and North Fourteenth street. Area of assessment: Both sides of Bedford avenue, from North Thirtieth street to North Fourteenth street.

EIGHTH WARD, SECTION 3: FIFTEENTH WARD, SECTION 8: SEVENTEENTH WARD, SECTION 4, AND TWENTY-SECOND WARD, SECTION 4.

FENCING VACANT LOTS ON SOUTH SECOND STREET, northeast side, between Keap and Hooper streets; on OAKLAND STREET, east side, between Kent and Java streets; on JAVA STREET, south side, between Oakland and Provost streets; on OAKLAND STREET, east side, between Greenpoint avenue and Kent street; on KENT STREET, south side, between Oakland and Provost streets; on FORTY-THIRD STREET, south side, between Seventh and Eighth avenues; on FIFTIETH STREET, north side, between Third and Fourth avenues; on FIFTH AVENUE, west side, between Forty-third and Forty-fourth streets; on FORTY-THIRD STREET, south side, between Fourth and Fifth avenues; on FORTY-FOURTH STREET, north side, between Fourth and Fifth avenues, and on THIRTY-NINTH STREET, north side, between Third and Fourth avenues. Area of assessment: North side of South Second street, between Keap and Hooper streets, Lot No. 36, Block 3412; southeast corner of Oakland street and Java street, Lots Nos. 5 and 10, Block 2552; southeast corner of Oakland street and Kent street, Lots Nos. 3, 6 and 7, Block 2560; south side of Fourteenth street, about 122 feet east of Seventh avenue, Lot No. 11, Block 1102; north side of Fiftieth street, between Third and Fourth avenues, Lots Nos. 16, 58 and 63 of Block 782; west side of Fifth avenue, from Forty-third to Forty-fourth street; north side of Thirtieth street, between Third and Fourth avenues, on Lots Nos. 51, 53 and 55 in Block 704.

SEVENTEENTH WARD, SECTION 9.

OAKLAND AND ASH STREETS—SEWER BASIN at the northwest corner. Area of assessment: North side of Ash street, from Oakland street to Manhattan avenue.

TWENTY-FIRST WARD, SECTION 6.
DE KALB AVENUE AND SPENCER COURT—SEWER BASIN at the southwest corner. Area of assessment: Block bounded by Bedford avenue, Kosciuszko street, Spencer court and DeKalb avenue.

TWENTY-SECOND WARD, SECTION 4.
EIGHTH STREET—SEWER, between Eighth avenue and Prospect Park West. Area of assessment: Both sides of Eighth street, from Eighth to Ninth avenue; east side of Eighth avenue and west side of Ninth avenue, from Seventh to Ninth street.

TWENTY-FOURTH WARD, SECTION 5, AND TWENTY-NINTH WARD, SECTION 16.

LAYING CEMENT SIDEWALKS ON PACIFIC STREET, south side, between Howard and Saratoga avenues; on EAST NINETEENTH STREET, west side, between Cortelyou road and Dorchester road; on DORCHESTER ROAD, north side, between East Eighteenth and East Nineteenth streets; on EAST SIXTEENTH STREET, east side, between Cortelyou and Dorchester roads; on EAST SEVENTEENTH STREET, west side, between Cortelyou and Dorchester roads; on DORCHESTER ROAD, north side, between Marlborough road (East Fifteenth street) and East Sixteenth street; on EAST SIXTEENTH STREET, west side, between Cortelyou road and Dorchester road; on DORCHESTER ROAD, north side, between Rugby road and Marlborough road; on RUGBY ROAD, east side, between Cortelyou and Dorchester roads. Area of assessment: Southeast corner of Howard avenue and Pacific street; north side of Dorchester road, between Eighteenth and Nineteenth streets, Lot No. 39, Block 5161; northwest corner of Dorchester road and Sixteenth street; west side of Sixteenth street, between Dorchester road and Cortelyou road, Lots Nos. 51, 53, 55, 57, 59, 61, 63, 65, Block 5159; southwest corner of Cortelyou road and Seventeenth street; north side of Dorchester road, between Marlborough and Rugby roads, Lots Nos. 37, 39, Block 5157; east side of Rugby road, between Dorchester and Cortelyou roads, Lot No. 54, Block 5157.

TWENTY-FOURTH WARD, SECTION 5.
ROCHESTER AVENUE AND DEAN STREET—RECEIVING BASIN at the north-west corner. Area of assessment: North side of Dean street, from Rochester avenue to Utica avenue.

TWENTY-NINTH WARD, SECTION 16.
BEVERLY ROAD—SEWER, between East Twenty-second street and Bedford avenue. Area of assessment: Triangle bounded by Tilden avenue, Bedford avenue and Beverly road; south side of Beverly road, from East Twenty-second street to Bedford avenue; both sides of Twenty-second street, from Beverly road to Tilden avenue; north side of Beverly road and south side of Tilden avenue, from Twenty-second to Twenty-third street.

MIDWOOD STREET—SEWER, between Nostrand and Rogers avenues. Area of assessment: Both sides of Midwood street, from Rogers avenue to Nostrand avenue.

THIRTIETH WARD, SECTION 19.

BAY NINETEENTH STREET—SEWER, between Benson and Bath avenues. Area of assessment: Both sides of Bay Nineteenth street, from Bath to Benson avenue, and east side of Eighteenth avenue, from Bath to Benson avenue.

THIRTY-FIRST WARD, SECTION 21.

LAYING CEMENT SIDEWALKS ON CROPSY AVENUE, southwest side, between Twenty-third and Twenty-fourth avenues; on HARWAY AVENUE, southwest side, between Bay Fortieth and Bay Forty-first streets; between Bay Forty-first street and Twenty-sixth avenue, and between Bay Forty-fourth street and Twenty-seventh avenue, and between Twenty-seventh avenue and Bay Forty-sixth street, and between Bay Forty-sixth and Bay Forty-eighth streets. Area of assessment: West side of Cropsy avenue, between Twenty-third and Twenty-fourth avenues, Lots Nos. 22 and 28, Block 1018A; south side of Harway avenue, between Bay Fortieth and Bay Forty-seventh streets, affecting the following lots: Lot No. 6 of Block 1023, Lot No. 34 of Block 1062, Lots Nos. 23 and 24 of Block 1059, Lots Nos. 8, 9, 10, 11, 13 and 28 of Block 1058, Lots Nos. 12, 13, 14 and 15 of Block 1057 and Lots Nos. 1 and 2 of Block 1056.

THIRTY-SECOND WARD, SECTION 21.

EAST THIRTY-FOURTH STREET—SEWER, from Avenue G to Avenue H. Area of assessment: Both sides of Thirty-fourth street, from Avenue G to Avenue H, and the north side of Avenue H, from East Thirty-fifth street to New York avenue.

—that the same were confirmed by the Board of Assessors on February 5, 1907, and entered February 5, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of entry of the assessments interest will be collected thereon, as provided for in section 1019 of the Greater New York Charter.

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

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

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before April 6, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, February 5, 1907.

f8.23

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the

Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE to the following-named avenue in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTIONS 11

AND 12.
PROSPECT AVENUE—OPENING, from Crotona Park North to East One Hundred and Eighty-ninth street. Confirmed January 27, 1907; entered February 5, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of a line drawn parallel to and distant two hundred feet southwesterly from the southwesterly line of Crotona Park North with the southwesterly prolongation of a line drawn parallel to and distant 100 feet southwesterly from the northwesterly line of Clinton avenue; running thence northwesterly along said prolongation and parallel line to its intersection with a line drawn parallel to and distant 100 feet southwesterly from the southwesterly line of East One Hundred and Eighty-second street; thence northwesterly along said line parallel to East One Hundred and Eighty-second street to its intersection with a line drawn parallel to and distant 100 feet northwesterly from the northwesterly side of Crotona avenue; thence northwesterly along said line parallel to Crotona avenue to its intersection with a line drawn parallel to and distant 100 feet northwesterly from the northwesterly line of Pelham avenue; thence southeasterly along said line parallel to Pelham avenue to its intersection with a line drawn parallel to and distant 100 feet easterly from the easterly line of the Southern Boulevard; thence southerly along said line parallel to the Southern Boulevard to its intersection with the northwesterly line of East One Hundred and Eighty-second street; thence northwesterly along said line parallel to East One Hundred and Eighty-second street to its intersection with the northwesterly prolongation of a line drawn parallel to and distant 100 feet southeasterly from the southeasterly line of Manes avenue; thence southwesterly along said parallel line and its southwesterly prolongation to its intersection with the southwesterly line of Fairmount place; thence southwesterly along a line drawn parallel to Prospect avenue and along the southwesterly prolongation thereof to its intersection with a line drawn parallel to and distant 200 feet southwesterly from the southwesterly line of Crotona Park North; thence northwesterly along said line parallel to Crotona Park North to the point or place of beginning.

The above-entitled assessment was entered on the date hereinafore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

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

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

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 3 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 6, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, February 5, 1907.

f6.20

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE to the following-named street in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTION 11.

CLAY AVENUE (FORMERLY ANTHONY AVENUE), from Webster avenue to East One Hundred and Seventy-sixth street. Confirmed March 15, 1904, and January 10, 1907; entered January 31, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point in the westerly prolongation of the northerly line of East One Hundred and Seventy-first street, lying midway between Clay avenue and Teller avenue, when measured in the direction of said prolongation; running thence northerly to the intersection of the southerly line of Belmont street with the middle line of the blocks between Weeks avenue and Eastburn avenue; thence still northerly along said middle line to its intersection with the southeasterly line of Grand Boulevard and Concourse; thence northwesterly along said line to its intersection with the middle line of the blocks between Mount Hope place and Tremont avenue; thence easterly along said middle line and its easterly prolongation to an intersection with a line drawn parallel to the easterly line of Anthony avenue and distant 100 feet easterly therefrom; thence southerly along said parallel line to its intersection with the northwesterly line of Carter avenue; thence southwesterly along the northwesterly line of Carter avenue to the northerly line of East One Hundred and Seventy-fourth street; thence southerly to the point of intersection of the southerly line of East One Hundred and Seventy-fourth street with the middle line of the block between Anthony avenue and Webster avenue; thence southerly along said

middle line to its intersection with a line drawn parallel to the northern line of East One Hundred and Seventy-third street and distant ten feet northward therefrom; thence easterly along said parallel line to the westerly line of Park Avenue East; thence southerly along said westerly line to the northern line of East One Hundred and Seventy-first street; thence westerly along said northern line and its westerly prolongation to the point or place of beginning.

The above-described assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 150 of this act."

Section 150 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third Avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 1, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 31, 1907.

12,16

PUBLIC NOTICE IS HEREBY GIVEN that pursuant to a resolution adopted by the Commissioners of the Sinking Fund at a meeting held January 30, 1907, designated the premises located on the northeasterly corner of Fifth Avenue and Twenty-third Street in the Borough of Brooklyn, as the place for holding Magistrates or Police Courts and jail delivery for the Second Division, Borough of Brooklyn, on and after February 15, 1907.

HERMAN A. METZ,

Comptroller.

Comptroller's Office, New York City, January 31, 1907.

12,15

PUBLIC NOTICE IS HEREBY GIVEN that pursuant to a resolution adopted by the Commissioners of the Sinking Fund at a meeting held January 30, 1907, designated the premises No. 133 New Jersey Avenue, in the Borough of Brooklyn, as the place for holding Magistrates or Police Courts and jail delivery for the Second Division, Borough of Brooklyn, on and after February 15, 1907.

HERMAN A. METZ,

Comptroller.

Comptroller's Office, New York City, January 31, 1907.

12,15

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

WILLIAM H. SMITH, AUCTIONEER.

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing upon property owned by The City of New York, acquired for school purposes, the said buildings being situated in the

Borough of Brooklyn

and being erected upon property described as follows:

Beginning at a point formed by the intersection of the easterly line of Flatbush Avenue with the northerly line of the lands of Erasmus Hall High School, and running thence northerly along the easterly line of Flatbush Avenue 57 feet 10 inches; thence easterly 138 feet 9 inches; thence southeasterly 350 feet 3 1/2 inches to the westerly line of the lands of Public School 90; thence southerly along the said westerly line of the lands of Public School 90 seven (7) feet three and one-half (3 1/2) inches to the northerly line of the lands of Erasmus Hall High School; thence westerly along the northerly line of said lands of the Erasmus Hall High School 493 feet 6 inches to the easterly line of Flatbush Avenue, the point or place of beginning.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

THURSDAY, FEBRUARY 21, 1907,

at 11 a. m., on the premises, on the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stumps and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all furnishings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be made permanently self-supporting without the aid of braces, the beamholes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,

Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 24, 1907.

129,121

CORPORATION SALE OF REAL ESTATE.

BRYAN L. KENNELLY, AUCTIONEER.

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction on

THURSDAY, FEBRUARY 14, 1907,

at 12 o'clock m., at the New York Real Estate Salesroom, Nos. 14 and 16 Vesey Street, the following described real estate belonging to the Corporation of The City of New York, and located in the Borough of Manhattan, more particularly bounded and described as follows:

Beginning at a point on the northerly line of Liberty Street distant 267 feet 10 inches westerly from the northwesterly corner of Broadway and Liberty Street, as said street existed on the 7th day of April, 1865; running thence northerly partly through the center of a party wall 110 feet 3 1/2 inches; thence westerly through the center of a stone wall 27 feet 7 inches; thence southerly partly through the center of a party wall 118 feet 5 1/2 inches to the northerly line of Liberty Street; and thence easterly along the northerly line of Liberty Street 28 feet 6 inches to the place of beginning, be the said dimensions more or less. The premises being particularly shown on a map or survey thereof made by Edward Boyle, City Surveyor, and dated January 24, 1865; and also

All that certain plot which was conveyed by John P. DeWint of the Town of Fishkill, County of Dutchess, State of New York, to the Mayor, Aldermen and Commonalty of The City of New York by indenture dated the 14th day of August, 1869, recorded in the Register's office of the County of New York on the 14th day of August, 1869, which conveyed to The City of New York all the remaining portion of the lot and building known as No. 101 Liberty Street, in the City of New York, being the portion of said lot and building left by the extension of Church Street, excepting from the parcel first above described, so much as was taken for the widening of Church Street.

The minimum or upset price at which said property shall be sold is hereby fixed at three hundred and thirty thousand dollars (\$330,000). The sale of the said premises is made upon the following

TERMS AND CONDITIONS.

The highest bidder will be required to pay to per cent. of the amount of his bid, together with the auctioneer's fees at the time of sale; 30 per cent. upon the delivery of the deed, which shall be thirty days from the date of sale, the remaining 60 per cent. either to be paid at the time of the delivery of the deed or at the option of the purchaser to remain on bond and mortgage for five years, with interest at the rate of 6 per cent. per annum, payable semi-annually, the mortgage to contain the customary thirty days' interest and ninety days' tax and assessment and insurance clauses.

The bond and mortgage may be paid off at any time within the term thereof on giving thirty days' notice to the Comptroller, or may be paid in installments of not less than \$5,000 on any day when interest is due, or on thirty days' notice. The bond and mortgage will be prepared by the Corporation Counsel, and the sum of \$12.50 will be charged for drawing, acknowledging and recording the same.

The Comptroller may, at his option, resell the property, if the successful bidder shall fail to comply with the terms of the sale, and the person failing to comply therewith will be held liable for any deficiency which may result from such resale.

The right is reserved to reject any and all bids. Said land is sold subject to the use by the Police Department of The City of New York, free of rental or other charges of any nature, until the premises Nos. 156 and 158 Greenwich Street and Nos. 165 and 167 Washington Street, Borough of Manhattan, are made available to accommodate the present police precinct now located at Church and Liberty Streets, as heretofore described, but that such term shall not extend longer than May 1, 1909.

Maps of said real estate may be seen on application at the Comptroller's Office, Stewart Building, No. 280 Broadway, Borough of Manhattan.

By order of the Commissioners of the Sinking Fund under resolution adopted at meeting of the Board held January 17, 1907.

H. A. METZ,

Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 21, 1907.

129,114

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

WILLIAM H. SMITH, AUCTIONEER.

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

Borough of Brooklyn.

All the buildings, parts of buildings, etc., standing within the lines of the new street as an approach to Manhattan Bridge, extending from Nassau Street to the intersection of Flatbush Avenue and Fulton Street, in the Fourth, Fifth and Eleventh Wards of the Borough of Brooklyn, City of New York, said property being more particularly shown on a draft damage map dated New York, October 14, 1904, approved by J. W. Brackenridge, Commissioner of Public Works, and being on file in the office of the Collector of City Revenue, Department of Finance, Room 142, No. 280 Broadway, Borough of Manhattan. The sale will take place on

MONDAY, MARCH 11, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction on the following

TERMS AND CONDITIONS:

It being understood that the purchaser, at the time of the auction sale, when the said bid is accepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for failure of the purchaser to comply with his contract in accordance with these terms and conditions. A copy of said contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 142, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stumps and area walls, shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all furnishings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be made permanently self-supporting without the aid of braces, the beamholes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,

Comptroller.

City of New York, Department of Finance,
Comptroller's Office, January 21, 1907.

124,111

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ERRECTED UPON PROPERTY OWNED BY THE CITY OF NEW YORK.

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing upon property owned by The City of New York, acquired for the erection thereof of a building to be used as a home for the courses of the Bellevue Training School, said buildings being situated in the Borough of Manhattan, and being more particularly situated upon land described as follows:

Beginning at a point on the southerly side of East Twenty-sixth Street distant 433 feet easterly from the southeasterly corner of East Twenty-sixth Street and First Avenue, and running thence southerly and parallel with First Avenue 98 feet 6 inches to the center line of the block between East Twenty-fifth and East Twenty-sixth Streets; thence easterly along the center line of

said block 15 feet; thence again southerly and parallel with First Avenue 98 feet 6 inches to the northerly side of East Twenty-fifth Street; thence easterly along the northerly side of East Twenty-fifth Street 263 feet to land of The City of New York; thence northerly along said land of The City of New York 197 feet 6 inches to the southerly side of East Twenty-sixth Street; thence westerly along the southerly side of East Twenty-sixth Street 278 feet, more or less, to the point or place of beginning.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

WEDNESDAY, FEBRUARY 20, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction, on the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stumps and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all furnishings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be made permanently self-supporting without the aid of braces, the beamholes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,

Comptroller.

City of New York, Department of Finance,
Comptroller's Office, January 21, 1907.

124,120

CORPORATION SALE OF BUILDINGS, MACHINERY AND APPURTENANCES THERETO ERRECTED UPON PROPERTY OWNED BY THE CITY OF NEW YORK.

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, machinery and appurtenances thereto standing upon property owned by The City of New York, acquired for the use of the terminal for the Manhattan side of the Brooklyn Bridge, the said buildings being situated in the Borough of Manhattan, and being more particularly within the area of the following known property:

All of the buildings situated upon land within the area of the block bounded by the northerly side of Tryon Row, the westerly side of Centre Street, the southerly side of Chambers Street and the northwesterly side of Park Row, in the Borough of Manhattan, all of which property is situated in Block 121, on the land map of the County of New York.

Also all of the buildings situated within the area of the block bounded by the southeasterly side of Park Row, the westerly side of North William Street and the southerly side of the Brooklyn Bridge, Borough of Manhattan, all of which property is situated in Block 121, on the land map of the County of New York.

Also all of the buildings situated upon land within the area of the block bounded by the north side of Chambers Street, the southeasterly side of City Hall Place, and the southerly and southwesterly sides of Duane Street, in the Borough of Manhattan, all of which property is situated within Block 129 of the land map of the County of New York.

Also all of the buildings situated upon land within the area of the block bounded by the northerly side of Reade Street, the easterly side of Centre Street and the southerly and southwesterly sides of Duane Street, in the Borough of Manhattan, all of which property is situated in Block 128 on the land map of the County of New York.

By direction of the Comptroller the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the

Collector of City Revenue, Department of Finance, on

WEDNESDAY, MARCH 6, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction on the following

TERMS AND CONDITIONS.

It being understood that the purchaser, at the time of the auction sale when the said bid is accepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for failure of the purchaser to complete his contract in accordance with these terms and conditions. A copy of said contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately, cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls, shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them, or any of them, and against and from all damages and costs to which it, they, or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,

City of New York, Department of Finance, Comptroller's office, January 21, 1907.

j24,m6

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO SITUATED ON LAND OWNED BY THE CITY OF NEW YORK.

AT THE REQUEST OF THE COMMISSIONER of the Department of Bridges, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, machinery, etc., standing upon property owned by The City of New York, acquired by it for the use of the Department of Bridges, said buildings being situated in the Borough of Manhattan and erected upon property known as follows:

Being the buildings situated within the area of the block bounded by the northerly side of East Fifty-ninth street, the easterly side of Second avenue, the southerly side of East Sixtieth street and the westerly side of First avenue, in the Borough of Manhattan; and, also

The buildings situated within the area of the block bounded by the northerly side of East Fifty-ninth street, the easterly side of First avenue, the southerly side of East Sixtieth street and the westerly side of the anchorage of the Blackwell's Island Bridge, in the Borough of Manhattan.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

THURSDAY, FEBRUARY 28, 1907,

at 11 a. m., on the premises, on the following

TERMS AND CONDITIONS.

It being understood that the purchaser, at the time of the auction sale, when said bid is accepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for failure of the purchaser to complete his contract in accordance with these terms and conditions. A copy of said contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New

York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period will work forfeiture of ownership of such buildings or appurtenances, or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them, or any of them, and against and from all damages and costs to which it, they, or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all plaster, furrings, chimneys, projecting brick, etc., on the faces of such party walls shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,

City of New York—Department of Finance, Comptroller's Office, January 21, 1907.

j29,f28

DEPARTMENT OF FINANCE, CITY OF NEW YORK, December 14, 1906.

UNTIL FURTHER NOTICE AND UNLESS otherwise directed in any special case surety companies will be accepted as sufficient upon the following contracts to the amounts named:

Supplies of Any Description, including Gas and Electricity—
One company on a bond up to \$50,000.
Two companies on a bond up to \$125,000.
Three companies on a bond up to \$200,000.

Asphalt, Asphalt Block and Wood Block Pavements—

Two companies on a bond up to \$50,000.
Three companies on a bond up to \$125,000.
Regulating, Grading, Paving, Sewers, Water Mains, Dredging, Construction of Parks, Parkways, Etc.—

One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.
Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

New Docks, Buildings, Bridges, Aqueducts, Tunnels, Etc.—

One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.
Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

Repairs, Ventilating, Heating, Plumbing, Etc.—
One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.
Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

On bonds regarded as hazardous risks additional surety will be required as the Comptroller sees fit in each instance.

All bonds exceeding \$50,000 will by that fact alone be considered hazardous risks, no matter what the nature of the work.

H. A. METZ,

Comptroller.

DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m., on

MONDAY, FEBRUARY 25, 1907, Boroughs of Manhattan and Brooklyn.

No. 1—FOR SHOP EQUIPMENT IN COMMERCIAL HIGH SCHOOL ON ALBANY AVENUE, BETWEEN BERGEN AND DEAN STREETS, BOROUGH OF BROOKLYN, AND IN DE WITT CLINTON HIGH SCHOOL ON TENTH AVENUE, BETWEEN FIFTY-EIGHTH AND FIFTY-NINTH STREETS, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work on each school will be 60 working days, as provided in the contract.

The amount of security required is as follows: Commercial High School, item 1—\$600. De Witt Clinton High School, item 2—\$400. A separate proposal must be submitted for each item, and award will be made thereon.

On Contract No. 1 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

Extensions must be made and footed up, as the bids will be read from the total of each item and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed. Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated February 11, 1907. f11,25

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m., on

MONDAY, FEBRUARY 25, 1907, Borough of Queens.

No. 3—FOR INSTALLING ELECTRIC EQUIPMENT IN NEW PUBLIC SCHOOL 68, ON THE NORTH SIDE OF BERGEN AVENUE, BETWEEN RATHJEN AVENUE AND HENRY STREET, EVERGREEN, BOROUGH OF QUEENS.

The time of completion is 90 working days. The amount of security required is \$3,000. On Contract No. 2 the bids will be compared and the contract awarded in a lump sum to the lowest bidder.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated February 11, 1907. f11,25

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m., on

MONDAY, FEBRUARY 25, 1907, Borough of Brooklyn.

No. 3—FOR INSTALLING ELECTRIC EQUIPMENT IN NEW PUBLIC SCHOOL 150, ON CHRISTOPHER AVENUE AND SACKMAN STREET, ABOUT 100 FEET SOUTH OF BELMONT AVENUE, BOROUGH OF BROOKLYN.

The time of completion is 100 working days. The amount of security required is \$8,000. On Contract No. 3 the bids will be compared and the contract awarded in a lump sum to the lowest bidder.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated February 11, 1907. f11,25

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

DEPARTMENT OF EDUCATION, SOUTHWEST CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m., on

MONDAY, FEBRUARY 18, 1907, Borough of Manhattan.

No. 1. FOR THE GENERAL CONSTRUCTION, ETC., OF ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 96, ON THE EAST SIDE OF AVENUE A, BETWEEN EAST EIGHTY-FIRST AND EAST EIGHTY-SECOND STREETS, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 300 working days, as provided in the contract. The amount of security required is Sixty Thousand Dollars.

No. 2. FOR FURNITURE FOR ADDITION TO PUBLIC SCHOOL 121, ON THE SOUTH SIDE OF ONE HUNDRED AND THIRD STREET, ABOUT 105 FEET WEST OF SECOND AVENUE, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 60 working days, as provided in the contract. The amount of security required is as follows:

Item 1..... \$300 00
Item 2..... 600 00
A separate proposal must be submitted for each item, and award will be made thereon.

On Contract No. 1 the bids will be compared and the contract awarded in a lump sum to the lowest bidder.

On Contract No. 2 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

Extensions must be made and footed up, as the bids will be read from the total of each item and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed. Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated February 6, 1907. f6,8

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

DEPARTMENT OF EDUCATION, SOUTHWEST CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Supplies at the above office of the Department of Education until 12 o'clock noon on

MONDAY, FEBRUARY 18, 1907

FOR FURNISHING AND DELIVERING LAUNDRY FOR THE TRUANT SCHOOLS OF THE CITY OF NEW YORK, BOROUGH OF MANHATTAN AND BROOKLYN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 31, 1907. The amount of security required is fifty (50) per cent. of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per item, dozen or other unit of measure, by which the bids will be tested. Award will be made to the lowest bidder on each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed. Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Department of Education, Park avenue and Fifty-ninth street.

PATRICK JONES, Superintendent of School Supplies.

Dated February 5, 1907. f5,18

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

DEPARTMENT OF PARKS.

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

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

THURSDAY, MARCH 21, 1907, Borough of Manhattan.

Contract No. 6. FOR WORK AND MATERIAL FOR THE INSTALLATION OF PLUMBING AND DRAINAGE APPARATUS IN THE NEW YORK PUBLIC LIBRARY, ASTOR, LENOX AND TILDEN FOUNDATIONS, FIFTH AVENUE, FORTIETH AND FORTY-SECOND STREETS.

The security required will be Thirty Thousand Dollars. The time allowed for doing and completing the work in this contract will be three years after notice to begin work at the building has been given.

The bids will be compared and the contract awarded at a lump or aggregate sum. Plans may be seen and blank forms may be obtained at the office of the Department of Parks, Arsenal, Central Park, Manhattan, and also at the office of the architects, Carrere & Hastings, No. 28 East Forty-first street, Manhattan.

MOSES HERRMAN, President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

Dated February 9, 1907. f11,net

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

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

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

THURSDAY, FEBRUARY 21, 1907, Borough of Manhattan.

No. 1. FOR FURNISHING AND DELIVERING PAINTERS' SUPPLIES. The time for delivery will be, as required, before October 15, 1907. The amount of security required is Two Thousand Dollars.

No. 2. FOR FURNISHING AND DELIVERING PLUMBING SUPPLIES. The time for delivery will be, as required, before August 1, 1907. The amount of security required is One Thousand Dollars.

No. 3. FOR FURNISHING AND DELIVERING MASONS' SUPPLIES. The time for delivery will be, as required, within sixty days. The amount of security required is Five Hundred Dollars.

The contracts must be bid for separately. The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract. Blank forms may be obtained at the office of the Department of Parks, Arsenal, Central Park, Manhattan.

MOSES HERRMAN, President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

Dated February 6, 1907. f7,71

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

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

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

THURSDAY, FEBRUARY 21, 1907, Borough of The Bronx.

FOR FURNISHING AND DELIVERING HARDWARE (No. 1, 1907), FOR PARKS, BOROUGH OF THE BRONX.

The time for delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days. The amount of security required is Eight Hundred Dollars (\$800).

FOR FURNISHING AND DELIVERING PAINTS AND OILS (No. 1, 1907) FOR PARKS, BOROUGH OF THE BRONX.

The time for the delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days.

The amount of security required is Five Hundred Dollars (\$500).
FOR FURNISHING AND DELIVERING TIMBER, MILL WORK (No. 1, 1907), FOR PARKS, BOROUGH OF THE BRONX.
 The time for delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days.

The amount of security required is Five Hundred Dollars (\$500).
FOR FURNISHING AND DELIVERING TIMBER (No. 2, 1907) FOR PARKS, BOROUGH OF THE BRONX.
 The time for the delivery of the articles, materials and supplies and the performance of the contract is before July 1, 1907.

The amount of security required is Fifteen Hundred Dollars (\$1,500).
 The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, Borough of the Bronx.

MOSES HERRMAN,

President;

JOSEPH I. BERRY,

MICHAEL J. KENNEDY,

Commissioners of Parks.

Dated February 4, 1907.

\$5.21

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

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

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

THURSDAY, FEBRUARY 21, 1907,

Borough of Brooklyn.

No. 1. FOR FURNISHING AND DELIVERING WHEELWRIGHT'S SUPPLIES.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Seven Hundred and Fifty Dollars.

No. 2. FOR FURNISHING AND DELIVERING PLUMBING SUPPLIES.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Fifteen Hundred Dollars.

No. 3. FOR FURNISHING AND DELIVERING HARDWARE.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Seven Hundred and Fifty Dollars.

No. 4. FOR FURNISHING AND DELIVERING LUMBER.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Five Thousand Dollars.

No. 5. FOR FURNISHING AND DELIVERING TOOLS AND IMPLEMENTS.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Fifteen Hundred Dollars.

The contracts must be bid for separately. The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

MOSES HERRMAN,

President;

JOSEPH I. BERRY,

MICHAEL J. KENNEDY,

Commissioners of Parks.

Dated February 1, 1907.

\$5.21

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

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

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

THURSDAY, FEBRUARY 21, 1907,

Boroughs of Brooklyn and Queens,

No. 1. FOR FURNISHING AND DELIVERING FLOWER POTS, FERN PANS, ETC., AT FOREST AND PROSPECT PARK GREENHOUSES.

The time for delivery will be, as required, before December 31, 1907.

The amount of security required is Five Hundred Dollars.

No. 2. FOR FURNISHING AND DELIVERING GRASS SEED AT PROSPECT PARK.

The time for the delivery will be within thirty (30) consecutive working days.

The amount of security required is One Thousand Dollars.

The contracts must be bid for separately.

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

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

MOSES HERRMAN,

President;

JOSEPH I. BERRY,

MICHAEL J. KENNEDY,

Commissioners of Parks.

Dated February 1, 1907.

\$2.21

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

BOROUGH OF THE BRONX.

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

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of the Bronx at the above office until 11 o'clock a. m. on

TUESDAY, FEBRUARY 20, 1907.

No. 1. FOR FURNISHING AND DELIVERING LUMBER FOR VIADUCTS AND BRIDGES.

132 pieces 4 inch by 12 inch by 20 feet Georgia yellow pine, long leaf.

170 pieces 4 inch by 12 inch by 35 feet Georgia yellow pine, long leaf.

75 pieces 4 inch by 12 inch by 26 feet Georgia yellow pine, long leaf.

63 pieces 4 inch by 12 inch by 30 feet Georgia yellow pine, long leaf.

209 pieces 4 inch by 12 inch by 30 feet Georgia yellow pine, long leaf.

62 pieces 4 inch by 12 inch by 31 feet Georgia yellow pine, long leaf.

1,846 pieces 2 inch by 6 inch by 12 feet Georgia yellow pine, tongued and grooved.

120 pieces 2 inch by 6 inch by 10 feet Georgia yellow pine, tongued and grooved.

440 pieces 2 inch by 6 inch by 13 feet Georgia yellow pine, tongued and grooved.

412 pieces 2 inch by 6 inch by 16 feet Georgia yellow pine, tongued and grooved.

252 pieces 2 inch by 6 inch by 18 feet Georgia yellow pine, tongued and grooved.

To be delivered to the yard of the Bureau of Highways, or to the bridges in the Borough of the Bronx, during the year 1907, as may be directed.

The amount of security required will be Twenty-five Hundred Dollars.

No. 2. FOR FURNISHING AND DELIVERING LUMBER TO THE BUREAU OF HIGHWAYS.

6,000 pieces 1 1/4 inch by 9 inch by 13 feet spruce No. 1.

1,500 pieces 2 inch by 4 inch by 16 feet spruce No. 1.

400 round chestnut posts, 12 feet long, not less than 6 inches in diameter.

100 pieces 3 inch by 9 inch by 25 feet spruce No. 1.

100 pieces 3 inch by 12 inch by 25 feet spruce No. 1.

1,000 feet (B. M.), best quality white pine, 1 1/2 inch, dressed.

1,000 feet (B. M.), best quality white pine, 1 1/2 inch, dressed.

1,000 feet (B. M.), best quality white pine, 1 1/2 inch, dressed.

1,000 feet (B. M.), best quality white pine, 1 1/2 inch, dressed.

1,000 feet (B. M.), best quality cypress, 1 1/2 inch, dressed.

500 feet (B. M.), best quality white wood, 1 1/2 inch, dressed.

500 feet (B. M.), best quality white wood, 1 1/2 inch, dressed.

500 feet (B. M.), best quality white wood, 1 1/2 inch, dressed.

500 feet (B. M.), best quality white wood, 1 1/2 inch, dressed.

500 feet (B. M.), best quality hickory, 1 1/4 inch, dressed and squared.

500 feet (B. M.), best quality hickory, 1 1/4 inch, dressed and squared.

500 feet (B. M.), best quality hickory, 1 1/4 inch, dressed and squared.

500 feet (B. M.), best quality hickory, 1 1/4 inch, dressed and squared.

500 feet (B. M.), best quality hickory, 1 1/4 inch, dressed and squared.

500 feet (B. M.), best quality hickory, 1 1/4 inch, dressed and squared.

12 planks, 1 1/2 inch white oak, about 14 feet long, dressed and squared, 12 inches wide.

12 planks, 2 inch white oak, about 14 feet long, dressed and squared, 12 inches wide.

30 planks, 2 1/2 inch white oak, about 14 feet long, dressed and squared, 12 inches wide.

10 planks, 3 inch white oak, about 14 feet long, dressed and squared, 12 inches wide.

10 planks, 3 1/2 inch white oak, about 14 feet long, dressed and squared, 12 inches wide.

To be delivered to the yard of the Bureau of Highways, as directed during the year 1907.

The amount of security required will be Twenty-five Hundred Dollars.

No. 3. FOR FURNISHING AND DELIVERING RUBBER BOOTS TO THE BUREAU OF SEWERS.

3 dozen pairs rubber hip boots, No. 7 (Gold Seal brand, or equal).

4 dozen pairs rubber hip boots, No. 8 (Gold Seal brand, or equal).

4 dozen pairs rubber hip boots, No. 9 (Gold Seal brand, or equal).

3 dozen pairs rubber hip boots, No. 10 (Gold Seal brand, or equal).

1 dozen pairs rubber hip boots, No. 11 (Gold Seal brand, or equal).

2 pairs rubber half hip boots, No. 5 (Gold Seal brand, or equal).

6 pairs rubber half hip boots, No. 6 (Gold Seal brand, or equal).

30 pairs rubber half hip boots, No. 7 (Gold Seal brand, or equal).

42 pairs rubber half hip boots, No. 8 (Gold Seal brand, or equal).

30 pairs rubber half hip boots, No. 9 (Gold Seal brand, or equal).

18 pairs rubber half hip boots, No. 10 (Gold Seal brand, or equal).

2 pairs rubber half hip boots, No. 11 (Gold Seal brand, or equal).

To be delivered to the Bureau of Sewers as directed during the year 1907.

The amount of security required will be Eight Hundred Dollars.

No. 4. FOR PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF ELSMERE PLACE, FROM PROSPECT AVENUE TO MARMION AVENUE.

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

1,800 square yards of completed asphalt pavement, including binder course, and keeping the pavement in repair for five years from date of acceptance.

550 cubic yards of concrete.

1,375 linear feet of old curbstone, rejointed, recut on top and reset in concrete.

The time allowed for the completion of the work will be 30 consecutive working days.

The amount of security required will be Two Thousand Dollars.

No. 5. FOR PAVING WITH ASPHALT BLOCKS ON A CONCRETE FOUNDATION THE ROADWAY OF MORRIS AVENUE, FROM KINGSBRIDGE ROAD TO JEROME AVENUE AT PARK VIEW TERRACE, AND SETTING CURB WHERE NECESSARY.

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

6,000 square yards of completed asphalt block pavement, and keeping the same in repair for five years from date of acceptance.

1,000 cubic yards of concrete, including mortar bed.

3,500 linear feet of old curbstone, rejointed, recut on top and reset in concrete.

The time allowed for the completion of the work will be 60 consecutive working days.

The amount of security required will be Five Thousand Five Hundred Dollars.

No. 6. FOR REGULATING GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN BECK STREET, FROM LONGWOOD AVENUE TO INTERVALE AVENUE.

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

1,800 cubic yards of earth excavation.

100 cubic yards of rock excavation.

100 cubic yards of filling.

1,350 linear feet of new curbstone, furnished and set.

5,500 square feet of new flagging, furnished and laid.

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

The amount of security required will be One Thousand Five Hundred Dollars.

No. 7. FOR CONSTRUCTING ADDITIONAL RETAINING WALLS ON THE APPROACHES TO BRIDGES OVER THE PORT MORRIS BRANCH OF THE NEW YORK AND HARLEM RAILROAD IN CONNECTION WITH THE DEPRESSION OF SAID BRANCH RAILROAD, UNDER AUTHORITY OF CHAPTER 424 OF THE LAWS OF 1903.

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

200 cubic yards of excavation.

450 cubic yards of dry rubble masonry in retaining walls, including coping set in mortar.

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

The amount of security required will be Five Hundred Dollars.

No. 8. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN EAST ONE HUNDRED AND THIRTY-EIGHTH STREET, BETWEEN GERARD AVENUE AND WALTON AVENUE.

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

173 linear feet of pipe sewer, 12-inch.

10 spurs for house connection, over and above the cost per linear foot of sewer.

3 manholes, complete.

120 cubic yards of rock, to be excavated and removed.

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

10 cubic yards of broken stone for foundations, in place.

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

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

The time allowed for the completion of the work will be thirty-five working days.

The amount of security required will be Eight Hundred Dollars.

No. 9. CONSTRUCTING A TEMPORARY SEWER AND APPURTENANCES IN WHITE PLAINS ROAD (WEST SIDE), BETWEEN EAST TWO HUNDRED AND EIGHTH STREET (ELIZABETH STREET) AND EAST TWO HUNDRED AND FIFTH STREET (KING STREET).

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

1,230 linear feet of pipe sewer, 6-inch.

45 spurs for house connection, over and above the cost per linear foot of sewer.

13 manholes, complete.

985 cubic yards of rock, to be excavated and removed.

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

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

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

The time allowed for the completion of the work will be 125 working days.

The amount of security required will be Three Thousand Seven Hundred Dollars.

No. 10. FOR CONSTRUCTING SEWERS AND APPURTENANCES IN WEST ONE HUNDRED AND SIXTY-FIFTH STREET, BETWEEN SUMMIT AVENUE AND NELSON AVENUE, AND IN SUMMIT AVENUE, FROM WEST ONE HUNDRED AND SIXTY-FIFTH STREET TO SUMMIT NORTH, AND IN OGDEN AVENUE, FROM THE SUMMIT SOUTH OF WEST ONE HUNDRED AND SIXTY-FIFTH STREET TO THE SUMMIT NORTH OF WEST ONE HUNDRED AND SIXTY-FIFTH STREET.

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

250 linear feet of pipe sewer, 15-inch.

1,095 linear feet of pipe sewer, 12-inch.

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

13 manholes, complete.

2 receiving basins, complete.

1,675 cubic yards of rock, to be excavated and removed.

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

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

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

The time allowed for the completion of the work will be 200 working days.

The amount of security required will be Five Thousand Dollars.

No. 11. FOR CONSTRUCTING SEWERS AND APPURTENANCES IN BRYANT AVENUE, BETWEEN EAST ONE HUNDRED AND SEVENTY-SEVENTH STREET AND BOSTON ROAD.

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

432 linear feet of pipe sewer, 12-inch.

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

5 manholes, complete.

980 cubic yards of rock, to be excavated and removed.

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

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

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

The time allowed for the completion of the work will be 100 working days.

The amount of security required will be Two Thousand Six Hundred Dollars.

No. 12. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN PARKSIDE PLACE, BETWEEN EAST TWO HUNDRED AND SEVENTH STREET AND THE SUMMIT ABOUT 325 FEET NORTH OF EAST TWO HUNDRED AND SEVENTH STREET.

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

326 linear feet of pipe sewer, 12-inch.

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

3 manholes, complete.

420 cubic yards of rock, to be excavated and removed.

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

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

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

The time allowed for the completion of the work will be 100 working days.

The amount of security required will be Two Thousand Six Hundred Dollars.

No. 13. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN PARKSIDE PLACE, BETWEEN EAST TWO HUNDRED AND SEVENTH STREET AND THE SUMMIT ABOUT 325 FEET NORTH OF EAST TWO HUNDRED AND SEVENTH STREET.

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

326 linear feet of pipe sewer, 12-inch.

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

3 manholes, complete.

420 cubic yards of rock, to be excavated and removed.

3 cubic yards of Class "B

BOROUGH OF RICHMOND.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGHS HALL, ST. GEORGE, NEW BRIGHTON, NEW YORK CITY.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Richmond at the above office until 12 o'clock m. on

TUESDAY, FEBRUARY 26, 1907,
Borough of Richmond.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REGULATING AND GRADING THE ROADWAY OF BERTHA PLACE, FROM EDDY STREET TO THREESHA PLACE, AND THREESHA PLACE, FROM RICHMOND TURNPIKE TO DUNCAN AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

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:

3,900 cubic yards of excavation.
60 square yards of new Belgian block pavement, furnished and laid with sand joints.
70 square yards of old cobble gutters, relaid.

The time for the completion of the work and the full performance of the contract is 30 days. The amount of security required is One Thousand Dollars (\$1,000).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FENCING VACANT LOTS BOUNDED BY STUYVESANT PLACE, WALL STREET, JAY STREET AND HAMILTON AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

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:

1,200 linear feet of picket fence, including gates, etc.

The time for the completion of the work and the full performance of the contract is 30 days. The amount of security required is Four Hundred Dollars (\$400).

No. 3. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING A CONCRETE RETAINING WALL ON THE NORTH SIDE OF RICHMOND TERRACE, WEST OF AND ADJOINING JOHN STREET, AND BUILDING A FENCE, GRADING AND LAYING NEW SIDE WALK AND RELAYING OLD SIDEWALK ON THE NORTH SIDE OF RICHMOND TERRACE, BETWEEN JOHN STREET AND MORNINGSTAR ROAD, THIRD WARD, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

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:

500 cubic yards of excavation.
170 cubic yards of concrete for retaining wall, including forms.
1,400 square feet of new flagstone, furnished and laid.
300 square feet of old flagstone, retrimmed and relaid.
200 linear feet of galvanized iron pipe fence, furnished and set.
50 linear feet of 4-inch tile drain pipe for weep holes.

The time for the completion of the work and the full performance of the contract is 30 days. The amount of security required is Eight Hundred Dollars (\$800).

No. 4. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REGULATING AND GRADING INDIANA AVENUE, FROM WOOLEY AVENUE TO JEWETT AVENUE, IN THE FIRST WARD, AND TO DO SUCH OTHER WORK AS MAY BE NECESSARY TO THE COMPLETION OF THE WORK DESCRIBED.

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:

4,000 cubic yards of excavation.
200 cubic yards of filling, to be furnished (exclusive of that secured from excavation).

10 cubic yards of concrete steel for basins and culverts.
50 square yards vitrified brick pavement, with sand cushion, furnished and laid.
30 square yards old vitrified brick pavement, relaid.

10 cubic yards concrete for foundations.
35 linear feet new 20-inch curbstone, furnished and set.
20 linear feet old curbstone, rejointed and reset.

1 manhole head and cover, in place.

The time for the completion of the work and the full performance of the contract is 40 days. The amount of security required is Twelve Hundred Dollars (\$1,200).

No. 5. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REGRADING AND CONSTRUCTING SIDEWALKS AND RELAYING OLD SIDEWALK ON PROSPECT AVENUE, FROM YORK AVENUE TO LAFAYETTE AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

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:

2,000 cubic yards of excavation.
2,160 square feet of new flagstone, furnished and laid.
10,516 square feet of old flagstone, relaid.
120 square feet of cement sidewalk.

The time for the completion of the work and the full performance of the contract is 40 days. The amount of security required is Twelve Hundred Dollars (\$1,200).

No. 6. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REGULATING AND GRADING THE ROADWAY OF SEA VIEW AVENUE, FROM RICHMOND ROAD TO SOUTHFIELD BOULEVARD, FOURTH WARD, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

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:

1,900 cubic yards excavation.
400 cubic yards filling, to be furnished (exclusive of that secured from excavation).
86 cubic yards dry rubble masonry for retaining walls and culverts.
5 cubic yards concrete for culvert and basin.
12 linear feet 12-inch culvert pipe, furnished and laid.
24 linear feet of 12-inch cast-iron pipe, to be relaid.
48 square feet new flagstone, furnished and laid.
50 square feet old flagstone, retrimmed and relaid.

10 square yards of new Belgian blocks.
28 square yards old Belgian block, to be relaid.

The time for the completion of the work and the full performance of the contract is 30 days. The amount of security required is Five Hundred Dollars (\$500).

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 inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the said President. The plans and drawings may be seen and other information obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Richmond Building, New Brighton, Borough of Richmond.

GEORGE CROMWELL,
President.

The City of New York, February 3, 1907.

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

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 11, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from 9 A. M. MONDAY, FEBRUARY 11, 1907, UNTIL 4 P. M. MONDAY, FEBRUARY 18, 1907, for the position of

ASSISTANT FIRE MARSHAL.

The examination will be held on

FRIDAY, MARCH 1, 1907,
at 10 A. M.

The subjects and weights of the examination are as follows:

General paper 6
Arithmetic 1
Experience 1
Report 1
The percentage required is 70.

Candidates must have a knowledge of the laws and ordinances relating to the Building and Tenement House Departments which concern the Fire Department, and also a knowledge of combustibles.

There is one vacancy.
The salary is \$1,500 per annum.
The minimum age is 21 years.

FRANK A. SPENCER,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 11, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from Monday, February 11, until 4 P. M. Monday, February 25, 1907, for the position of

INSPECTOR OF REGULATING, GRADING AND PAVING, BOARD OF WATER SUPPLY.

The examination will be held on

TUESDAY, MARCH 12, 1907,
at 10 A. M.

The subjects and weights of the examination are as follows:

Technical 5
Experience 2
Mathematics 1
Report 1
The percentage required is 75 on the technical paper, and 70 on all.

Knowledge with reference to earth and rock excavating in open cut, including drilling and blasting, is necessary, and some knowledge as to the quality of timber is desirable.

Employees will be called on to work outside of the City, and assigned to work wherever their services are required.

Certification from this list will not be made to any other department, except, if necessary, to the Aqueduct Commission.

There will probably be many appointments.
The salary is \$3.50 a day.
The minimum age is 21 years.

FRANK A. SPENCER,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 11, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from Monday, February 11, until 4 P. M. Monday, February 25, 1907, for the position of

JUNIOR ASSISTANT LIBRARIAN (FEMALE), QUEENS BOROUGH LIBRARY.

The examination will be held on

THURSDAY, MARCH 14, 1907,
at 10 A. M.

The subjects and weights of the examination are as follows:

Special paper 6
Arithmetic 1
Experience 1
The percentage required is 70.
There are four (4) vacancies.
The salary is \$300 per annum.
The minimum age is 18 years.

FRANK A. SPENCER,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 9, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from SATURDAY, FEBRUARY 9, UNTIL 12 M. SATURDAY, FEBRUARY 23, 1907, for the position of

INSPECTOR OF MASONRY CONSTRUCTION, BOARD OF WATER SUPPLY.

The examination will be held on

THURSDAY, MARCH 7, 1907,
at 10 A. M.

The subjects and weights of the examination are as follows:

Technical 5
Experience 3
Mathematics 1
Report 1
The percentage required is 75 on the technical paper and 70 on all.

Candidates should be acquainted with technical marks and terms as used in connection with tunnels, arches and stone masonry, and familiar with the quality of materials used in stone, concrete and brick masonry.

There will probably be many appointments.
Salaries: For open trench work, \$4.50 a day when employed, and \$3 a day for tunnel work.
Employees will be called on to work outside of the City and assigned to work wherever their services are required.
Certification from this list will not be made to any other department, except, if necessary, to the Aqueduct Commission.
The minimum age is 21 years.

FRANK A. SPENCER,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 6, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from 9 A. M. THURSDAY, FEBRUARY 7, UNTIL 4 P. M. THURSDAY, FEBRUARY 21, 1907, for the position of

RODMAN, BOARD OF WATER SUPPLY.

The examination will be held on

TUESDAY, MARCH 5, 1907,
at 10 A. M.

The subjects and weights of the examination are as follows:

Technical 6
Experience 3
Mathematics 2
The percentage required is 75 on the technical paper and 70 on all.

Appointees will be assigned to stations outside of the City, and will be expected to serve wherever they may be needed. Certification from the eligible list will not be made to any other City department, except, in case of need, to the Aqueduct Commission.

Vacancies are constantly occurring.
The salary is \$340 per annum and over.
The minimum age is 18 years.

FRANK A. SPENCER,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 4, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from 9 A. M. MONDAY, FEBRUARY 11, 1907, UNTIL 4 P. M. MONDAY, FEBRUARY 18, 1907, for the position of

ASSISTANT FIRE MARSHAL.

The examination will be held on

FRIDAY, MARCH 1, 1907,
at 10 A. M.

The subjects and weights of the examination are as follows:

General paper 6
Arithmetic 1
Experience 1
Report 1
The percentage required is 70.

Candidates must have a knowledge of the laws and ordinances relating to the Building and Tenement House Departments which concern the Fire Department, and also a knowledge of combustibles.

There is one vacancy.
The salary is \$1,500 per annum.
The minimum age is 21 years.

FRANK A. SPENCER,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 29, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from TUESDAY, FEBRUARY 5, AT 9 A. M. UNTIL 4 P. M. WEDNESDAY, FEBRUARY 13, 1907, for the position of

CIVIL SERVICE EXAMINER (MEN AND WOMEN).

The examination will be held on

WEDNESDAY, FEBRUARY 27, 1907,
at 10 A. M.

The subjects and weights of the examination are as follows:

General paper 4
Preparation and rating of questions and answers 2
Mathematics 1
Oral examination, to include experience... 3
The percentage required is 70.

In the general paper questions on history, geography, City, State and Federal Government will be put.

Mathematics will include arithmetic and algebra.

The oral examination will be held at a later date than the written.

Salaries ranging from \$1,200 to \$2,400 will be paid.

There are two vacancies with a beginning salary of \$1,200.

The appointees will be required to give all their time to the work of the Commission.

The minimum age is 21 years.

FRANK A. SPENCER,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 25, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from 9 A. M. Friday, February 1, until 4 P. M. Friday, February 8, 1907, for the position of

COURT STENOGRAPHER (MALE), FIFTH TO TENTH GRADE, INCLUSIVE.

The examination will be held on

MONDAY, FEBRUARY 18, 1907,
at 10 A. M.

The subjects and weights of the examination are as follows:

Accuracy 6
Arithmetic 2
Speed 2
The percentage required is 70.

Dictation will be given at the rates of 150, 155, 160, 165, 170 and 175 words a minute to qualify for the several grades.

Candidates will also be required to take testimony and to read back from their notes. The speed mark will be given on this test.

No vacancies exist at present.

The salary is from \$1,500 to \$3,000 per annum.

The minimum age is 21 years.

FRANK A. SPENCER,
Secretary.

Vacancies are constantly occurring in the various departments.
The salary is from \$750 to \$1,200 per annum.
The minimum age is 18 years.

FRANK A. SPENCER,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 5, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received until 4 P. M.

TUESDAY, FEBRUARY 5, 1907,
for the position of

ARCHITECTURAL DRAFTSMAN.

The examination will be held on Tuesday and Wednesday, February 19 and 20, 1907, at 10 A. M.

The subjects and weights of the examination are as follows:

Technical 8
Experience 2
The percentage required is 75 on the technical paper and 70 on all.

SCHEME OF THE EXAMINATION.

First Day.

Data of each drawing and the scale to be used will be furnished to applicants on examination day.

Drawings required:

Hours 10 to 12:40.

Q. 1 and 2. Accurate working drawing on white paper of one-half plan of a given building. Lettering.

Q. 3. Complete ink tracing of the same.

Hours 1 to 3.

Q. 4 and 5. Accurate pencil drawing of parts marked on a given elevation of a building, the working plans also being furnished.

Hours 3 to 5.

Q. 6. Accurate working section in pencil from given drawings.

Second Day.

Hours 10 to 11:30.

Q. 7. One-quarter scale drawing of a given ornament.

Q. 8. Also one-half of same ornament, full size, with sections of projections.

Hours 11:30 to 1.

Q. 9, 10, 11 and 12. Constructional details.

Hours 1:30 to 5.

Q. 13 and 14. Questions in mensuration and arithmetic.

Candidates must furnish the following: Drawing instruments, T-square, triangle, scale, etc.

Pencils.
Crayon or simple washes.
Inks.
Pens.
Drawing board no less than 23 inches by 31 inches.

Other materials will be furnished by the Commission.

There are four vacancies in the Board of Education at present, and certification will also be made to the Department of Bridges.

The salary is \$1,500 per annum, and over.
The minimum age is 21 years.

FRANK A. SPENCER,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 51 LAFAYETTE STREET, NEW YORK CITY, December 24, 1906.

PUBLIC NOTICE IS HEREBY GIVEN that applications for the following position in the Labor Class will be received on and after

WEDNESDAY, JANUARY 2, 1907

viz.: LABOR CLASS, PART II.

NICKEL PLATER, in the Fire Department.

WILLIAM F. BAKER,
President;
R. ROSS APPLETON,
ALFRED J. TALLEY,
Civil Service Commissioners.

FRANK A. SPENCER,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 51 LAFAYETTE STREET, NEW YORK CITY, October 22, 1906.

PUBLIC NOTICE IS HEREBY GIVEN that applications for the following position in the Labor Class will be received on and after

THURSDAY, NOVEMBER 1, 1906,

viz.: LABOR CLASS—Part 2.

BRASS FINISHER.

WILLIAM F. BAKER,
President;
R. ROSS APPLETON,
ALFRED J. TALLEY,
Civil Service Commissioners.

FRANK A. SPENCER,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, CITY OF NEW YORK.

PUBLIC NOTICE WILL BE GIVEN OF all competitive examinations two weeks in advance of the date upon which the receipt of applications for any scheduled examination will close. Applications will be received for only such examinations as are scheduled.

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

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

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

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

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

Unless otherwise specifically stated, the minimum age requirement for all positions is 21.

WILLIAM F. BAKER,
President;
R. ROSS APPLETON,
ALFRED J. TALLEY,
Commissioners.

FRANK A. SPENCER,
Secretary.

19-24-03

DEPARTMENT OF TAXES AND ASSESSMENTS.

THE CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS, MAIN OFFICE, BOROUGHS OF MANHATTAN, HALL OF RECORDS, JANUARY 12, 1907.

NOTICE IS HEREBY GIVEN, AS REQUIRED BY THE GREATER NEW YORK CHARTER, that the books called "The Annual Record of the Assessed Valuation of Real and Personal Estate of the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond, comprising The City of New York," will be open for public inspection, examination and correction on the second Monday of January, and will remain open up to and including the first day of March, 1907.

During the time that the books are open to public inspection application may be made by any person or corporation claiming to be aggrieved by the assessed valuation of real or personal estate to have the same corrected.

In the Borough of Manhattan, at the main office of the Department of Taxes and Assessments, Hall of Records, No. 31 Chambers street.

In the Borough of The Bronx, at the office of the Department, Municipal Building, One Hundred and Seventy-seventh street and Third avenue.

In the Borough of Brooklyn, at the office of the Department, Municipal Building.

In the Borough of Queens, at the office of the Department, Hackett Building, Jackson avenue and Fifth street, Long Island City.

In the Borough of Richmond, at the office of the Department, Masonic Building, Bay street, Stapleton, S. I.

Corporations in all the boroughs must make application only at the main office in the Borough of Manhattan.

Applications in relation to the assessed valuation of personal estate must be made by the person assessed at the office of the Department in the borough where such person resides, and in case of a non-resident carrying on business in The City of New York at the office of the Department in the borough where such place of business is located, between the hours of 10 a. m. and 2 p. m., except on Saturday, when all applications must be made between 10 a. m. and 12 noon.

LAWSON PURDY,
President;
FRANK RAYMOND,
NICHOLAS MULLER,
CHARLES PUTZEL,
JAMES H. TULLY,
THOS. L. HAMILTON,
Commissioners of Taxes and Assessments.
112,131

DEPARTMENT OF STREET CLEANING.

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, NOS. 13-21 PARK ROW, BOROUGHS OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

MONDAY, FEBRUARY 12, 1907
Boroughs of Manhattan, The Bronx and Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING COAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1907.

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

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per ton or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each class and awards made to the lowest bidder on each class.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13-21 Park row.

M. CRAVEN,
Commissioner of Street Cleaning.
Dated February 4, 1907. 15,18

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

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13-21 PARK ROW, BOROUGHS OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

FRIDAY, FEBRUARY 15, 1907
Boroughs of Manhattan, The Bronx and Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING PURE MANILA ROPE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1907.

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

Bids will be accepted and considered only from actual manufacturers of the rope described in the specification.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for the whole class and awards made to the lowest bidder on the whole class.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13-21 Park row.

M. CRAVEN,
Commissioner of Street Cleaning.
Dated February 3, 1907. 14,15

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

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13-21 PARK ROW, BOROUGHS OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

FRIDAY, FEBRUARY 15, 1907
Boroughs of Manhattan and The Bronx.

CONTRACT FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR SHOEING THE HORSES OF THE DEPARTMENT OF STREET CLEANING (ESTIMATED, FOR THE PURPOSE OF HIDDING, AT 720 DRAUGHT HORSES AND 30 DRIVING HORSES).

The time for the completion of the work and the full performance of the contract is by or before January 1, 1908.

The amount of security required is Five Thousand Dollars.

The award of the contract will be determined by the lowest rate per month for the total number of draught horses and driving horses, an above estimated for the purpose of bids on this contract, at the said prices.

The contract will be let to the lowest bidder therefor, unless the Commissioner of Street Cleaning shall deem it for the public interests to reject all the bids.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park Row.

M. CRAVEN,
Commissioner of Street Cleaning.
Dated February 3, 1907. 14,15

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

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, NOS. 13-21 PARK ROW, BOROUGHS OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

THURSDAY, FEBRUARY 14, 1907,
Boroughs of Manhattan, The Bronx and Brooklyn.

CONTRACT NO. 1. FOR FURNISHING AND DELIVERING HARDWARE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1907.

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

CONTRACT NO. 2. FOR FURNISHING AND DELIVERING WHEELWRIGHTS' SUPPLIES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1907.

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

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, per hundred pounds, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each class and awards made to the lowest bidder on each class.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

M. CRAVEN,
Commissioner of Street Cleaning.
Dated February 1, 1907. 12,14

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

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13-21 PARK ROW, BOROUGHS OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

MONDAY, FEBRUARY 25, 1907
Borough of Brooklyn.

CONTRACT FOR THE FINAL DISPOSITION OF GARBAGE.

The period for the performance of this contract will be for five (5) years, beginning the first day of September, 1907.

The amount of the security required is One Hundred Thousand Dollars.

A special deposit of Twenty Thousand Dollars (\$20,000) in money will be required to be made with the Comptroller of The City of New York, on or before the signing, sealing and delivery of the contract. Fifteen Thousand Dollars (\$15,000) of this amount, or the unexpended portion thereof, to be returned to the contractor at the end of one year and Five Thousand Dollars (\$5,000) of the said amount to remain on deposit with the said Comptroller, without interest, until the completion of the contract, or the termination thereof.

Each bid must be accompanied by a certified check on a solvent banking corporation in The City of New York, payable to the order of the Comptroller of The City of New York, for five per centum of the amount for which the work bid for is proposed in any one year to be performed. Such check should be enclosed in the sealed envelope containing the bid or proposal.

The compensation to be paid to the contractor must be stated at the price per annum for each of the five years of the period of the contract, and these prices must be written out in full and must be given also in figures.

From the bids or proposals so received, the Commissioners of Street Cleaning may select the bid, the acceptance of which will, in his judgment, best secure the efficient performance of the work, or he may reject any or all of said bids.

The tonnage of garbage collected and delivered at the garbage dumps during the past six years was as follows:

Year.	Tons.	Year.	Tons.
1901	75,350	1902	75,430
1903	75,630	1904	79,040
1905.		1906.	
January	5,446	January	6,087
February	4,832	February	5,374
March	5,844	March	5,279
April	5,606	April	5,772
May	5,303	May	7,518
June	5,844	June	6,431
July	9,363	July	9,494
August	10,063	August	11,426
September	9,487	September	9,425
October	8,236	October	8,302
November	6,558	November	6,275
December	5,776	December	6,296

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

M. CRAVEN,
Commissioner of Street Cleaning.
Dated January 22, 1907. 16,123

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

DEPARTMENT OF STREET CLEANING, NEW YORK, October 25, 1906.

PUBLIC NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN that written applications for non-competitive examinations for the following positions on the steam dumpers "Cinderella," "Aschenbroedel" and "Cenerentola," in accordance with the rules of the Municipal Civil Service Commission, will be received at the main office of the Department of Street Cleaning, on the fourteenth floor of Nos. 13 to 21 Park row, Room 1416, on Wednesdays of each week at 2 o'clock p. m., beginning

WEDNESDAY, OCTOBER 24, 1906.

1 Masters.
2 Assistants.
3 Marine Engineers.
12 Deckhands.
12 Firemen.

M. CRAVEN,
Commissioner.
027

ASHES, ETC., FOR FILLING IN LANDS.

PERSONS HAVING LANDS OR PLACES in the vicinity of New York Bay to fill in can procure material for that purpose—ashes, street sweepings, etc., collected by the Department of Street Cleaning—free of charge by applying to the Commissioner of Street Cleaning, Nos. 13 to 21 Park row, Borough of Manhattan.

MACDONOUGH CRAVEN,
Commissioner of Street Cleaning.

COLLEGE OF THE CITY OF NEW YORK.

PROPOSALS FOR BIDS OR ESTIMATES FOR HEATING.

SEALED BIDS OR ESTIMATES WILL BE received by the Chairman of the Board of Trustees of the College of The City of New York at the office of the Board, No. 17 Lexington avenue, in The City of New York, until 2 o'clock on

MONDAY, FEBRUARY 12, 1907,

for the heating of the water for the Gymnasium Building of the College of The City of New York. Bidders shall state separate price per day seven days per week to keep and maintain in operation the pumps, heaters, etc., as set forth in the specifications. The time during which the heating will be required shall be from such times to such times between the date of the award of the contract and May 31, 1907, inclusive, as may be designated by the Board. The amount of the surety required will be One Thousand Dollars (\$1,000).

Inasmuch as the boilers and other portions of the steam plant have not yet been accepted by the City, the bidders must arrange with and reimburse the contractors who are supplying the boilers and other apparatus, and give satisfactory proof, prior to the award of the contract, that they have made arrangements with the present contractors satisfactory to them and the Board as to the use of their apparatus. Blank proposals and further information as to the nature and extent of the work required can be obtained at the office of the Board of Trustees, No. 17 Lexington avenue, in The City of New York.

EDWARD M. SHEPARD,
Chairman of Board of Trustees.
JAMES W. HYNE,
Secretary.

Dated Borough of Manhattan, City of New York, January 30, 1907. 130,69

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

DEPARTMENT OF DOCKS AND FERRIES.

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGHS OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

FRIDAY, FEBRUARY 15, 1907
Borough of Manhattan.

CONTRACT NO. 1047.
FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ABOUT 20,000 TONS OF ANTHRACITE COAL.

The time for the completion of the work and the full performance of the contract is on or before the expiration of ninety calendar days.

The amount of security required is Twenty-five Thousand Two Hundred Dollars.

The bidder will state a price per ton, contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested, as the bids will be read and award made to the lowest bidder per ton.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the said Department.

J. A. BENSEL,
Commissioner of Docks.
Dated January 31, 1907. 12,15

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

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGHS OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

FRIDAY, FEBRUARY 15, 1907
Borough of Manhattan.

CONTRACT NO. 1025.
FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING

AND DELIVERING ABOUT 3,000 CUBIC YARDS OF SAND, CLASS I, AND ABOUT 2,500 CUBIC YARDS OF BROKEN STONE, CLASS II.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 180 calendar days.

The amount of security required shall be: For Class I, Eight Hundred Dollars.

For Class II, Seven Thousand Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested, as the bids will be read for each class and award made to the lowest bidder on each class per cubic yard.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the said Department.

J. A. BENSEL,
Commissioner of Docks.
Dated January 31, 1907. 12,15

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

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," NORTH RIVER, NEW YORK, March 31, 1904.

THE COMMISSIONER HAS FIXED THE amounts of bonds required on contracts awarded by this Department, as follows:

On all contracts for supplies, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is not over \$200,000, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$200,000, but not over \$1,000,000, 25 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$1,000,000, 20 per cent. of the estimated cost.

JOSEPH W. SAVAGE,
Secretary.

DEPARTMENT OF CORRECTION.

OFFICE OF THE DEPARTMENT OF CORRECTION, NO. 148 EAST TWENTIETH STREET, BOROUGHS OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

TUESDAY, FEBRUARY 19, 1907,
Borough of Manhattan.

No. 2. FOR FURNISHING AND DELIVERING COTTON JACKET RUBBER-LINED FIRE HOSE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before fifteen days.

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

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the totals and the contracts awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN V. COGGEY,
Commissioner.
Dated February 1, 1907. 16,19

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

OFFICE OF THE DEPARTMENT OF CORRECTION, NO. 148 EAST TWENTIETH STREET, BOROUGHS OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

TUESDAY, FEBRUARY 19, 1907
Borough of Manhattan.

No. 1. FOR FURNISHING ALL LABOR AND MATERIAL REQUIRED TO ERECT THE PROPOSED ANNEX TO WORKSHOPS AT THE NEW YORK PENITENTIARY, BLACKWELL'S ISLAND.

The time for the completion of the work and the full performance of the contract is by or before sixty consecutive working days.

The amount of security required is fifty per cent. (50%) of the amount of bid or estimate. Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN V. COGGEY,
Commissioner.
Dated January 31, 1907. 12,19

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

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1526, NOS. 13 TO 21 PARK ROW, BOROUGHS OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, FEBRUARY 27, 1907,
Boroughs of Manhattan and The Bronx.

No. 1. FOR FURNISHING LABOR AND MATERIALS AND EXCAVATING PIPE TRENCHES ON SEVENTH AVENUE, BETWEEN ONE HUNDRED AND THIRTY-SIXTH AND ONE HUNDRED AND FORTY-NINTH STREETS, BOROUGHS OF MANHATTAN.

The time allowed for doing and completing the work will be one hundred working days.
The security required will be Ten Thousand Dollars (\$10,000).
No. 3. FOR FURNISHING MATERIALS, REPAIRING AND RESTORING ARTIFICIAL STONE SIDEWALKS AND CURBING AND RESETTING NATURAL STONE CURBING.
The time allowed to complete the whole work will be until December 31, 1907.
The amount of security will be Five Hundred Dollars (\$500).

Where items of a particular manufacture or make are named it must be understood that such names are adopted as a standard. Any item equal in make may be furnished if accepted.

For particulars as to the quantity and quality of the supplies or the nature and extent of the work required or of the materials to be furnished, bidders are referred to the specifications and lists of materials, supplies and apparatus to be furnished and to the samples at the office of the Department.

The Commissioner reserves the right to reject all bids or estimates if he deems it to be for the interest of the City so to do.

Bidders must state the price of each article in the class for which they bid, per pound, gallon, dozen, gross, etc., by which the bids will be tested. All prices are to include containers, and to be "net," without discounts or conditions.

The bids will be compared and contracts awarded at a lump sum for all the work, articles, materials or supplies specified and contained in the annexed specifications and schedule for Nos. 1 and 2, and to the lowest bidder on each item in No. 3.

All goods must be delivered as directed. The weight, measure, etc., will be allowed as received at points of delivery.

Delivery will be required to be made from time to time and in such quantities and places as may be directed by the Engineer.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, and any further information may be obtained upon application therefor at the office of the Chief Engineer, Room 1521.

JOHN H. O'BRIEN,
Commissioner of Water Supply,
Gas and Electricity.

The City of New York, February 6, 1907.

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

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

FRIDAY, FEBRUARY 15, 1907,

Borough of Brooklyn.
FOR FURNISHING AND DELIVERING PIPE, PIPE FITTINGS, VALVES, BOILER TUBES, ETC.

The time for the delivery of the articles, materials and supplies and the performance of the contract will be one hundred and fifty (150) calendar days.

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

Bids will be received on any or all classes, but in bidding on any particular class the bidder must state a price for each and every item in that class, per linear foot, or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each class.

The bids will be compared and awards made to the lowest bidder on each class.

All goods must be delivered as directed. The weight, measure, etc., will be allowed as received at points of delivery.

Delivery will be required to be made from time to time and in such quantities and places as may be directed by the Commissioner, or by the Deputy Commissioner for the Borough of Brooklyn.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13 to 21 Park row, and at Room 25, Municipal Building, Borough of Brooklyn.

JOHN H. O'BRIEN,
Commissioner.

Dated January 31, 1907.

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

DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

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

THURSDAY, FEBRUARY 21, 1907,

FOR THE CONSTRUCTION OF THE ELEVATED RAILWAY CONNECTION ON THE BROOKLYN PLAZA FOR THE WILLIAMSBURG (NEW EAST RIVER) BRIDGE, OVER THE EAST RIVER, BETWEEN THE BOROUGHS OF MANHATTAN AND BROOKLYN.

The contractor will be required to begin work within five days of the date of certification of the contract by the Comptroller, and will be required to complete the entire work to the satisfaction of the Commissioner, and in accordance with the specifications hereto annexed and the accompanying plans by August 30, 1907.

The amount of security to guarantee the faithful performance of the work will be Thirty Thousand Dollars (\$30,000).

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

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

J. W. STEVENSON,
Commissioner of Bridges.

Dated February 1, 1907.

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

DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

THE COMMISSIONER OF BRIDGES WILL sell at public auction, at the Brooklyn Bridge shops and yard, Borough of Brooklyn, on

THURSDAY, FEBRUARY 21, 1907,

at 10.30 a. m., a quantity of old materials as follows:

Item 1. Several tons of scrap iron and steel mixed, at a price bid per net ton.
Item 2. A quantity of old brass, at a price bid per pound.

Item 3. A lot of old roadway plank, at a lump sum price bid for the lot.

TERMS OF SALE.

The whole of the purchase price bid and the auctioneer's fees shall be paid by the successful bidder in cash or bankable funds on or before delivery of the material; and the purchaser must remove from the yard within twenty days from the date of the sale all of the materials purchased.

To secure the removal as above specified, the purchaser thereof shall be required to make, at time of sale, a cash deposit of \$100 for Item 1, \$50 for Item 2 and \$50 for Item 3.

The Commissioner of Bridges reserves the right to recall any of the material not removed by the purchaser within the twenty days specified.

Full information may be obtained upon application to the Engineer's Office, Brooklyn Bridge, No. 179 Washington street, Brooklyn.

J. W. STEVENSON,
Commissioner of Bridges.

SAM VORZIMER,
Auctioneer.

124,131

SUPREME COURT—FIRST DEPARTMENT.

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WHITE PLAINS ROAD (although not yet named by proper authority), from Morris Park Avenue to West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 7th day of March, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 11th day of March, 1907, at 4 o'clock p. m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 11th day of March, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx in The City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at a point formed by the intersection of a line parallel to and 100 feet southerly from the southerly line of Westchester avenue with the southerly prolongation of a line parallel to and 100 feet westerly from the westerly line of Classon's Point road; thence running northerly along said last-mentioned prolongation and parallel line to its intersection with a line parallel to and 100 feet southerly from the southerly line of West Farms road; thence westerly along said last-mentioned parallel line to its intersection with a line parallel to and 100 feet westerly from the westerly line of Rosedale avenue; thence northerly along said last-mentioned parallel line to its intersection with a line parallel to and 100 feet southerly from the southerly line of West Farms road; thence westerly along said last-mentioned parallel line to its intersection with the southerly line of White Plains road; thence northerly along said last-mentioned parallel line to its intersection with the southerly line of Bronx and Pelham parkway; thence easterly along said southerly line to its intersection with a line parallel to and 100 feet easterly from the easterly line of White Plains road; thence southerly along said parallel line to its intersection with a line parallel to and 100 feet northerly from the northerly line of Morris Park avenue; thence easterly along said last-mentioned parallel line and its easterly prolongation to its intersection with a line parallel to and 100 feet easterly from the easterly line of Bronx and Pelham parkway; thence southerly and southeasterly along said last-mentioned parallel line to its intersection with the northerly prolongation of a line parallel to and 100 feet easterly from the easterly line of Lafayette street; thence southerly along said last-mentioned prolongation and parallel line to its intersection with a line parallel to and 100 feet northerly from the northerly line of Grace avenue; thence southeasterly along said last-mentioned parallel line and its prolongation to its intersection with a line parallel to and 100 feet southeasterly from the southeasterly line of Westchester avenue; thence southerly and westerly along said last-mentioned parallel line to the point or place of beginning; excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 15th day of April, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

JOHN P. DUNN,
Clerk.

11,ms

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND NINETY-FOURTH STREET (although not yet named by proper authority), from Bailey avenue to the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT the final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan in The City of New York, on the 15th day of February, 1907, at 10.30 o'clock in forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, February 8, 1907.

JOHN P. O'RYAN,
MAX BENDIT,
P. E. DOLAN,
Commissioners.

JOHN P. DUNN,
Clerk.

11,ms

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND NINETY-FOURTH STREET (although not yet named by proper authority), from Bailey avenue to the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

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Dated Borough of Manhattan, New York, February 8, 1907.

JOHN P. O'RYAN,
MAX BENDIT,
P. E. DOLAN,
Commissioners.

JOHN P. DUNN,
Clerk.

11,ms

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND NINETY-FOURTH STREET (although not yet named by proper authority), from Bailey avenue to the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

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Dated Borough of Manhattan, New York, February 8, 1907.

JOHN P. O'RYAN,
MAX BENDIT,
P. E. DOLAN,
Commissioners.

JOHN P. DUNN,
Clerk.

11,ms

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND NINETY-FOURTH STREET (although not yet named by proper authority), from Bailey avenue to the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

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Dated Borough of Manhattan, New York, February 8, 1907.

JOHN P. O'RYAN,
MAX BENDIT,
P. E. DOLAN,
Commissioners.

JOHN P. DUNN,
Clerk.

11,ms

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND NINETY-FOURTH STREET (although not yet named by proper authority), from Bailey avenue to the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

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Dated Borough of Manhattan, New York, February 8, 1907.

JOHN P. O'RYAN,
MAX BENDIT,
P. E. DOLAN,
Commissioners.

JOHN P. DUNN,
Clerk.

11,ms

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND NINETY-FOURTH STREET (although not yet named by proper authority), from Bailey avenue to the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

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Dated Borough of Manhattan, New York, February 8, 1907.

JOHN P. O'RYAN,
MAX BENDIT,
P. E. DOLAN,
Commissioners.

JOHN P. DUNN,
Clerk.

11,ms

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND NINETY-FOURTH STREET (although not yet named by proper authority), from Bailey avenue to the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

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Dated Borough of Manhattan, New York, February 8, 1907.

JOHN P. O'RYAN,
MAX BENDIT,
P. E. DOLAN,
Commissioners.

JOHN P. DUNN,
Clerk.

11,ms

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND NINETY-FOURTH STREET (although not yet named by proper authority), from Bailey avenue to the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

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Dated Borough of Manhattan, New York, February 8, 1907.

JOHN P. O'RYAN,
MAX BENDIT,
P. E. DOLAN,
Commissioners.

JOHN P. DUNN,
Clerk.

11,ms

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND NINETY-FOURTH STREET (although not yet named by proper authority), from Bailey avenue to the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

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Dated Borough of Manhattan, New York, February 8, 1907.

JOHN P. O'RYAN,
MAX BENDIT,
P. E. DOLAN,
Commissioners.

JOHN P. DUNN,
Clerk.

11,ms

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND NINETY-FOURTH STREET (although not yet named by proper authority), from Bailey avenue to the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT the final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan in The City of New York, on the 15th day of February, 1907, at 10.30 o'clock in forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, February 8, 1907.

JOHN P. O'RYAN,
MAX BENDIT,
P. E. DOLAN,
Commissioners.

JOHN P. DUNN,
Clerk.

11,ms

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND NINETY-FOURTH STREET (although not yet named by proper authority), from Bailey avenue to the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT the final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan in The City of New York, on the 15th day of February, 1907, at 10.30 o'clock in forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, February 8, 1907.

JOHN P. O'RYAN,
MAX BENDIT,
P. E. DOLAN,
Commissioners.

JOHN P. DUNN,
Clerk.

11,ms

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND NINETY-FOURTH STREET (although not yet named by proper authority), from Bailey avenue to the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT the final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan in The City of New York, on the 15th day of February, 1907, at 10.30 o'clock in forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, February 8, 1907.

JOHN P. O'RYAN,
MAX BENDIT,
P. E. DOLAN,
Commissioners.

JOHN P. DUNN,
Clerk.

11,ms

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND NINETY-FOURTH STREET (although not yet named by proper authority), from Bailey avenue to the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of CAMERON PLACE (although not yet named by proper authority), from Jerome avenue to Morris avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 21st day of February, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, February 7, 1907.

J. C. JULIUS LANGBEIN,
Chairman;
GEO. BURCHILL,
GEO. J. CLARKE,
Commissioners.

JOHN P. DUNN,
Clerk.

§7.19

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the widening of THIRD AVENUE, on its easterly side, from Willis avenue to East One Hundred and Forty-ninth street, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House in the Borough of Manhattan in The City of New York, on the 21st day of February, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, February 7, 1907.

JOSEPH LIEBERTZ,
WALTER MULLER,
MORRIS ARNSTEIN,
Commissioners.

JOHN P. DUNN,
Clerk.

§7.19

FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the NORTHERLY SIDE OF ONE HUNDRED AND ELEVENTH STREET and the SOUTHERLY SIDE OF ONE HUNDRED AND TWELFTH STREET, between Park and Lexington avenues, in the Borough of Manhattan, duly selected as a site for school purposes, according to law.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Appraisal in the above-entitled proceeding, do hereby give notice to the owner or owners, lessee or lessees, parties or persons respectively entitled to or interested in the lands, tenements, hereditaments and premises, title to which is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

First—That we have completed our estimate of the loss and damage to the respective owners, lessees, parties or persons respectively entitled to or interested in the lands and premises affected by this proceeding, or having any interest therein, and have filed a true report or transcript of such estimate in the office of the Board of Education, at its office, situated on the southwest corner of Fifty-ninth street and Park avenue, in the Borough of Manhattan, City of New York, for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate, or who may object to the same, or any part thereof, may, within ten days after the first publication of this notice, Thursday, February 7, 1907, file their objections, in writing, with us, at our office, Room 401, No. 258 Broadway, in the Borough of Manhattan, in The City of New York; and we, the said Commissioners, will hear parties so objecting, at our said office, on the 20th day of February, 1907, at 10 o'clock in the forenoon of that day, and upon such subsequent days as may be found necessary.

Dated New York, February 6, 1907.

WILLIAM H. WOOD,
ALEXANDER V. CAMPBELL,
ALEXANDER A. MCCORMACK,
Commissioners.

JOSEPH M. SCHENCK,
Clerk.

§7.19

FIRST DEPARTMENT.

In the matter of the application of the Mayor, Aldermen and Commonalty of The City of New York, acting by the Department of Docks, of The City of New York, relative to acquiring right and title to and possession of the wharf property, rights, terms, easements, emoluments and privileges of and to the lands under water and the lands under water necessary to be taken for the improvement of the water front of The City of New York, on the NORTH RIVER, BETWEEN FORTY-SECOND AND FORTY-THIRD STREETS, AND BETWEEN TWELFTH AND THIRTEENTH AVENUES, pursuant to the plan heretofore adopted by the said Department of Docks, and approved by the Commissioners of the Sinking Fund.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House in the Borough

of Manhattan in the City of New York, on the 18th day of February, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as Counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the Office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter as amended.

Dated, Borough of Manhattan, New York, February 2, 1907.

ALBERT B. BOARDMAN,
BENNO LEWINSON,
AUGUSTUS T. DOCHARTY,
Commissioners.
JOSEPH M. SCHENCK,
Clerk.

§4.15

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to WEST TWO HUNDRED AND FOURTEENTH STREET (although not yet named by proper authority), from Kingsbridge road to Harlem river, in the Twelfth Ward, Borough of Manhattan, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 25th day of February, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 4th day of March, 1907, at 2 o'clock p. m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, in the Borough of Manhattan, in said City, there to remain until the 2d day of March, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at a point formed by the intersection of the bulkhead line of the Harlem river with the southeasterly prolongation of the middle line of the blocks between West Two Hundred and Thirtieth street and West Two Hundred and Fourteenth street; running thence northwesterly along said prolongation and middle line and its northwesterly prolongation to its intersection with a line parallel to and 200 feet northwesterly from the northwesterly line of Broadway; thence northwesterly along said parallel line to its intersection with the northwesterly prolongation of the middle line of the blocks between West Two Hundred and Fourteenth street and West Two Hundred and Thirtieth street; thence southeasterly along said prolongation and middle line and its southeasterly prolongation to its intersection with the bulkhead line of the Harlem river; thence southerly along said bulkhead line to the point or place of beginning, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said supplemental and amended abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 6th day of April, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said supplemental and amended abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated, Borough of Manhattan, New York, January 31, 1907.

WALTER MULLER,
J. R. NUGENT,
Commissioners.

JOHN P. DUNN, Clerk.

§4.23

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to certain lands and premises required for the purpose of constructing and maintaining sewers in TAPSCOTT STREET, from Blake avenue to East Ninety-eighth street; VIENNA AVENUE, from Snediker avenue to Hunsdale street and from Malta street to Williams avenue; MALTA STREET, from Vienna avenue to Wortman avenue; and WORTMAN AVENUE, from Malta street to New Jersey avenue, in the Twenty-sixth, Twenty-ninth and Thirty-second Wards, in the Borough of Brooklyn, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 16th day of February, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 20th day of February, 1907, at 11 o'clock a. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 16th day of February, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and

hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at a point formed by the intersection of the westerly line of Perry avenue and a line parallel to and distant one hundred (100) feet south of the southerly line of East Two Hundred and Seventh street; running thence westerly along said last mentioned parallel line and its westerly prolongation to its intersection with a line parallel to and distant one hundred (100) feet west of the westerly line of Woodlawn road; thence northerly along said line of Woodlawn road to its intersection with the middle line of Van Cortlandt avenue; thence westerly along said middle line of Van Cortlandt avenue to its intersection with a line parallel to and distant one hundred (100) feet westerly of the westerly line of Mosholu parkway; thence northerly along said parallel line of Mosholu parkway to its intersection with the southeasterly prolongation of the middle line of Gates place; thence northeasterly along said prolongation and middle line of Gates place to its intersection with a line parallel to and distant one hundred (100) feet southerly of the southerly line of Gun Hill road; thence easterly along said last mentioned parallel line of Gun Hill road to its intersection with the middle line of Tryon avenue; thence southerly along said last mentioned middle line to its intersection with the southerly line of Reservoir Oval West; thence easterly along said line of Reservoir Oval West to its intersection with a line midway between Reservoir Oval West and Reservoir Oval East; thence southwesterly along said last mentioned middle line to its intersection with the westerly prolongation of the middle line of Holt place; thence easterly along said last mentioned westerly prolongation and middle line to its intersection with the westerly line of Perry avenue; thence southerly along said westerly line to the point or place of beginning, excepting from said area all streets, avenues and roads or portions thereof heretofore legally opened as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 13th day of April, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated, Borough of Manhattan, New York, November 26, 1906.

EDWARD D. DOWLING,
Chairman;
RODERICK J. KENNEDY,
MICHAEL RAUCH,
Commissioners.

JOHN P. DUNN, Clerk.

§26.114

SUPREME COURT—SECOND DEPARTMENT.

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of BROOK AVENUE (although not yet named by proper authority), from Hatfield place to Charles avenue, in the Third Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT the final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, in The City of New York, on the 20th day of February, 1907, at 10.30 o'clock in forenoon of that day; and that the said final report has been deposited in the office of the Clerk of the County of Richmond, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, February 13, 1907.

DAVID B. VAN NAME,
WM. J. WELSH,
WM. A. GALLOWAY,
Commissioners.

JOHN P. DUNN,
Clerk.

§13.19

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to certain lands and premises required for the purpose of constructing and maintaining sewers in TAPSCOTT STREET, from Blake avenue to East Ninety-eighth street; VIENNA AVENUE, from Snediker avenue to Hunsdale street and from Malta street to Williams avenue; MALTA STREET, from Vienna avenue to Wortman avenue; and WORTMAN AVENUE, from Malta street to New Jersey avenue, in the Twenty-sixth, Twenty-ninth and Thirty-second Wards, in the Borough of Brooklyn, City of New York.

NOTICE IS HEREBY GIVEN THAT George S. Billings, Alexander S. Drescher and Edward J. Connolly were appointed by an order of the Supreme Court, made and entered the 4th day of February, 1907, Commissioners of Estimate, and the said George S. Billings was also appointed Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 27th day of February, 1907, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated, New York, Borough of Brooklyn, February 13, 1907.

WILLIAM B. ELLISON,
Corporation Counsel.

§13.25

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of SECOND STREET (although not yet named by proper authority), from St. John's avenue to Maryland avenue, in the Fourth Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 18th day of February, 1907, at 10.30 o'clock in forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of Richmond, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, February 9, 1907.

FREDERICK S. MULLEN,
DAVID P. SCHWARTZ,
ARTHUR D. GREENFIELD,
Commissioners.

JOHN P. DUNN,
Clerk.

§9.16

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of SECOND STREET (although not yet named by proper authority), from York avenue to Franklin avenue, in the First Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 18th day of February, 1907, at 10.30 o'clock in forenoon of that day; and that the said final report has been deposited in the office of the Clerk of the County of Richmond, there to remain for and during the space of five days, as required by law.

Dated, Borough of Manhattan, New York, February 9, 1907.

WILLIAM M. MULLEN,
EDWARD M. MULLER,
Commissioners.

JOHN P. DUNN,
Clerk.

§9.16

PROPOSALS FOR BIDS AND ESTIMATES FOR THE CITY OF NEW YORK.

NOTICE TO CONTRACTORS.

GENERAL INSTRUCTIONS TO BIDDERS.

The person or persons making a bid or estimate for any services, work, materials or supplies for The City of New York, or for any of its departments, bureaus or offices, shall furnish the same in a sealed envelope, indorsed with the title of the supplies, materials, work or services for which the bid or estimate is made, with his or their name or names and the date of presentation to the President or Board or to the head of the Department at his or its office, on or before the date and hour named in the advertisement for the same, at which time and place the estimates received will be publicly opened by the President or Board or head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each bid or estimate shall contain the name and place of residence of the person making the same, and names of all persons interested with him therein, and, if no other person be so interested, it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of The City of New York is, shall be or become interested, directly or indirectly, as contracting party, partner, stockholder, surety or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated herein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in The City of New York, or of a guaranty or surety company duly authorized by law to act as surety, and shall contain the matters set forth in the blank forms mentioned below.

No bid or estimate will be considered unless, as a condition precedent to the reception or consideration of any proposal, it be accompanied by a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

The certified check or money should not be inclosed in the envelope containing the bid or estimate, but should be either inclosed in a separate envelope addressed to the head of the Department, President or Board, or submitted personally upon the presentation of the bid or estimate.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work, reference must be made to the specifications, schedules, plans, etc., on file in the said office of the President, Board or Department.

No bid shall be accepted from or contract awarded to any person who is in arrears to The City of New York upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the City.

The contract must be bid for separately. The right is reserved in each case to reject all bids or estimates if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

Bidders are requested to make their bids or estimates upon the blank forms prepared and furnished by the City, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department for which the work is to be done. Plans and drawings of construction work may also be seen there.