

# THE CITY RECORD.

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## THE CITY RECORD.

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ARDOLPH L. KLINE, Mayor.

ARCHIBALD R. WATSON, CORPORATION COUNSEL. WILLIAM A. PRENDERGAST, COMPTROLLER.

DAVID FERGUSON, SUPERVISOR.

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## BOARD OF ALDERMEN.

### NOTICE OF PUBLIC HEARING.

PUBLIC NOTICE IS HEREBY GIVEN that the Committee on Laws and Legislation of the Board of Aldermen will hold a public hearing in the Aldermanic Chamber, City Hall, Manhattan, on Friday, December 12, 1913, at 2 o'clock p. m., on the following matters:

No. 4322. Proposed ordinance contemplating the division of officers and members of the uniformed fire force into two platoons.

No. 4734. Proposed ordinance providing for the regulation of partition fences and retaining walls in the City of New York.

All persons interested in these matters are respectfully invited to attend.

m29,d12 P. J. SCULLY, City Clerk and Clerk of the Board of Aldermen.

### Changes in Departments, Etc.

#### TENEMENT HOUSE DEPARTMENT.

November 29, 1913—Transferred: Peter A. Cassidy, No. 416 W. 55th st., Clerk, salary \$480 per annum, to the Fire Department. Said transfer to take effect at the close of business November 30, 1913.

#### DEPARTMENT OF PARKS.

Borough of Queens.

November 29, 1913—Transferred, November 23, 1913: To the Bureau of Highways, Borough of Queens, Oscar Rydstedt, 29 N. Division ave., Far Rockaway, Long Island, Laborer, at \$2.50 per diem.

December 2, 1913—Transferred to Bureau of Highways, Borough of Queens, November 24, 1913: Herman Lempp, 4042 Jamaica ave., Richmond Hill, Laborer, at \$2.50 per day.

#### CORPORATION COUNSEL.

December 3, 1913—Appointed: Toney A. Hardy, of Valhalla, N. Y., Assistant Corporation Counsel, at an annual salary of \$4,000, to take effect December 1, 1913.

#### PRESIDENT OF THE BOROUGH OF THE BRONX.

November 22, 1913—The following named Steam Roller Engineers (emer-

gency appointees) dropped from payroll: William F. Hims, Ralph Bloomfield and Arthur O. Bambay.

November 25, 1913—Thomas J. Coe, No. 115 Magenta st., and Thomas J. Kinsella, No. 231 E. 46th st., Painters, and Fritz Mohr, No. 386 E. 139th st., and William E. Montoux, No. 650 E. 240th st., Laborers, suspended under section 1543 for lack of work.

December 1, 1913—Samuel Elkin, No. 508 E. 173d st., appointed Axeman at \$780 per annum.

#### BOARD OF INEBRIETY.

November 30, 1913—Miss Caroline S. Lawrence, Temporary Stenographer, services discontinued.

#### BELLEVUE AND ALLIED HOSPITALS.

Bellevue Hospital.

Appointments for the Week Ending November 8, 1913—October 28, Anna McDonald, Hospital Helper, \$180; Paul Nissen, Hospital Helper, \$240; James Reilly, Hospital Helper, \$240; October 31, Winnie Gilday, Hospital Helper, \$180; November 1, Albert Jacobson, Hospital Helper, \$240; Catherine Caffine, Hospital Helper, \$180; November 2, Frank Golen, Hospital Helper, \$240; November 3, Charles Hartman, Hospital Helper, \$240; Margaret Kashow, Hospital Helper, \$180; Harry

Hodes, Hospital Helper, \$240; November 4, Lizzie Chase, Hospital Helper, \$180; Jeanette Royce, Hospital Helper, \$180; November 5, Michael McQueeney, Hospital Helper, \$240; Kate McDonald, Hospital Helper, \$180; Sam. Wilson, Hospital Helper, \$240; Kate Gallagher, Hospital Helper, \$192; November 6, John Smith, Hospital Helper, \$240; Ellen Shields, Hospital Helper, \$180; Richard Morris, Hospital Helper, \$240; November 7, Annie Robertson, Hospital Helper, \$180; Robert Abbe, Hospital Helper, \$240; Margaret Smith, Hospital Helper, \$180; November 1, Margaret Flint, Hospital Helper, \$180; Libby Maher, Hospital Helper, \$180; Margaret Morris, Hospital Helper, \$180; George Riley, Hospital Helper, \$180; David Shriner, Hospital Helper, \$240; November 3, Julia Lynch, Hospital Helper, \$180; Minnie Heald, Hospital Helper, \$180; James Cullen, Hospital Helper, \$240; August Freude, Hospital Helper, \$240; November 4, Mike Bilsky, Hospital Helper, \$240; Timothy Dugan, Hospital Helper, \$240; Mary Schott, Hospital Helper, \$192; Catherine Conway, Hospital Helper, \$192; Eugene Heckerman, Hospital Helper, \$240; Margaret Geatons, Hospital Helper, \$180; November 5, Peter Murphy, Hospital Helper, \$180; Michael Stock, Hospital Helper, \$240; Ellen Gagen, Hospital Helper, \$180; Anna Gordon, Hospital Helper, \$180; November 6, Sylvester Squeeze, Hospital Helper, \$240; Daniel Madden, Hospital Helper, \$240; Marie Siminon, Hospital Helper, \$180; November 7, Charles Creter, Hospital Helper, \$240.

Resignations, Dismissals, Etc.—October 27, C. Zelik, Hospital Helper, \$240; October 29, Katie McGuire, Hospital Helper, \$180; October 27, Julia Fitzpatrick, Hospital Helper, \$180; October 31, Nettie Ross, Hospital Helper, \$180; Christine Rabinsky, Hospital Helper, \$180; Frank Adgursion, Hospital Helper, \$240; John Mahoney, Hospital Helper, \$240; Grace Folsom, Hospital Helper, \$180; Bridget Fitzpatrick, Hospital Helper, \$180; Annie Fitzgerald, Hospital Helper, \$180; Bridget Ball, Hospital Helper, \$240; William Lane, Hospital Helper, \$240; Delia Ray, Hospital Helper, \$180; Eliza O'Shea, Hospital Helper, \$180; James Conroy, Hospital Helper, \$240; Carl Blank, Hospital Helper, \$240; William Taylor, Hospital Helper, \$240; Joseph Schlerfer, Hospital Helper, \$240; Edw. Kelly, Hospital Helper, \$240; Philip Mertz, Inspector, \$720; Mary Toomey, Hospital Helper, \$180; Adolph Warneke, Hospital Helper, \$240; Alfred Falbro, Hospital Helper, \$240; Sylvester McCarg, Hospital Helper, \$300; November 2, Sophie Acker, Hospital Helper, \$180; November 3, August Freude, Hospital Helper, \$240; Mary Hyman, Hospital Helper, \$180; Kathryn Fisher, Hospital Helper, \$180; November 2, Lizzie Devlin, Hospital Helper, \$180; November 3, Azora Johnson, Hospital Helper, \$192; Marie Hansen, Hospital Helper, \$192; Thomas Barrett, Hospital Helper, \$240; Edward Wells, Hospital Helper, \$240; May Woodington, Hospital Helper, \$180; November 4, Bridget Brennan, Hospital Helper, \$180; Mary Spellman, Hospital Helper, \$192; Lizzie Kenny, Hospital Helper, \$192; November 5, Ellen McGuinness, Hospital Helper, \$180; A. Flynn, Hospital Helper, \$240; J. Varney, Hospital Helper, \$240; Leon Bernhardt, Hospital Helper, \$240; November 6, Claude Morales, Hospital Helper, \$240; Owen Cleveland, Hospital Helper, \$300; Minnie Raymond, Hospital Helper, \$180; November 7, Delia Fowley, Hospital Helper, \$180; November 8, Annie Ambrose, Hospital Helper, \$180.

Appointments, Nurses' Residence, for the Week Ending November 8, 1913—November 2, Nellie Rogers, Hospital Helper, \$216; Katherine Halton, Hospital Helper, \$216; November 5, Lena Tracy, Hospital Helper, \$192; November 6, Anna Powers, Hospital Helper, \$192; Karl Johanson, Hospital Helper, \$240; November 7, Kate Shea, Hospital Helper, \$240; November 8, Fred Lacy, Hospital Helper, \$240.

Resignations, Dismissals, for the Week Ending November 8, 1913—November 5, Nellie Neary, Hospital Helper, \$240; William Stevenson, Hospital Helper, \$240; November 6, Kittie McEvitty, Hospital Helper, \$240; November 7, Gustaf Larson, Hospital Helper, \$240.

Appointments for the week ending November 15, 1913—November 3, Rose Harris, Hospital Helper, \$180; Louise Burdorf, Hospital Helper, \$240; November 1, Mary Reading, Housekeeper, \$800; Nellie Meehan, Hospital Helper, \$180; November 4, Martha Hartman, Hospital Helper, \$180; Mary Herlihy, Hospital Helper, \$180; Hamilton Howard, Hospital Helper, \$240; November 5, Fred Wilson, Hospital Helper, \$240; November 6, Lewis Wittles, Hospital Helper, \$300; November 7, Margaret Schiller, Hospital Helper, \$180;

Anita Gormley, Hospital Helper, \$180; Sylvester Harrington, Hospital Helper, \$240; November 8, Margaret Tate, Hospital Helper, \$180; November 10, Julia Fitzgerald, Hospital Helper, \$180; Alice Midgley, Hospital Helper, \$240; Mary Gilmartin, Hospital Helper, \$180; November 11, Nellie Murphy, Hospital Helper, \$180; Mary Clark, Hospital Helper, \$180; Annie Farley, Hospital Helper, \$180; Charles Cull, Hospital Helper, \$240; Christine Rabinsky, Hospital Helper, \$180; Alice Murphy, Hospital Helper, \$180; November 12, William Jennings, Hospital Helper, \$240; Nicholas Morrissey, Jr., Hospital Helper, Mechanic, \$480; Hannah Sullivan, Hospital Helper, \$192; November 15, Mary Wilson, Hospital Helper, \$180; John McCarthy, Hospital Helper, \$240; Sarah Duggan, Hospital Helper, \$180; Paul Moylan, Hospital Helper, \$240.

Dismissals, Resignations, Etc., for the Week Ending November 15, 1913—October 31, Harriet Van Sickle, Housekeeper, \$800; Marion Graham, Hospital Helper, \$180; November 1, Celia Hurley, Hospital Helper, \$180; November 2, William Mitchell, Hospital Helper, \$240; November 4, Maggie McCaffrey, Hospital Helper, \$240; November 7, Margaret Schiller, Hospital Helper, \$180; Winnie Gilday, Hospital Helper, \$180; November 9, John Smith, Hospital Helper, \$240; Anita Gormley, Hospital Helper, \$180; Jacob Hendrick, Hospital Helper, \$240; Henrietta Baker, Hospital Helper, \$180; Thomas Phillips, Hospital Helper, Mechanic, \$480; November 10, Catherine Conway, Hospital Helper, \$192; Mary Gibbons, Hospital Helper, \$180; November 12, Katie Cush, Hospital Helper, \$180; November 13, Christine Rabinsky, Hospital Helper, \$180; Susan McMahon, Hospital Helper, \$180; Mary Mulcahy, Hospital Helper, \$180; November 14, Katie Bellebannon, Hospital Helper, \$180; Frank Kellehan, Hospital Helper, \$180; Robert Abee, Hospital Helper, \$240; Margaret Geatons, Hospital Helper, \$180; October 15, Paul Meyer, Architectural Draftsman, \$1,500.

Nurses' Residence, Appointments for the Week Ending November 13, 1913—November 6, Annie Callwell, Hospital Helper, \$240; Annie Barrett, Hospital Helper, \$216; November 10, Adam Matushek, Hospital Helper, \$240; November 11, Josephine McDonald, Hospital Helper, \$180; November 13, Charles Wynants, Hospital Helper, \$240; Katie McHugh, Hospital Helper, \$192.

Resignations, Dismissals, Etc., for the Week Ending November 15, 1913—November 5, Annie Callwell, Hospital Helper, \$216 to \$240; Annie Barrett, Hospital Helper, \$192 to \$216; November 9, Karl Johanson, Hospital Helper, \$240; November 10, Mary Boso, Hospital Helper, \$180; November 12, Joseph Flore, Hospital Helper, \$240; Lena Tracy, Hospital Helper, \$192.

Appointments, Nurses, for the Week Ending November 15, 1913—October 1, Mary Higgins, Trained Nurse, \$600; October 17, Harry Crawford, Trained Nurse, \$600; Emily Carroll, Trained Nurse, \$800; November 1, Laura Cotter, Trained Nurse, \$720; November 4, Eva Staneberger, Trained Nurse, \$600; November 5, Alice O'Gara, Trained Nurse, \$600; Raymond Morrison, Trained Nurse, \$600; November 7, Ellen Cahill, Pupil Nurse, \$96; Laura Chambers, Pupil Nurse, \$96; Beatrice Stephenson, Trained Nurse, \$720; November 8, Mary Gruber, Trained Nurse, \$720; Birdie Dunne, Trained Nurse, \$600; November 9, Elizabeth Rainbow, Trained Nurse, \$800; November 10, Mary Corrigan, Pupil Nurse, \$96; November 11, Amanda Peterson, Trained Nurse, \$600; November 12, Theresa Cox, Trained Nurse, \$600.

Resignations, Etc., Nurses, for the Week Ending November 15, 1913—October 29, Elizabeth Rainbow, Trained Nurse, \$800; October 31, Laura Cotter, Trained Nurse, \$600; Margaret Swinburne, Trained Nurse, \$600; Helen Elliott, Trained Nurse, \$600; Anna Brill, Trained Nurse, \$720; Mary Reading, Trained Nurse, \$720; November 3, Ada Bush, Trained Nurse, \$600; Grace Rothwell, Trained Nurse, \$600; November 4, Joseph Latno, Trained Nurse, \$600; Florence Cameron, Pupil Nurse, \$96; November 5, Kinda Sheley, Trained Nurse, \$600; November 6, Beatrice Stephenson, Trained Nurse, \$600; November 7, Birdie Dunne, Trained Nurse, \$720; Mary Gruber, Trained Nurse, \$600; November 8, Josefa Diaz, Pupil Nurse, \$96; November 9, Edna Hottle, Trained Nurse, \$600; Ida Bowe, Pupil Nurse, \$96; Mabel Bobier, Pupil Nurse, \$96; November 11, Francis Scink, Trained Nurse, \$600; November 12, Maud Bryson, Trained Nurse, \$600; Ethel Smith, Pupil Nurse, \$96; November 14, Sarah Doyle, Pupil Nurse, \$96; November 15, Catherine Corcoran, Pupil Nurse, \$96.



## BOARD OF ESTIMATE AND APPORTIONMENT

Minutes of Meeting of Board of Estimate and Apportionment, Held in Room 16, City Hall, Thursday, November 13, 1913.

The Board met in pursuance of an adjournment.

Present—Ardolph L. Kline, Mayor; Douglas Mathewson, Deputy and Acting Comptroller; O. Grant Esterbrook, Acting President, Board of Aldermen; Edgar V. Frothingham, Acting President, Borough of Manhattan; Lewis H. Pounds, President, Borough of Brooklyn; Cyrus C. Miller, President, Borough of The Bronx; Maurice E. Connolly, President, Borough of Queens, and George Cromwell, President, Borough of Richmond.

The Mayor, Hon. Ardolph L. Kline, presided.

The Minutes of the meetings held October 28, 29, 30 a. m. and 30 p. m., 1913, were approved as printed in the CITY RECORD November 13, 1913.

## PUBLIC IMPROVEMENT MATTERS.

*Laying Out a Public Park to Comprise the Triangular Plot Bounded by Broadway, West 174th Street and Wadsworth Avenue, Borough of Manhattan (Cal. No. 1).*

(At the meeting of the Board on October 30, 1913, this matter was laid over for two weeks, and the Comptroller was requested to endeavor in the meantime to secure an upset price on the property.)

Mr. H. De Forest Baldwin appeared and was heard in opposition to the proposed improvement and Mr. Reginald P. Bolton in favor thereof.

On motion of the Deputy and Acting Comptroller the matter was laid over for one week (November 20, 1913).

*Acquiring Title to Harlem River Terrace, from West 184th Street to Bailey Avenue, Borough of The Bronx (Cal. No. 2).*

The Secretary presented the following report of the Chief Engineer:

Report No. 13311.

November 8, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—At the meeting of the Board of Estimate and Apportionment held on November 6, a hearing was given concerning a proceeding initiated by the Local Board of the Van Courtlandt District, Borough of The Bronx, for acquiring title to Harlem River Terrace, where not already acquired, between West 184th street and Bailey avenue.

In the report submitted by your Engineer concerning this improvement it was pointed out that the proceeding was intended to relate to a parcel which had been included within the street system as the result of a change in the street lines the effect of which had been to exclude an adjoining parcel previously acquired for highway purposes, and acting upon the recommendation made in the report the attention of the Sinking Fund Commissioners was called to the desirability of arranging for the sale of the property no longer required for street use.

At the hearing a question was raised concerning the ownership of the property which it was proposed to dispose of, and action was deferred for one week pending the presentation of a further report in the matter.

The street lines as originally fixed were modified by a plan adopted on May 3, 1907, the resolution for which appears on page 1479 of the Public Improvement Minutes of that date, which refers to the map as one intended to fix the lines of Harlem River Terrace just north of and adjoining Fordham road, and makes no specific reference to the possible exclusion from the street system of an area previously acquired for highway use. A search of the records shows that the property affected by the change was conveyed to the City by Charles E. Sentell under a deed bearing date of April 23, 1891, which was filed in the Register's office on November 27, 1891 (section 11, lib. 3, page 422). The deed makes provision that the property is to be held in trust for street purposes.

At the meeting of March 21, 1912, an opinion was presented by the Corporation Counsel concerning the procedure involved in the closing of public streets, in which the Board was advised that to conform with legal requirements in cases where title to the street had been acquired, it would be necessary to give public notice of such a character as to indicate its effect.

I am in some doubt as to whether the title to the land which it was intended to exclude from the street area would revert to the grantor in case the effect of the adoption of the map was to discontinue the street, and also as to whether the public notice given in connection with the map change was sufficient to satisfy the legal requirements.

I would therefore recommend that the matter be referred to the Corporation Counsel with the request that he advise the Board concerning both of these particulars. Respectfully, NELSON P. LEWIS, Chief Engineer.

On motion, the matter was referred to the Corporation Counsel with a request for advice as to whether the title to the land which it is intended to exclude from the street area would revert to the grantor in case the adoption of the map would discontinue the street, and also as to whether the public notice given in connection with the map change was sufficient to satisfy the legal requirements.

## LOCAL IMPROVEMENTS—BOROUGH OF BROOKLYN.

(Preliminary Authorization.)

*Paving East 35th Street from Tilden Avenue to Beverly Road, Borough of Brooklyn (Cal. No. 3).*

The Secretary presented the following report of the Chief Engineer:

Report No. 13298.

November 7, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—At the meeting of the Board of Estimate and Apportionment held on November 6, 1913, there was presented for consideration a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on October 8, 1913, initiating proceedings for paving with asphalt (preliminary pavement) East 35th street from Tilden avenue to Beverly road, and the matter was referred to the Chief Engineer for report.

This resolution affects one block or about 600 feet of East 35th street, title to which has been legally acquired. The street is paved, the abutting property is largely improved, and all of the subsurface structures have been provided.

It is understood that the street was improved under private contract but that the work has never been accepted by the City, and that the curbing as well as the pavement is in a condition of disrepair. The Local Board on October 24 last adopted a resolution under which existing curbing will be reconstructed, and there would seem to be no reason to defer the consideration of the paving.

The work is estimated to cost about \$3,800, and the assessed valuation of the land to be benefited is \$28,200.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 8th day of October, 1913, and approved by the President of the Borough of Brooklyn on the 28th day of October, 1913, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to lay a preliminary asphalt pavement on a 4-inch concrete foundation on East 35th street, from Tilden avenue to Beverly road."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

Which was adopted by the following vote:

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

## LOCAL IMPROVEMENTS—BOROUGH OF BROOKLYN.

(Final Authorization.)

The Secretary presented the following report of the Chief Engineer, relating to Cal. Nos. 4 and 5:

Report No. 13296.

November 8, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith are transmitted communications from the President of the Borough of Brooklyn, advising that all of the conditions imposed by the Board prior to the authorization of the following local improvements have been complied with.

1. Sewer in East 34th street from Church avenue to Snyder avenue. The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on October 9, 1913, at which time information was presented to show that its probable cost would be about \$2,100. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to \$34.05.

The work to be done comprises the following: 623 linear feet 12-inch pipe sewer; 6 manholes. The cost of the improvement is now estimated to be \$2,300.

2. Sewers in the following streets: Gravesend avenue, both sides, from Fort Hamilton avenue to Church avenue; Caton avenue, from Gravesend avenue to East 2d street; East 2d street, from Caton avenue to Albemarle road; Albemarle road, from West street to East 3d street.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on July 31, 1913, at which time information was presented to show that its probable cost would be about \$24,200. The Borough President states that the time to be allowed for the completion of the improvement is 120 days, and that the expense incurred for the preliminary work amounts to \$151.70. The work to be done comprises the following: 321 linear feet 18-inch pipe sewer; 1,693 linear feet 15-inch pipe sewer; 3,360 linear feet 12-inch pipe sewer; 45 manholes; 10 receiving basins. The cost of the improvement is now estimated to be \$17,000.

I see no reason why the construction work required to carry out these improvements should not be authorized and would recommend such action.

I would also recommend that title be vested in the City on December 1, 1913, to the following streets: East 34th street, from Church avenue to Snyder avenue; Albemarle road, from West street to East 3d street where not already acquired and excluding the land occupied by the tracks of the Prospect Park and Coney Island Railroad, unless previously confirmed.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

*Sewer in East 34th Street, from Church Avenue to Snyder Avenue, Brooklyn.*

*Vesting Title to East 34th Street, from Church Avenue to Snyder Avenue, Brooklyn (Cal. No. 4).*

The following was offered:

Whereas, The Board of Estimate and Apportionment on the 25th day of January, 1912, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title, in fee wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending East 32d street, from Avenue H to Flatbush avenue, from Avenue I to Avenue J, and from a line 454 feet south of the southerly line of Avenue M to Kings highway; East 33d street, from Flatbush avenue to Avenue J; East 34th street, from Church avenue to Canarsie lane, from the southerly property line of the Flatbush Waterworks Company to Farragut road, and from the Long Island Railroad to Flatlands avenue, and East 35th street, from the southerly property line of the Flatbush Waterworks Company to Farragut road, and from Avenue H to Flatbush avenue, in the Borough of Brooklyn, City of New York; and

Whereas, Commissioners of Estimate and Assessment have been appointed by the Supreme Court in proceedings to acquire title to said streets and the oaths of said Commissioners of Estimate and Assessment were duly filed as required by law on the 12th day of September, 1913;

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 990 of the Greater New York Charter, as amended, directs that upon the 1st day of December, 1913, the title in fee to each and every piece or parcel of land lying within the lines of said East 34th street, from Church avenue to Snyder avenue, in the Borough of Brooklyn, City of New York, so required, shall be vested in The City of New York.

Which was adopted by the following vote:

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

The following was offered:

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 2d day of June, 1913, and approved by the President of the Borough of Brooklyn on the 21st day of June, 1913, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to construct a sewer in East 34th street, from Church avenue to Snyder avenue."

—and thereupon, on the 9th day of October, 1913, resolution having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey, and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of \$2,300; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of \$94,500, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

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

*Sewers in Gravesend Avenue, Both Sides, from Fort Hamilton Avenue to Church Avenue; Caton Avenue from Gravesend Avenue to East 2d Street; East 2d Street from Caton Avenue to Albemarle road; and Albemarle Road from West Street to East 3d Street, Brooklyn.*



*Vesting Title to Albemarle Road from West Street to East 3d Street, Excluding the Land Occupied by the Tracks of the Prospect Park and Coney Island Railroad, Brooklyn (Cal. No. 5).*

The following was offered:

Whereas, The Board of Estimate and Apportionment on the 26th day of June, 1908, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title, in fee wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Avenue D (Cortelyou road) from Ocean parkway to West street, excepting the land occupied by the tracks of the Prospect Park and Coney Island Railroad; Albemarle road from West street to East 3d street, and from East 5th street to Ocean parkway, excepting the property occupied by the tracks of the Prospect Park and Coney Island Railroad; Caton avenue from Gravesend avenue to East 5th street; East 2d street from Greenwood avenue to Ditmas avenue (Avenue E); and East 3d street from Fort Hamilton avenue to Cortelyou road (Avenue D), in the Borough of Brooklyn, City of New York; and

Whereas, Commissioners of Estimate and Assessment have been appointed by the Supreme Court, in proceedings to acquire title to said streets, and the oaths of said Commissioners of Estimate and Assessment were duly filed as required by law on the 7th day of March, 1912;

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 990 of the Greater New York Charter, as amended, directs that upon the 1st day of December, 1913, the title in fee to each and every piece or parcel of land lying within the lines of said Albemarle road from West street to East 3d street, excluding the land occupied by the tracks of the Prospect Park and Coney Island Railroad, in the Borough of Brooklyn, City of New York, so required, shall be vested in The City of New York.

Which was adopted by the following vote:

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

The following was offered:

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 28th day of December, 1910, and approved by the President of the Borough of Brooklyn on the 8th day of April, 1913, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to construct sewers in Gravesend avenue, both sides, between Fort Hamilton avenue and Church avenue, and outlet sewers in Caton avenue, between Gravesend avenue and East 2d street; in East 2d street, between Caton avenue and Albemarle road; in Albemarle road, between Gravesend avenue and East 3d street, and in Albemarle road, between Gravesend avenue and West street."

—and thereupon, on the 31st day of July, 1913, resolution having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of \$17,000; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of \$199,035 having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

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

*Paving East 35th Street from Tilden Avenue to Beverly Road, Brooklyn (Cal. No. 6).*

The Secretary presented the following report of the Chief Engineer:

Report No. 13299.

November 7, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the President of the Borough of Brooklyn, advising that all of the conditions which it is the practice of the Board to impose prior to the final authorization of a local improvement have been complied with in the matter of paving with asphalt (preliminary pavement) East 35th street from Tilden avenue to Beverly road.

A report is now before the Board recommending the preliminary authorization for this improvement, and if favorable consideration is accorded, there would seem to be no reason to defer the final authorization now requested, such action being recommended.

The Borough President advises that no expense has been charged against the Street Improvement Fund, and that it is proposed to allow 20 days in which to carry out the work, this comprising the laying of 1,810 square yards of asphalt pavement. The cost of the improvement is estimated to be \$3,700.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following was offered:

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 8th day of October, 1913, and approved by the President of the Borough of Brooklyn on the 28th day of October, 1913, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to lay a preliminary asphalt pavement on a 4-inch concrete foundation on East 35th street, from Tilden avenue to Beverly road."

—and thereupon, on the 13th day of November, 1913, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of \$3,700; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of \$28,200 having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

Which was adopted by the following vote:

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

*Offer of the Hudson and Manhattan Railroad Company to Exchange Space Within its Buildings at Church and Cortlandt Streets for Exits and Entrances to the New*

*Subway in Lieu of the Space at Present Occupied by Show Windows That Project Beyond the Building Line in Church Street, Borough of Manhattan (Cal. No. 7).*

The Secretary presented the following:

State of New York, Public Service Commission for the First District, Tribune Building, 154 Nassau Street, New York, November 7, 1913.

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

Dear Sir—The Commission is in receipt of your letter of October 24, 1913, transmitting copy of a communication from the Hudson and Manhattan Railroad Company requesting that it be relieved from complying with an order issued in 1912 requiring the removal of sidewalk encroachments on Church street, between Fulton street and Cortlandt street in return for which it offers to provide entrances to the subway in Church street through its Terminal Buildings, this offer, however, being conditioned upon the elimination of certain proposed subway entrances in Church street at Dey street. The Commission cannot consent to the elimination of the proposed entrance in Church street as the entrances through the Terminal Buildings would not be satisfactory substitutes, owing to the detour which passengers from the east or north would have to make to reach them. The Commission would be willing to consent to eliminate these entrances, however, if the Railroad Company would provide direct means of access to the station through its Terminal Buildings from Church street. The Commission accordingly suggests that action be withheld on the removal of the Railroad Company's encroachments until it can take up with the Railroad Company the matter of securing such direct means of access. Yours very truly,

TRAVIS H. WHITNEY, Secretary.

On motion of the Acting President of the Borough of Manhattan, the matter was referred to the President of the Borough of Manhattan for consideration.

*Modified Order Approving Contract Drawings and Form of Contract and Specifications for the Construction of the 8th Avenue Bridge Over the Rights of Way of the Sea Beach Railway Company and the Long Island Railroad Company, Borough of Brooklyn (Cal. No. 8).*

(Detail plans for this bridge were approved by the Board of Estimate and Apportionment on October 17, 1912.)

The Secretary presented the following, which was ordered printed in the minutes and placed on file:

State of New York, Public Service Commission for the First District, Tribune Building, 154 Nassau Street, New York, November 8, 1913.

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

Dear Sir—Transmitted herewith is a certified copy of a resolution adopted by the Commission at its meeting on November 7, 1913, modifying the resolution adopted by the Commission on October 10, 1913, which approved the form of contract and plans for the construction of the Eighth Avenue Bridge over the rights of way of the Sea Beach Railway Company and the Long Island Railroad Company.

Yours very truly,

TRAVIS H. WHITNEY, Secretary.

The Secretary presented the following communication from the New York Municipal Railway Corporation:

"New York Municipal Railway Corporation, 85 Clinton Street, Brooklyn, N. Y.,

Office of President, October 27, 1913.

"Mr. TRAVIS H. WHITNEY, Secretary, Public Service Commission, 154 Nassau Street, New York City:

"Dear Sir—Referring to your letter of October 21 with enclosed copy of opinion of counsel in the matter of my communication of October 14, 1913, in regard to the resolution of the Commission adopted on October 10, 1913, relating to the construction of the Eighth Avenue Bridge over the rights of way of the Sea Beach Railway Company and the Long Island Railroad Company, I would say that the modification of the Commission's resolution suggested by counsel, namely, the omission of the words 'excluding therefrom any construction for extraneous purposes' will be satisfactory.

"Will you kindly advise me when this modification is made and we will take the necessary steps toward inviting proposals and submitting the same to the Commission for its approval? Yours truly, T. S. WILLIAMS, President."

On motion, duly seconded, it was thereupon

Resolved, That the resolution adopted by this Commission on October 10, 1913, approving the form of contract and plans for the construction of the Eighth Avenue Bridge over the rights of way of the Sea Beach Railway Company and the Long Island Railroad Company be and the same hereby is modified by striking therefrom the words "excluding therefrom any construction for extraneous purposes."

State of New York, County of New York, ss.: I, Travis H. Whitney, Secretary of the Public Service Commission for the First District, do hereby certify, that I have compared the above with the original adopted by said Commission on November 7, 1913, and that it is a correct transcript therefrom and of the whole of the original.

In testimony whereof, I have hereunto subscribed my hand and affixed the seal of the Commission, this 8th day of November, 1913.

(Seal.)

TRAVIS H. WHITNEY, Secretary.

*Approved Papers (Cal. No. 9).*

The following communication from the Secretary was ordered printed in the minutes and filed.

City of New York, Board of Estimate and Apportionment, Office of the Secretary, 277 Broadway, November 13, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—I beg to inform you that his Honor, the Mayor, has returned to this office the following resolutions, adopted by the Board of Estimate and Apportionment November 6, 1913, and approved by him November 13, 1913, changing the map or plan of The City of New York, viz.:

639. By changing the grades where the same have been heretofore established, and laying out new grades where the same have not heretofore been established within the territory bounded by Glenmore avenue, Grant avenue, Belmont avenue and Lincoln avenue, Borough of Brooklyn.

640. By laying out the lines and grades of Sagamore street between Hunt avenue and Bronxdale avenue, and changing the grades of the street system within the territory bounded by White Plains road, Cruger avenue, Bronxdale avenue, Matthews avenue and Rhineland avenue, Borough of The Bronx.

641. By changing the lines of the street system within the territory bounded by Fort Schuyler road, Appleton avenue, Vreeland avenue, Brush avenue, Yznaga avenue, the East River, Pugsleys Creek, the unnamed street adjoining on its northerly side the public place at the foot of Castle Hill avenue, Castle Hill avenue, Zerega avenue and Commerce avenue, Borough of The Bronx.

642. By changing the grades of Marion avenue between a point about 265 feet north of East 189th street and East 193d street, Borough of The Bronx.

643. By changing the grades of the street system within the territory bounded by Borden avenue, Madden street, Anable avenue, Locust street, Gould avenue, Packard street and Laurel Hill boulevard, Borough of Queens.

644. By changing the lines and grades of the street system within the territory bounded by Napier avenue, Ridgewood avenue, Greenwood avenue, Jamaica avenue, Cedar avenue, Ridgewood avenue, Stoothoff avenue and Atlantic avenue, 4th Ward, Borough of Queens.

645. By changing the lines and grades of the street system within the territory bounded by 41st street, Siboutsen street, 43d street, Fillmore avenue, 48th street, Polk avenue, Alburts avenue and Roosevelt avenue, 2d Ward, Borough of Queens.

Respectfully,

JOSEPH HAAG, Secretary.

The following Public Improvement matters not on the Calendar for this day were considered by unanimous consent:

*Extending the Area of Assessment in the Proceeding for Acquiring Title to Amboy Road from a Point 250 Feet Northeasterly from the Staten Island Railway to a Point 325 Feet Southwesterly from the Staten Island Railway, Borough of Richmond (No. 10).*

The Secretary presented the following report of the Committee, consisting of the Comptroller, the President of the Borough of Richmond and the Chief Engineer of the Board, to which the matter was referred on September 25, 1913:

Board of Estimate and Apportionment, City of New York, November 12, 1913.

To the Honorable the Board of Estimate and Apportionment:

Gentlemen—At the meeting of the Board of Estimate and Apportionment held



on September 25 last a petition for relief from assessment in the proceeding for acquiring title to Amboy road from a point 250 feet northeasterly from the Staten Island and Railway to a point 325 feet southwesterly from the Staten Island Railway, Borough of Richmond, was referred to a committee consisting of the Comptroller, the President of the Borough of Richmond and the Chief Engineer of the Board.

Your Committee has given a hearing to the parties interested in this matter, and finds that the only possible relief which the Board can legally grant to the petitioners would be by extending the area of assessment. It will be remembered that the extent of the proceeding has been considerably reduced from that contemplated when it was first instituted, and the petitioners ask that the area of assessment fixed for the original proceeding be adopted as the area of benefit for the proceeding as amended.

We do not believe that this would be proper, but your Committee does recommend that the area of assessment be extended one thousand feet to the northeast and one thousand feet to the southwest. This will involve a new hearing, and we would recommend that such hearing be given on a revised area of assessment, the boundaries of which are described as follows:

Beginning at a point on the center line of Amboy road distant 2,325 feet southwesterly from the intersection of the center line of Amboy road with the center line of the right-of-way of the Staten Island Rapid Transit Railway Company, the said distance being measured along the center line of Amboy road, and running thence northwardly along a line always parallel with Fosters road to the intersection with a line always distant 1,000 feet northwesterly from and parallel with the northwesterly line of Amboy road, the said distance being measured at right angles to Amboy road; thence northeastwardly along the said line parallel with Amboy road to the intersection with a line at right angles to Amboy road and passing through a point on its center line distant 1,100 feet northeasterly from its intersection with the northwesterly line of Amboy road; thence southeastwardly along the said line at right angles to Amboy road to the intersection with a line always distant 1,000 feet southeasterly from and parallel with the southeasterly line of Amboy road, the said distance being measured at right angles to Amboy road; thence southwestwardly along the said line parallel with Amboy road to the intersection with a line always parallel with Segune avenue and passing through the point of beginning; thence northwesterly along the said line parallel with Segune avenue to the point or place of beginning. The lines of streets herein referred to which are not incorporated upon the City map are intended to be those as in use and as commonly recognized.

Respectfully, DOUGLAS MATHEWSON, Deputy and Acting Comptroller; GEORGE CROMWELL, President of the Borough of Richmond; NELSON P. LEWIS, Chief Engineer, Board of Estimate and Apportionment.

The following was offered:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of enlarging the area of assessment in the proceeding authorized by the said Board under resolutions adopted on June 1, 1911 and July 11, 1912, for acquiring title to Amboy road, between a line at right angles to the center line of the said Amboy road, passing through a point distant 325 feet southwesterly from the intersection of the said center line of Amboy road with the center line of the right of way of the Staten Island Rapid Transit Railway Company, the said distance being measured along the said center line of Amboy road, and a line passing through a point at right angles to the center line of the Amboy road, distant 250 feet northeasterly from the intersection of the said center line of the said Amboy road with the center line of the right of way of the Staten Island Rapid Transit Railway Company, the said distance being measured along the center line of the Amboy road, Borough of Richmond.

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

Beginning at a point on the center line of Amboy road, distant 2,325 feet southwesterly from the intersection of the center line of Amboy road with the center line of the right of way of the Staten Island Rapid Transit Railway Company, the said distance being measured along the center line of Amboy road, and running thence northwardly along a line always parallel with Fosters road to the intersection with a line always distant 1,000 feet northwesterly from and parallel with the northwesterly line of Amboy road, the said distance being measured at right angles to Amboy road; thence northeastwardly along the said line parallel with Amboy road to the intersection with a line at right angles to Amboy road and passing through a point on its center line distant 1,100 feet northeasterly from its intersection with the northwesterly line of Amboy road; thence southeastwardly along the said line at right angles to Amboy road; thence southwestwardly along the said line parallel with Amboy road to the intersection with a line always parallel with Segune avenue and passing through the point of beginning; thence northwesterly along the said line parallel with Segune avenue to the point or place of beginning.

(The lines of streets herein referred to which are not incorporated upon the City map are intended to be those as in use and as commonly recognized.)

Resolved, That this Board consider the proposed enlarged area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 4th day of December, 1913, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 4th day of December, 1913.

Which was adopted by the following vote:

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

*Changing the Lines and Grades of the Street System in the Area Bounded by Fort Washington Avenue, West 168th Street, Broadway and West 165th Street, Borough of Manhattan (No. 11).*

The Secretary presented the following:

City of New York, Office of the President of the Borough of Manhattan, October 31, 1913.

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

Dear Sir—We send you herewith a map changing the street system in the area bounded by Broadway, Fort Washington avenue, West 165th street and West 168th street, and a change of grade on West 165th street, from Broadway to Fort Washington avenue.

This layout is made to conform with other new streets as have been laid out between West 177th street and West 181st street, between Broadway and Riverside drive, within the last few years, and meets with the approval of the Institute for the Blind, who own the property.

The grade change on West 165th street is made necessary by the new street which is laid out parallel to Broadway and about 250 feet westerly therefrom, and the Institute for the Blind have agreed to pay whatever costs are involved in the re-grading, regrading and repaving of this street as well as the necessary changes to the sewer and its appurtenances.

Subject to this condition we ask you to present this map to the Board of Estimate and Apportionment as a change in the map or plan of the city.

Respectfully yours,

LOUIS GRAVES, Secretary to the President.

Report No. 13325.

November 10, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir: Herewith is transmitted a communication from the Secretary to the President of the Borough of Manhattan, bearing date of October 31, 1913, requesting the approval of a map showing a change proposed in the plan of the street system within the territory bounded by Fort Washington avenue, West 168th street, Broadway and West 165th street.

At the meeting of the Board of Estimate and Apportionment held on July 10, 1913, a public hearing was given concerning a map providing for subdividing this territory along lines identical with those now proposed, at the close of which the matter was referred back to the President of the Borough of Manhattan at his request. I am informally advised that this action was taken owing to a question concerning the

propriety of the grades then under consideration for the proposed streets, although these were not indicated upon the map.

In the original report presented by your Engineer it was stated that the property was owned by the New York Institute for the Education of the Blind, and that the plan provided for extending West 166th street and West 167th street from Broadway to Fort Washington avenue, with a width of 60 feet in each case, and for laying out a new north and south street between West 165th street and West 168th street, distant 250 feet west of Broadway, with a width of 80 feet. Owing to the steep grade of West 165th street it was deemed necessary to modify its grade in order to provide a suitable platform at its intersection with the unnamed north and south street, the effect of which, as originally planned, would be to cause damage to a building which has been erected upon the abutting property at the Broadway intersection and at the same time necessitate the reconstruction of a portion of the sewer and of the pavement.

In the plan now under consideration the grades proposed have been so adjusted as to avoid damage to buildings, and the Board is informed that the petitioners for the improvement are prepared to assume the expense involved in making the pavement and sewer conform with the proposed change. These grades appear to have been based upon steep transverse slopes not only at the intersection of the new street with West 165th street, but also at the intersection of Fort Washington avenue with both West 166th street and West 167th street. I believe, however, that the treatment planned can be effected without prejudicial effect, and under these conditions would recommend that, after giving a public hearing and after receipt of notice from the Borough President to the effect that a satisfactory stipulation has been entered into by the owners of the property desirous of the change binding them to assume the expense involved in making existing improvements conform with the grades proposed, the plan be approved.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The Acting President of the Borough of Manhattan offered the following:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by changing the lines and grades of the street system within the territory bounded by Fort Washington avenue, West 168th street, Broadway and West 165th street, in the Borough of Manhattan, City of New York, which proposed change is more particularly shown upon a map or plan bearing the signature of the Secretary of the Board of Estimate and Apportionment, and dated October 30, 1913.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 4th day of December, 1913, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 4th day of December, 1913.

Which was adopted by the following vote:

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

*Extension of Time to Complete Report on Heights of Buildings (No. 12).*

The Secretary presented the following:

City of New York, Office of the President of the Borough of Manhattan, City Hall, November 12, 1913.

To the Honorable the Board of Estimate and Apportionment, 277 Broadway, New York City:

Dear Sirs—The Heights of Buildings Committee appointed by this Board on March 6, 1913, which was to report not later than November 15, 1913, has almost completed its labors and is now occupied with the preparation of its final report. It will not be possible to present such in its complete form before December 15, and as Chairman of that committee, I would accordingly ask that an extension of one month be granted to the Committee, and that it be requested to complete its report by December 15, 1913. Very truly yours,

E. V. FROTHINGHAM, Acting President, Borough of Manhattan.

The Acting President of the Borough of Manhattan offered the following:

Whereas, The Heights of Buildings Committee, appointed pursuant to a resolution adopted by the Board of Estimate and Apportionment on March 6, 1913, with instructions to report to the Board not later than November 15, 1913, has almost completed its labors, and is now occupied with the preparation of its final report; and

Whereas, The Acting President of the Borough of Manhattan has requested that the committee be granted an extension of time, until December 15, 1913, in which to present its final report to the Board; be it

Resolved, That the Board of Estimate and Apportionment hereby grants the Heights of Buildings Committee an extension of time, until December 15, 1913, in which to complete its report; and requests the committee to present the final report to the Board on that day.

Which was adopted by the following vote:

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

#### FRANCHISE MATTERS.

*The People's Five Cent Bus Corporation (Cal. No. 1).*

The public hearing was opened on the petition of The People's Five Cent Bus Corporation for a franchise to operate buses propelled by electricity from storage batteries or other generators of the type known as the four-motor, four-wheel-drive system, upon, along and over twenty-one routes within the central and western portions of the Borough of Manhattan between the Battery and 91st street and upon the east and west drives throughout the entire length of Central Park.

The hearing was fixed for this day by resolution adopted October 16, 1913.

Affidavits of publication were received from the New York World, the New York Tribune and the City Record.

(See No. 2 of this calendar. Protest of George W. Carr and 17 others against granting a franchise to any motor bus company to operate through West 77th street, from Riverside Drive to Central Park West. A portion of route designated as 17 applied for by this company is on West 77th street from Columbus avenue to Central Park West.) The following appeared in opposition: William H. Page, counsel for the Fifth Avenue Coach Company; Arthur G. Peacock, counsel for the New York Railways Company; Robert Thorne, representing the Park Avenue Association; Howard Mansfield, a resident of 535 Park avenue; Mortimer Brenner, representing Hon. David Leventritt; Hon. Alfred Steckler, and C. H. Fuller, representing the Harlem Board of Commerce. The following appeared in favor: Alfred J. Talley, counsel for the company; Miller Reeves Hutchinson, chief engineer, Edison Laboratory, representing Thomas A. Edison; F. W. Smith, president Electric Vehicle Association; J. E. Keane, secretary Central Merchants' Association; Henry G. Schneider, secretary Eleventh Avenue Track Removal Association. No one else desiring to be heard, the Chair declared the hearing closed.

The Secretary presented the following:

Bureau of Franchises, November 6, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of Board of Estimate and Apportionment:

Sir—There are before the Board applications from four different companies requesting the right to operate motor buses in the streets of the Borough of Manhattan.

The preliminary public hearings upon the applications of three of these companies, namely, the New York Motor Bus Company, Inc., the Manhattan Motor Bus Company, Incorporated, and the Fifth Avenue Coach Company, for extensions, were held on July 10, 1913. The fourth company, that is, the People's Five Cent Bus Corporation, filed its application under date of October 9, 1913, and on October 16, 1913, the Board adopted a resolution fixing November 13, 1913, as the date for the preliminary public hearing. This application is to take the place of that presented under date of July 28, 1913, by George W. Loft and others. At that time no corporation had been formed to apply for the franchise and the application made by the individuals was accepted with the understanding that the corporation would subsequently be



formed. The People's Five Cent Bus Corporation was formed by these individuals pursuant to Chapter 162 of the Laws of 1854.

The petition of this Company is for the right to operate twenty separate routes in the Borough of Manhattan, having a total length of approximately 52 miles. The company states in its application that it is proposed to charge a fare not to exceed five cents per passenger for one continuous ride from terminal to terminal of each route, but that it will inaugurate what it terms a "lap fare-limit zone," that is, without additional fare it will issue to passengers boarding a bus within a zone of five or six blocks from the terminus of the route, a transfer good for the route contiguous and adjoining such terminus and also good for the lap fare-limit zone beyond the other terminus of such contiguous route. For an additional fare of five cents an unlimited transfer good in one general direction will be issued.

The lengths of the routes upon which it is proposed to charge a fare not exceeding five cents, that is, disregarding the transfer privilege, varies from 1 1/4 miles to 5 1/2 miles. All the routes designated are within the central and western portions of the Borough of Manhattan between the Battery and 191st Street; the shortest route being between the Pennsylvania and Grand Central Stations by the way of Seventh Avenue, 34th Street, Madison Avenue and 42nd Street, encircling both the terminal stations. The terminals of the longest route are the intersection of Sixth Avenue with 23rd Street and Mount Morris Park, the route being across 23rd Street and on Fifth Avenue. The average length of all routes equals about 2.6 miles.

This application differs from the others before the Board in that it is proposed to operate upon routes extending as far south as the Battery, whereas none of the other companies apply for rights south of 14th Street. It also differs from the other applications in that it is proposed to operate upon both the east and west drives throughout the entire length of Central Park, whereas none of the other companies apply for rights to operate upon any Central Park roadways.

The Company also states in its petition that it proposes to operate buses propelled by electricity from storage batteries or from generators of the "type known as the four-motor, four-wheel-drive system, that is, with a separate motor for each wheel." The speed proposed is about fourteen miles an hour and the seating capacity to vary from 26 to 32 passengers or thereabouts. This is the only applicant company which has designated either the rate of fare or the type of vehicle to be employed.

Subsequent to the presentation of the petitions of the three other companies it was thought desirable that an investigation be made of the operation of motor buses in London and Paris where that type of vehicle has been used for several years. This investigation was made during the month of July and a report thereon will be presented to the Board on November 13, 1913, the date of the preliminary public hearing upon the application of the People's Five Cent Bus Corporation. It is suggested in that report that the Board adopt a policy with respect to bus operation in this City and for that purpose the matter be referred to a Select Committee to formulate such policy. That recommendation applying to the People's Five Cent Bus Corporation as well as the other applicants, it is suggested that no action be taken upon the application of that company until the Board has taken definite action upon the policy to be pursued with reference to bus operation. It is further recommended that the petition be referred back to the Bureau of Franchises. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

Upon motion of the Deputy and Acting Comptroller the matter was referred to the Franchise Committee.

#### Manhattan Motor Bus Company, Inc. (Cal No. 2).

A protest was received signed by George W. Carr and 17 others against the granting of a franchise to any motor bus company to operate through West 77th street, from Riverside Drive to Central Park West, and suggesting an alternative route through West 79th street, Columbus avenue and West 81st street.

At the conclusion of the public hearing on July 10, 1913, on this petition, the matter was referred back to the Bureau of Franchises.

The protest was referred to the Franchise Committee.

#### Stage Coach Companies; Investigation of Operation (Cal. No. 3).

By resolution adopted June 19, 1913, the Chief of the Bureau of Franchises was authorized to send a representative to some of the European cities for the purpose of making a study of the operation of stages and omnibuses, together with supervision of the same exercised in such cities.

The Secretary presented the following:

THE CITY OF NEW YORK,  
BOARD OF ESTIMATE AND APPOINTMENT,  
BUREAU OF FRANCHISES, ROOM 801,  
277 Broadway, November 5, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of Board of Estimate and Apportionment:

Sir—Motor bus transportation in the Borough of Manhattan was particularly brought to the attention of the authorities last year by an application made to the Public Service Commission by the Fifth Avenue Coach Company, the company now operating about eighty buses on Fifth Avenue, Riverside Drive and other streets, to extend its lines, particularly on Park Avenue.

The application was denied on the ground that public convenience and necessity had not been shown for the routes applied for. This led to an examination of the laws relating to stage coaches, and it was found that the Fifth Avenue Coach Company, in which the New York Railways Company had a large interest, had a practical monopoly of the stage coach business and any further extensions granted to it would be in the nature of unlimited franchises, which was repugnant to the Charter. The Board therefore was instrumental in securing an amendment prohibiting so-called perpetual grants and terminating the legalized monopoly of the existing operating company. (See Chapter 769 of the Laws of 1913.) The result is that the Board has before it applications from four companies for rights to operate motor buses in the Borough of Manhattan.

Before committing the City by either refusing or granting franchises to any of the applicants for this comparatively new mode of transportation upon a large scale, it seemed desirable that the members of the Board should be made acquainted with results of motor bus operations in London and Paris, where that vehicle is extensively used and the conditions under which experience has there been gained. Pursuant to the authorization of the Board I sent Mr. John A. McCollum, my principal assistant, to these cities in July to obtain such information as was possible in the three weeks' time available. Mr. McCollum has now made his report, which is appended hereto, and a careful perusal of the same will show that in the time at his disposal he obtained a large amount of valuable information, especially useful to the Board at this time in determining the policy to be pursued with regard to the proposed use of this kind of passenger transportation vehicle in the City streets. It will be observed that the conditions under which operation takes place in the two cities visited are not similar in many ways to those in New York. This is particularly true with respect to London, where many of the streets are narrow, where no street railways exist in the central portion, and where the customs and habits of the people as regards transportation are so widely different from ours. Still the difficulties which have arisen since the introduction of motor buses in London and Paris and the method of overcoming the same point clearly to the way to avoid some of the mistakes which always occur during the development period of any enterprise. The conclusions reached by Mr. McCollum plainly show that this City should proceed carefully in adopting a policy so that the benefits derived from such increase of transportation facilities will not be more than offset by its disadvantages, which would apparently accrue largely in four ways, as follows:

First—Increased congestion of street traffic.

There is no congestion at present in any part of New York comparable to that in many parts of London.

Second—Increase in street accidents.

The London table of fatalities and injuries shows a constantly increasing percentage as the number of buses has increased.

Third—Injurious competition with street surface railways.

From the time of the elimination of the horse buses in Manhattan, street railways have largely taken their place, except on Fifth Avenue. This has been done with the maximum outlay of capital on account of the underground system employed and also with a maximum long haul fare of five cents. Competition of the motor buses has had a more unfavorable effect on the earnings of the tramways in London than the introduction of elevated or subway transit railways had on the earnings of the surface railways in New York.

Fourth—The additional wear and tear on pavements of a large number of heavy vehicles from six to eight tons loaded driven at fast speed.

Other vehicles than buses of greater weight are now employed in our streets and our pavements, particularly the foundations, will have to be made increasingly strong to withstand the same.

Considering these objections there yet seems to be a field where motor bus transportation can be conducted with advantage to the public because of the congestion at certain hours of the day on the existing transportation lines and also because of the lack of facilities in certain local areas and directly between points where traffic might easily be induced.

The four applications now before the Board for the right to operate motor buses in the streets of the City are as follows:

First—The New York Motor Bus Company, Inc.; the petition being dated June 6, 1913, and the preliminary public hearing having been held on July 10, 1913.

This petition is for twenty-one separate routes having a total length of a little more than forty-nine miles, all within that portion of the Borough of Manhattan north of 14th Street; one line running as far north as Fort George and another line on Riverside Drive as far as Dyckman Street. These routes include Broadway, from 14th Street to 169th Street, which continues north on St. Nicholas Avenue to Fort George; Park Avenue, from 36th Street to 96th Street; Madison Avenue, from 23d Street to 37th Street; Seventh Avenue, from 23d Street to 47th Street, and from 109th Street to 125th Street; and Central Park West, from Columbus Circle to 110th Street.

Second—Manhattan Motor Bus Company, Incorporated; the petition being dated June 2, 1913, and the public hearing having been held on July 10, 1913.

Three routes are applied for by this Company, having a total length of about seventeen and one-half miles. These routes are all in the Borough of Manhattan, between 33d Street and 96th Street. They include Park Avenue, from 34th Street to 96th Street; Seventh Avenue, from 33d Street to 45th Street; Broadway, from 34th Street to Columbus Circle; Central Park West, from Columbus Circle to 96th Street, with two crosstown lines, one in 34th Street, between Park Avenue and Seventh Avenue, and the other in East 79th Street, Transverse Road No. 2 through Central Park and West 77th Street to Riverside Drive.

Third—Fifth Avenue Coach Company; the petition being dated June 5, 1913, and the preliminary public hearing having been held July 10, 1913.

This Company has applied for six routes having a total length of thirteen and one-half miles, all within the Borough of Manhattan, between 14th Street and 96th Street, including one route, beginning at 14th Street, and extending as far north as 96th Street, by way of Lexington Avenue, 23d Street, Madison Avenue, 40th Street and Park Avenue, and also a line from Pennsylvania Station to 57th Street by way of Seventh Avenue, 34th Street, Broadway and Seventh Avenue. These lines are proposed to be operated in conjunction with lines already operated by the Company and are designed to supplement the existing system.

Fourth—People's Five Cent Bus Corporation; the petition of this Company was dated October 9, 1913, and the preliminary public hearing has been fixed for November 13, 1913.

The application is for twenty routes having a total length of approximately fifty miles. They are all situated in the Borough of Manhattan, extending from the Battery to 191st Street. Many of the streets which have been described in the above petitions are covered by the petition of this Company. Broadway is included, from its southern extremity to 191st Street, which route extends the farthest north.

It will be noted that many of the routes described in the petitions of the various companies are common to all. This is particularly true with respect to Park Avenue—all companies desiring to operate on that thoroughfare. There are many routes also which have been applied for by at least two companies. In view of this it would seem that the situation can only be cleared by the adoption of a policy by the Board with respect to these routes, that is: Shall a franchise be granted for bus operation upon any route, and if so, what routes shall be granted, and what company shall receive a franchise upon any particular route. The questions therefore before the Board seem to be as follows:

First—Shall motor buses be permitted on the streets generally in competition with street railways?

Second—If general competition is not permitted, shall the Board grant additional franchises upon sufficient routes to test the feasibility of motor bus operation without directly competing with existing transportation facilities?

Third—If limited routes are to be granted, shall more than one Company be permitted in any street, and shall it be the policy to grant franchises to a limited degree to all companies whose applications are now before the Board or to one company only?

If the Board should adopt a policy of granting motor bus franchises to a limited degree for the purpose of testing the feasibility of operation to one or more companies, then a study may be made of the routes which have been applied for by the various applicants with a view to deciding which should be permitted and a report shall be presented thereon by this Bureau. Until some such policy has been adopted it is almost impossible to proceed further with the drafting of franchises.

There are, however, certain conditions which might be pointed out as being necessary for any bus franchise to insure the safety and comfort of passengers and inhabitants and to prevent destruction of street pavement; that is, those conditions having to do with the size, weight, type, construction and operation of the vehicle, the government of which features, apparently, judging from the experience gained by London and Paris, it is important should be retained by the City. They should be governed by the franchises, either by specifying therein such details or retaining to the Board power to impose or change such conditions as may from time to time be deemed necessary. The need for this control is sufficiently shown by the report herewith submitted upon conditions in London and Paris.

In view of the foregoing it is suggested that the matter of bus operation be referred to the Franchise Committee in order that it may recommend to the Board a policy to be pursued with respect to the applications now before the Board affecting the Borough of Manhattan. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

Bureau of Franchises, September 11, 1913.

Mr. HARRY P. NICHOLS, Engineer, Chief of Bureau:

Sir—By your instructions given me pursuant to the authority of a resolution adopted by the Board of Estimate and Apportionment on June 19, 1913, I visited London, England, and Paris, France (leaving New York June 28, and arriving at New York August 8), for the purpose of investigating the operation of motor buses in those cities and obtaining such information relative thereto as will aid the City in reaching a determination with reference to the proposed operation of motor buses in the City of New York.

I beg to report as follows:

In the consideration of omnibus operation, it would be well to bear in mind that the use of this type of vehicle is not new in these cities. The omnibus was used in London and Paris, and also in New York, before the operation of mechanically propelled vehicles in city streets, but when horse cars, and subsequently, electric cars, were installed, the horse omnibus gave way in New York to the more efficient facilities, while it still continued in London and Paris to be one of the principal means of travel owing to the peculiar conditions there existing. This type of vehicle has in London and Paris always performed a distinct service and its field of operation has never been wholly supplanted by the electric street cars. The inhabitants are accustomed to its use and have long been dependent on its operation. Upon the introduction of the motor bus as a substitute for the horse-propelled vehicle, which has taken place in recent years, the change was welcomed in much the same way as the coming of the electric cars—that is, as a more efficient means of doing the same work. The introduction and development of the self-contained motor vehicle has, however, so enlarged the field of possible operation of the omnibus that it is now being compared in many ways with the electric street cars. This comparison between the two means of transit and the similarity of the work which may be performed by each made necessary a study of the existing street railway conditions in London and Paris, as well as those of the motor bus, and accounts for the street railway data in relation thereto contained therein.

DEVELOPMENT OF THE OMNIBUS BUSINESS: PRESENT CONTROL: RELATIONS BETWEEN VARIOUS TRANSPORTATION COMPANIES.

London. The London General Omnibus Company, Ltd., now operates or controls the operation of about ninety-five per cent. of all the omnibuses in use in London. Only one other company—the National Steam Car Company, Ltd.—operates independently an appreciable number of cars.

The London General Omnibus Company, Ltd., is owned by the Underground Electric Railways Company, which company was organized to control or own a group



of underground railway companies having a length of more than sixty miles and a capital of more than \$180,000,000. The four underground railway companies controlled are the Metropolitan District Railway, London Electric Railway, City and South London Railway and the Central London Railway. During the development of the motor bus, it was foreseen by the Underground Railway interests that the motor bus would be a serious competitor of the Underground Railway. Because of this it apparently has been the policy to obtain control of omnibus companies operating in London through the London General Omnibus Company, Ltd., and thus prevent in some measure the direct effect of competition between underground and surface traffic.

A few facts in relation to the development of this company follow:

The London General Omnibus Company commenced business in London in 1858, though the company was founded in Paris in 1855. In 1862 it had in operation a fleet of about 600 horse buses and carried in that year more than 42,500,000 passengers, the average fare of which was more than seven cents per passenger, which fare is a great deal larger than the average now collected. This company grew until in 1905 the number of buses in operation were about 1,400. Three companies were taken into the London General Company, being (1) the London Road Car Company, constituted in 1880 and having in operation in 1904 about 464 omnibuses; (2) the London Van Guard Company, formed in 1905 and running motor vehicles only; and (3) the Great Eastern Motor Omnibus Company which began operating in 1906. In 1908, the first two of these companies were amalgamated with the London General Omnibus Company. The number of vehicles operated by these companies just prior to the amalgamation was 1,213 horse omnibuses, 670 motor omnibuses, or a total of 1,883. The other company, that is, the Great Eastern Motor Omnibus Company, was absorbed by the London General in January, 1911.

Besides these amalgamations, working agreements have been entered into with six other companies by which their omnibuses are operated by the London General Company, and with another company, known as the Thomas Tilling, Ltd., by which its operations are governed by an agreement with respect to the number of cars and routes operated and the earnings therefrom, but not actually performed by the London General Company.

The growth of the motor omnibus is well illustrated by the number of vehicles licensed by the Police Department each year since 1897. (See Exhibit 1.) These figures show that the motor omnibus increased from 1 in 1897 to 3,908 in 1912, while the horse omnibus decreased from 3,190 in 1897 to 376 in 1912.

While the total number of omnibuses now in operation do not equal the number in operation during the several years subsequent to 1897, the mileage covered at the present time is without doubt considerably more than that covered when a larger number of horse buses were in operation. The daily average mileage of the horse omnibus is said to have been approximately 63, while the average mileage of a motor bus of the General Company is more than 110 miles per day.

The period of several years succeeding 1905, I am informed, was one of exploitation of omnibus companies. Many of these companies had little thought of bettering the service, but were only concerned about profits to be derived from the operation of this new type of transportation vehicle, and it remained for the larger companies to develop a car which would be durable, efficient and give the required service to the public. During this development, many manufacturers' types of cars were used, and much experience gained thereby. The type of cars now principally used in London are described elsewhere.

Paris. The first franchise for the operation of omnibuses was granted in 1854. The operation developed until the Company had 961 horse omnibuses in operation in 1906. In June, 1906, the Company began the operation of 13 motor buses on one line of a little less than four miles in length. These vehicles reduced the running time for the route by one-half, the schedule time for horse buses being one hour and for the motor buses thirty minutes. The experiments which were made subsequent to this time were so successful that in 1910, when the franchise of the Company expired, the renewal of the franchise provided that all lines should be equipped with mechanically propelled vehicles, and the franchise was so accepted by the Company.

MAGNITUDE OF MOTOR 'BUS BUSINESS, AND RECENT GROWTH.

London. The smaller of the two omnibus companies in London—that is, the National Steam Car Company, Ltd.—is operating at the present moment about 140 cars. Apparently no general public service is attempted by this company, but routes are operated in the more congested parts of the city, and only where a reasonable profit is insured. Ordinarily with similar circumstances the cost of operation of a small number of vehicles per unit exceeds the cost of a much larger fleet, and a small company operating in competition with a large company can best hold a safe financial position by selecting only routes upon which there is a dense traffic and upon which the fare seems most attractive. This company, however, claims to have a vehicle which is less expensive to operate than the vehicles used by its competitor and to have other features tending to attract the travelling public.

The London General Omnibus Company operates on weekdays 73 routes having a total length of 671 miles. These routes are varied somewhat for Sunday service, that is, some are withdrawn entirely, some are extended or altered, and nine routes are operated for a special Sunday service only. As a result of these alterations on Sunday, about 79 miles of additional routes are used. The longest regular route operated on weekdays is 15.9 miles. The longest regular route operated on Sunday is 16.9 miles. The number of vehicles in service on weekdays is about 2,280, while on Sundays the number in operation exceeds this figure by more than 100. The routes of the company are being extended, altered and increased in number.

This change in service is quite frequent, so much so that the small pocket maps issued by the company for the free use of the public, showing the routes in operation, are changed monthly with notices giving the routes altered and new services installed during the month.

The magnitude of the service covered by this company may be also illustrated by the fact that the territory worked includes the Metropolitan Police area (about 700 square miles), and two counties beyond this area. It includes 39 cities, counties or municipal boroughs, 45 urban districts and 11 rural districts; or in all the jurisdiction area of 95 local authorities. The total length of roadway worked in March of this year is given as follows:

	Weekday.	Sunday.
Within the County of London.....	216	211
Per cent. of total .....	62	51
Without the County of London .....	135	199
Per cent. of total .....	38	49
Total.....	351	410

The London General Omnibus Company employed in March, 1913, a total of 2,750 omnibuses, or an increase of 219 per cent. over the number employed in 1910. The average daily number of passengers carried increased from 635,897 in 1910 to 1,588,822 in 1913, which is an increase of over 150 per cent. See Exhibit 2 for data showing number of vehicles operated, passengers carried and receipts per passenger during the years 1910, 1911 and 1912. The figures show that the number of vehicles operated has increased more rapidly than the number of passengers carried, and that the average receipts per passenger have materially decreased. See Exhibit 13 for statistics as to population and number of passengers carried by tramways and omnibuses during several years.

Paris. There are at the present time in operation nearly 900 motor buses in Paris, about 50 of which are kept in reserve. Forty-seven different routes are operated, having a total length of about 165 miles. Some of these routes have only recently been put in operation and the number operated by motor vehicles has been steadily increasing since the regrant of the franchise in 1910. Practically all of the existing mechanically operated fleet has been put in service since the grant of the new franchise. The company did in 1910 operate some motor vehicles, but the existing type is a more recent one than that operated at that time. The last horse bus was removed from the streets in January of this year.

During this period of transformation from the horse to motor power the traffic figures are not such as can be considered as giving results of a normal operation. The number of passengers carried by mechanical and horse power vehicles during the last seven months of 1910, that is, the period immediately subsequent to the date of the new franchise, are as follows:

Motor bus .....	22,892,234
Horse bus .....	49,361,756
Total.....	72,253,990
Similar figures for the last six months of 1912 are:	
Motor bus .....	85,550,890
Horse bus .....	14,292,958
Total.....	99,843,848

This shows not only the gradual change to motor power vehicles but also illustrates the substantial increase in the number of passengers since the operation of the new type of vehicle.

RIGHTS TO OPERATE; HOW OBTAINED.

London. There is no law to prevent any company or individual from operating an omnibus for the purpose of conveying passengers for fare on streets within the Metropolitan police district, which district is considerably larger than London proper and having an area of about 700 square miles, provided a license therefor is obtained from the Commissioner of police. This license is granted almost as a matter of course for operation within the Metropolitan police area, providing the vehicle conforms with the fixed standard which has been adopted governing that class of public conveyance, details of which are hereafter referred to. No franchise whatever is required, and in this respect the conditions are wholly different from those of New York. It also differs in the method of obtaining rights to operate street railways or light railroads in London.

The method of obtaining franchises for street railways is difficult and expensive. The right is granted by Parliament and may be vetoed by the local borough authorities. To prevent this veto it is often necessary to contribute large sums towards the widening or improvement of streets in the borough where the right is sought. In view of the competition with the motor buses, this difference in the method of obtaining the right to occupy the streets is extremely important to the street railway companies. After much difficulty and expense, such a company may obtain a franchise and begin its operations, only to share the traffic with any omnibus owner who finds sufficient traffic to yield a profit in its operations and who is not subject to expense of delay in obtaining street rights.

Outside the Metropolitan Police area, the Borough Councils have power to refuse licenses for omnibuses, and this is occasionally done.

Paris. The right of an omnibus or railway company to operate in the streets of Paris is granted by the City or State authorities.

The franchise under which the General Omnibus Company of Paris operates is a contract dated May 28, 1910, which gives that company the exclusive right to transport passengers by omnibuses within the walls of Paris. This same company has also the exclusive right to operate a system of street railways within the city walls.

The former omnibus franchise, held also by the General Omnibus Company, expired on May 31, 1910. Anticipating the expiration of this grant, the public authorities had several years previously thereto given the question of the reorganization of public transportation facilities considerable study. The street surface railways within the city walls and the territory immediately adjoining were at that time held by several companies, which had received grants at various times. Practically all the street railways operating wholly within the city walls were owned by the General Omnibus Company, so that the franchises for both the omnibus and street railway operation were about to expire at the same time. Various other companies, operating in the suburbs but entering the city, held franchises expiring on different dates, but the major part terminating in 1930. The financial situation of some of these companies was unsatisfactory and a temporary right to increase the rate of fare had already been granted. In view of these conditions the authorities conceived a plan of reorganization of the public transportation companies, including not only those whose franchises were about to expire on May 31, 1910, but also all other street railway systems in the Parisian district, the aim being to unify the operation under a re-grant to the operating companies and to provide uniform conditions for the operation of the various systems. There was much discussion as to whether the grant for the street railways and for the omnibuses should be made to one company or, instead thereof, granted separately to different companies. Finally, the railway franchise wholly within the City of Paris, and the omnibus franchise, were both granted to the General Omnibus Company. A grant was also made for the system of street railways in the north of Paris, which included a railway system in the Parisian district connecting Paris with the suburban districts operated by overhead power, and a suburban line operated by steam locomotives. As to the railways in the south of Paris, the franchises of only two lines expired on May 31, 1910, while none of the other franchises expire until 1930. The underground contact system had already been installed on some of these lines and some difficulty was encountered in fixing the passenger charges. A settlement was not made, therefore, until some time later.

Copies of these franchises were obtained, and reference will hereinafter be made to some of the conditions governing the operation of the omnibus system.

TAXES AND OTHER PAYMENTS.

Omnibus Companies, London.

Taxes. Taxes are paid to the local rating authorities upon buildings which they use, possess, or of which they are tenants, but in this respect they do not differ from an ordinary citizen.

There is a tax on all gasoline brought into England, amounting to approximately 6 cents per gallon. Omnibus companies, since they operate public conveyances, obtain a rebate equal to one-half of the tax. The net tax therefore is three cents per gallon upon all the gasoline used as fuel. This tax amounts to a considerable sum. Computing the amount on the basis of 100 miles as the distance traveled per omnibus per day, 7½ miles as distance traveled per gallon, and assuming that the vehicle is in operation 310 days per year, the tax would amount to about \$136 per year. These figures are approximate only, but are probably lower than the actual. The amount of this tax has been officially reported to be as high as \$210 per omnibus per annum.

License Fees. Two licenses are required before omnibuses may be operated. The first is a county license, which is available practically the entire life of a vehicle. This costs approximately \$5. The other is the police (hackney carriage) license, which is taken out annually and costs approximately \$10. In addition to this, there is a local taxation license or annual excise duties, the rate of which is about \$19.50 per omnibus per annum. The tax payments, therefore, by omnibus companies, aside from the rates upon buildings and property on the basis of the above figures, is at least \$165 per annum for each omnibus, and, in addition, \$5 for each omnibus put in service.

Railway and Tramway Companies, London.

Permanent Way Tax. Tax rates are paid on property which it owns. Licenses cost per annum about \$10 per car. Since these companies do not use gasoline for fuel, they pay no gasoline tax. They do, however, pay tax rates to the local rating authorities through which the railway or tramway is operated. This tax comes about by a court interpretation of the law many years ago that a railway or tramway company should be rated as an occupier of land, notwithstanding the fact that neither the soil nor an exclusive right of occupancy belong to the company, and in this respect comes within the law which requires that any occupier of land should be rated. The ratable value of a railway line thus fixed is that rent which a tenant would pay for the tramway to be used by the tenant in the same way as it is used by the railway company. To arrive at this rental value, the earnings and the length of the line are used as a basis. Since a street railway route in London may and does pass through the area of several local authorities, a rule has been accepted which is, that no portion of a route can be said to earn more than another portion of the same route. Therefore, under this rule, the gross receipts are apportioned to the length of the route within the area of a local rating authority. The average working expense and the company's capital charges, etc., are deducted from the gross receipts of the line to arrive at the ratable value. This tax on permanent way amounted during the year ending March 31, 1913, to about 4.4 per cent. upon the passenger traffic revenue of the London County tramways.

Street Pavement Repair. Street railways are required to keep in repair the area between lines 18 inches on each side of outer rail.

Street Improvement. The franchises under which the London County tramways are operated provide in some cases that an appropriation shall be made from the earnings of the operation of the railway towards the improvement of streets (that is, straightening, widening, etc.), in which the railway is to be operated. The sum so appropriated during the year ending March 31, 1913, was about \$350,000, and the total sum expended by the London County Council up to March 31, 1913, was nearly \$3,000,000.

Omnibus Companies, Paris.

The franchise (see Exhibit 3) requires that the following payments be made:



(a) 3½ per cent. of the gross receipts from passengers up to \$5,770,000. If the receipts exceed that sum, the company must pay 4 per cent. on the amount in excess. These payments are to be reduced one-half for certain optional lines which the company may establish.

Street Railways, Paris.

The franchise to the General Omnibus Company for its street surface railway requires the payment of 6 per cent. of the gross receipts from passengers received within the city walls.

City Tax.

There is a tax in Paris, taken at the city gates, which applies to fuel used in the operation of omnibuses. This city tax upon benzol, the fuel now used, is approximately 10½ cents a gallon, which amounts to about 2.3 cents per omnibus mile. If the company were required to pay this tax upon all the fuel which it uses, the income to the city therefrom, using the mileage operated by motor buses during the last six months of 1912 as the basis of computation, would be about \$170,000 per annum. The franchise provides that if the sums paid for omnibus and street railway rights, together with the tax on fuel, shall exceed 6 per cent. upon the receipts of both the omnibus and street railway systems, then the Company may claim a reduction in the amount to be paid to the City until such payments shall not exceed 6 per cent. of both railway and omnibus receipts. I am informed that the reason benzol is used as fuel is that a considerable quantity is manufactured within the city limits and therefore not subject to the city tax. It was evidently contemplated, however, by the city when the franchise was granted that the percentage of gross receipts from omnibus business, plus this tax, would about equal six per cent. of the gross receipts. In using benzol as a fuel, instead of gasoline, the company has avoided the payment of large sums in taxes which the city expected to receive.

EFFECT OF MOTOR BUS OPERATION UPON THE EARNINGS OF STREET SURFACE RAILWAYS.

London. All except a few short lengths of street surface railway within the County of London, which county includes by far the greater part of London, are owned by the County and operated by the London County Council. These railways are known as the London County Tramways.

The Tramways Act of 1870 authorized the local authorities to own, but not operate, tramways, and in 1896 the Council obtained a special act authorizing it to operate tramways which it acquired pursuant to the act of 1870. New tramways when now constructed by the Council must be authorized by Parliament, but their proposed operations in a borough may be vetoed by the borough authorities. In this respect the Council is in the same position as are private promoters for tramway lines.

The Council now operates railways as follows:

	Street Miles.
Electric underground contact .....	117
Electric overhead contact .....	24
Horse .....	7
Total .....	148
Of this—	
Single track .....	10
Double track .....	138
The average number of cars operated during the year ending March 31, 1913, which is the fiscal year, was:	
Electric .....	1,237
Horse .....	38
Total .....	1,275

The electric cars are in nearly all cases double deck and have a capacity of from 62 to 78 passengers. The modern cars which are being standardized have a capacity of 78 passengers.

The capital employed up to March 31, 1913, was about \$63,000,000. Sinking Funds, however, have been provided, amounting to nearly \$10,000,000. It has been the practice to provide sinking funds as follows:

- 1-25 of the value of machinery, plant and track annually;
- 1-39 of the value of land and buildings annually.

In addition to this, it was arranged about five years ago that provision should be made for a replacement fund at the rate of 1 1-3 cents per car mile operated.

The tramways are seriously handicapped by being unable to deliver their passengers within the dense business area of the city. No tramways are allowed, nor are they likely to be allowed, within the large central business area of London, where a large majority of the streets are short, narrow and crooked, it being maintained that the omnibus is better adapted to operate in this congested portion of the city than is the tramway. Since the tramway, therefore, cannot enter this district, it must discharge passengers whose destination is within the district at the boundary thereof. There is no doubt that tramway traffic would be greatly increased if its lines could be extended into the heart of the city. The motor bus, on the other hand, has the exclusive right on the surface within this central area, but is not prohibited from operating in the territory of the tramways and is thereby able to give a more complete service than the tramway.

The General Omnibus Company states that it does not work its lines deliberately in competition with the tramways, but that where its routes are identical with the tramways it is brought about through the desire to develop new facilities and routes for those facilities are necessarily identical in part with the tramway lines because those lines are situated on the only streets available for the omnibus. It is admitted that where these routes are identical, competition is rather acute. The officers of the London County Tramways, however, state that there is serious competition. Both state that fares have been reduced where there are identical routes.

There is undoubtedly much competition between the London County Tramway system and the motor omnibuses. So long as the omnibuses are permitted to operate on any street, provided only that the vehicle complies with the specifications laid down by the Police Department, and the two enterprises are owned by different interests, this situation is bound to exist. Omnibus companies will operate on all routes upon which a profit can be earned, whether identical with the tramways or not, and profitable routes not covered by the larger omnibus company will be operated by the smaller company or by new companies developed for that purpose. On March 31, 1913, 91 miles, or about 62 per cent. of the 148 miles of tramways, were identical with routes of omnibuses. Naturally, this division of traffic reduces the income of the tramways.

A table has been compiled (Exhibit 4) from information obtained partly from published accounts, partly furnished by the Chief Officer of the London County Tramways and partly from other sources, which shows various operating and financial statistics with respect to the London County Tramways during the last five years ending March 31, 1913.

Referring to this exhibit, it will be seen that notwithstanding the increase in car mileage during the year ending March 31, 1913, the receipts per car mile, the total number of passengers carried and the total revenue decreased during the same period, while the working expenses per car mile increased. The year ending March 31, 1912, was Coronation year, and, no doubt, a large amount of extra traffic was obtained because of that event, and this may account to some extent for the decrease in the number of passengers carried for the subsequent year, the decrease being only 3.9 per cent. However, the decrease in the number of passengers in connection with the decreased receipts per car mile and the increased debt charges so far reduced the net surplus as to leave a negligible amount for other purposes.

The net surplus during the previous years provided for the renewal fund at the rate of 1 1-3 cents per car mile before referred to, and a substantial general reserve fund, these funds being in the aggregate considerably more than \$1,000,000 each of the two previous years. Less than \$2,500 was available for these funds during the year ending March 31, 1913. Without doubt, this condition of affairs has resulted to a large extent from the increased number of motor buses being placed on the streets of London.

It has been officially stated that the increase in the number of motor buses during the fifteen months prior to March 31, 1913, was about 1,250, or about 84 per cent.

This rapidly increasing number of omnibuses and the paralleling of railway routes has had a decided effect on the earnings of the railway. In London omnibuses are popular as a means of travel; have a monopoly of the best traffic districts of the city with no district limit of operation; charge a slightly higher fare than the street railways; do not furnish all night service; contribute nothing towards paving maintenance or street improvements; require small capital account in comparison with earnings, and can operate profitably on a small margin above operating cost. Because of this they are severe competitors of the tramways, and I believe that their continued

competition under these conditions will work disastrous results to the tramways. The safety of the situation seems to lie in regulation or restriction of the routes of omnibuses, which at the present moment seems unlikely to occur, or the control of both tramways and omnibuses by the same interests, thus eliminating competitive operation.

Paris. There is no competition between the surface railways and the omnibuses in Paris. The reason for this is that the omnibus operation and the operation of practically all of the street surface railways within the omnibus district are controlled by the same company and routes of both systems have been laid out by the authorities with consideration given to the work to be performed by each. The franchises fix the rate of fare and the routes upon which both railways and omnibuses may operate, and permits a readjustment of fares for both railway and omnibus service when conditions are such that either system is not profitable. Both systems are operated by one company under exclusive rights; each supplements the other and the two may be considered as one system.

EFFECT OF OMNIBUS TRAFFIC UPON STREET PAVEMENT.

London. Unfortunately, the jurisdiction of the construction and repair of roads in London does not lie in one body. Each Borough Council has this authority for its respective borough and each has its own engineer and the necessary force for carrying out the work. Naturally, each Council has its own opinion as to which is the best pavement to withstand the wear of similar traffic, as well as the manner in which it should be laid. The opinions of the different councils do not in all cases coincide. The same is true with regard to the effect of motor traffic upon the streets. The "Metropolitan Committee on Materials and Means of Paving the Streets of London," which is made up of representatives from each council, invited, this year, an expression of opinion of the surveyors of the various Metropolitan boroughs as to whether the increase of motor traffic has the effect of increasing the cost of paving and maintaining roads in their respective boroughs, the Committee having been informed that it had been found necessary in many cases to increase the thickness of concrete foundation in order to withstand the greater weight and strain which are now imposed on road foundations, due to the increase of motor omnibuses and other heavy mechanically propelled vehicles. A short digest of the returns made by the various borough surveyors will be found in Exhibit 5. All of the surveyors who expressed themselves in regard to the subject agreed that omnibus and heavy motor traffic on macadam roads resulted in wear which caused a large increased cost of maintenance and replacement. Nearly all agreed that greater weight of vehicle with its increased speed has caused the breaking up of foundations which were formerly laid to carry a lighter traffic. The foundations for new work and replacement have been considerably increased in thickness over that used in former practice, the increase being due to more and heavier motor traffic. Increased expense has resulted, not only because of the required extra volume of foundation, but, because of extra cost of removal of old pavement foundation and excavation to give greater depth for the new, where a thicker foundation is used in replacement. Owing to the practice of licensing omnibuses in London by Metropolitan Police, instead of granting a franchise for their operation, the local authorities in control of streets have no say as to the location of omnibus routes and cannot properly prepare for such traffic when providing the pavement. This leads to a reconstruction of the pavement to support motor bus traffic, instead of the more logical method of permitting bus traffic only on streets having pavement strong enough to support it.

Paris. The condition of the surface of Paris pavements is by no means as good as that in London. Very little information could be gained relative to the effect of omnibus traffic upon street pavements. A thorough investigation, however, is now being made into this subject by the Inspector General of Services in Public Streets, and his report will soon be issued. I am informed that this report will contain much valuable data in relation to this matter.

ROAD BOARD AND ROAD IMPROVEMENT FUND, ENGLAND.

This Board was constituted by the Development and Road Improvement Funds Act of 1909, for the purpose of improving the facilities of road traffic in the United Kingdom in the administration of Road Improvement Fund. The Board consists of five members who were appointed in May, 1910. It has been conducting extensive experiments upon materials and character of road pavement, but insufficient time has elapsed to give definite result of its experiments. The revenue of the Board is provided by amounts derived from the gasoline tax and the increase in the duties on motor cars imposed by the Paving Act of 1910. It has power to make advances to County Councils and other highway authorities in the United Kingdom and to construct and maintain new roads. It may also contribute towards the cost of the maintenance of a new road constructed from funds advanced by the Board.

The revenues available for this purpose amount to large sums. During the year ending March 31, 1912, the amount obtained was more than \$6,000,000, of which much more than half was derived from the gasoline tax, and the remainder from duties on motor cars. However, up to June 30, 1912, the Board advanced only \$3,600,000 to local authorities for improvements, of which less than \$14,000 was advanced to authorities within London. This latter sum was used for trial lengths of street surfaces in the Boroughs of Fulham and Wandsworth. While, therefore, a large proportion of gasoline imported in England is consumed in London, only a small proportion of the sums received as duty thereon has been expended on street improvements in that district.

MOTOR OMNIBUSES—TYPES IN USE.

London. There are three distinct types of vehicle in use in London—First—Those operated directly by gasoline engine (used by the London General Omnibus Company);

Second—Those operated by steam, with kerosene oil as fuel (used by the National Steam Car Company);

Third—Those operated by gasoline engine driving a dynamo, operating an electric motor which drives the rear axle by means of a worm gear (used by Thomas Tillings).

Two types have been developed by the London General Company, one known as the "B" type, of 30 horse power, and the other known as the Daimler type, of 40 horse power. It is the intention of the Company to make all new vehicles 40 horse power. The other specifications of the two types are very similar. Both are lighted by gas.

The car used by the National Steam Car Company is 32 horse power and it is lighted by a special self-contained electric lighting equipment, consisting of a small dynamo, situated on the seat beside the driver, which is directly operated by the engine and furnishes current for incandescent electric lamps.

It is claimed for both the steam car and the gasoline electric car that they are particularly easy to operate and are more comfortable for passengers than the gasoline vehicle because of the absence of the jerk and jar in starting. From my experience in riding upon the various types of vehicles, I am inclined to believe that this claim has considerable foundation.

Illustrations of various vehicles were obtained. Exhibit 6 shows weight, capacity and motive power of buses used in London, Paris and New York, and Exhibit 7 gives dimensions of buses and street cars in those cities and area of street occupation.

Paris. Four types of motor buses are in use in Paris. The estimated number required to place the full system in operation, the capacity, the horse power and speed are given as follows:

Type	Estimated Number	Capacity			Horse Power	Maximum Speed Per Hour
		First Class	Second Class	Total		
Schneider ....	518	16	19	35	35	About 15 miles
Schneider ....	109	12	23	35	35	About 15 miles
Dion-Bouton .	263	12	19	31	35	About 12½ miles
Schneider ....	100	8	22	30	35	About 15 miles

The horse power rating as used in London and Paris is not the same as that used in America and therefore comparisons should not be drawn until brought to the same standard.

These vehicles are all single deck, the first class passengers being provided with seats in the forward part of the car, and the second class passengers in the rear part, with both seating and limited standing space on the platform. The entrance to all vehicles is by means of steps on the rear of the platform and door at the rear of the car. Illustrations were secured showing all types now in use, together with several types which have been tested and discarded. The weights and other features of the different types of vehicles are given in Exhibits 6 and 7.



## COST OF OPERATION.

London. Actual competition in motor bus business in London, as before stated, does not exist, except as between two companies, one of which operates only about 140 cars in competition against all other motor buses in London. Nevertheless, while acute competition does not actually exist, there is always the danger of competition because of the ease with which permits or licenses may be obtained by others and the invention of new and more modern type vehicles which may be operated in small numbers upon the more profitable routes. Because of the existence of this condition, the operating companies are very loath to divulge accurate details as to the cost of operation, for use in a public report.

From information obtained, however, it would seem that the average cost of operation of the London General Company may be stated to be roughly as follows:

	Per Vehicle Mile
Operating cost .....	15 cents
Interest, depreciation, etc.....	02 cents
Total .....	17 cents

The National Steam Car Company claims that the cost is a little less than that of the London General Omnibus Company. By the use of kerosene for fuel, it avoids payment of the fuel tax of 3 cents per gallon on gasoline, which is equal to about 0.4 cents per vehicle mile.

Thomas Tillings, Ltd., submits the following figures as to the cost of running its type of cars 1,387,031 miles in 1912:

Running and maintenance .....	2,326 cents
Tires .....	2,210 cents
Drivers .....	2,514 cents
Gasoline, lubricating oil, grease and paraffin.....	2,394 cents
Vehicle lighting .....	0,150 cents
Rents, rates, taxes, garage, lighting, water, trade vehicles, depreciation	1,972 cents
Conductors .....	1,694 cents
Body upkeep .....	0,470 cents
Traffic expenses .....	0,534 cents

Total cost per mile..... 14,264 cents

The costs as given for the operation of the cars used by the General Omnibus Company and the National Steam Car Company are very approximate, and were not given in detail.

The figures as furnished by Thomas Tillings, Ltd., are used by the Tillings-Stevens Company, the manufacturers of the omnibuses used by Tillings, and may include the cost of workings of cars other than those actually used in the streets of London, and are given to show the economical features of the Tillings-Stevens bus.

Paris. The franchise under which the omnibuses are now operated with the fare schedules having been in existence only since the latter part of 1910, and a large portion of the time subsequent to that date having been employed in the change from horse to motor power, there is little accurate data in existence showing the cost of normal operation. The following table of costs is given by the Company as approximate, and it is believed by the Company that certain of the items are susceptible of reduction in the future. The figures given by the Company were in decimals of francs per kilometer, but this has been reduced to cents and decimals thereof, per mile, in order to compare with the data given for the operation in London:

Maintenance of chassis .....	4.022 cents
Maintenance of bodies.....	0.928 cents
Maintenance of tires.....	3.714 cents
Brushing and cleaning and lighting and heating of vehicles.....	0.821 cents
Fuel, including the City toll thereon.....	6.574 cents
Oil, grease and waste.....	0.650 cents
Machinist .....	3.094 cents
Expenses at the depots (supervision, lighting, motive power, tolls, shippers, etc.) .....	1.857 cents

Average cost per mile..... 21.660 cents

This does not include reserve funds for renewals, nor expenses of actual operation (conductors, drivers, inspectors, etc.), nor general expenses (administration, insurance, accidents, taxes, franchise payments, maintenance of buildings, etc.).

New York. The annual report of the Fifth Avenue Coach Company, submitted to the Public Service Commission for the First District, covering the operations of that Company during the year ending June 30, 1912, states that there were in operation 81 vehicles during the year, which were operated a distance of 1,440,841 miles. Using this mileage and the items of operating expense given therein as a basis, the average cost of operation per mile was computed with results as follows:

Maintenance, buildings and fixtures .....	00.035 cents
Tires .....	03.132 cents
Maintenance, equipment .....	07.208 cents
Conducting transportation .....	17.565 cents
Damages and injuries .....	03.042 cents
General expenses .....	02.308 cents

Total operating expenses per mile ..... 33.290 cents |

Depreciation of vehicle equipment, figured at the monthly rate of 1-36 of total cost .....	05.311 cents
Taxes .....	02.697 cents

Total operating cost per mile, including depreciation and taxes ..... 41.298 cents |

The cost figures as given above for London and Paris are only approximate and practically of no use in estimating the cost of operation in New York and other American cities. The cost of labor, particularly skilled mechanical labor, is a great deal less in those cities than in New York and some advantages may also be obtained in the original cost of a well constructed vehicle as well as in the upkeep. Different types of vehicles are operated in each city, and this, no doubt, has also a large bearing on the operating cost per mile. The vehicle used in Paris is much heavier than the London type, though the capacity is about the same or less, while in New York there are various types of vehicles including some which have a much larger capacity than those of either London or Paris and of a greater weight. This probably would not, however, account wholly for the greater difference in cost of operation over that of London and Paris.

## METHOD OF OBTAINING POLICE LICENSE FOR MOTOR OMNIBUSES AND SUPERVISION OF VEHICLES IN OPERATION, BY POLICE, LONDON.

There being no contract or franchise governing the operation of omnibuses, their entire supervision lies with the Police Department. Police supervision may be considered as being of two classes: first, that having to do with the design of the vehicle, and, second, that having to do with operation.

The rules applying to motor licensing and operation of motor stage carriages now in use were issued in August, 1909. The specifications of the vehicle contained in those rules were a radical change from that previously used, particularly in the weight of vehicle permitted. Previously to that time, many complaints had been made against the weight of the omnibuses then in use, because of the vibration resulting from their operation. The former weight specified was 5 tons unladen, the term "unladen weight" meaning the weight of the vehicle without crew, passengers, fuel or water. This resulted in the operation of many vehicles which had a weight of nearly 8 tons when laden. The rules issued in 1909, and now in use, permit only the operation of omnibuses weighing 2 tons 10 cwt. or less, unladen, or weighing not exceeding 6 tons laden; the distribution of laden weight being 4 tons on rear and 2 tons on front axle. In computing laden weight, 140 pounds is allowed for each passenger and member of crew; the number of passengers being in any event limited to 34, 16 inside and 18 outside. This, it will be noted, was a decided reduction in weight of vehicle over that formerly used. The manufacturers and proprietors of omnibuses first felt that it would be impossible to design a vehicle of this weight which would give efficient, economical and satisfactory service. However, this has been done, and all are now satisfied that the present type of vehicle is much better than any which had heretofore been attempted.

A new type of motor vehicle intended for licensing must be submitted to Police Headquarters for inspection, together with a proprietor's certificate of registration and a manufacturer's certificate stating that the vehicle is in every way fit for use as a public carriage. If the vehicle passes the inspection of the police and is approved, the approval will extend to all vehicles of that description, and the other vehicles need not be submitted to Police Headquarters, but must be submitted to one of the district stations with a certificate that the vehicle corresponds in every respect with that formerly approved. The police reserve the authority to withdraw its approval should defects appear in the vehicle upon operation. Licenses are renewed each year, and when vehicle is submitted for license renewal, a proprietor's certificate must accompany the same stating that no alteration has been made in the design of the machinery since the first license was issued. If a vehicle is approved by the Police Department it then goes to the Noise Committee, which committee consists of three men appointed by the Commissioner of Police, but outside of the Department of Inspection. This Committee then submits the vehicle to three general tests:

- (a) Operation of vehicle loaded to full extent.
- (b) Operation on a gradient of 1 to 16 or 17 for a distance of about 600 yards.
- (c) Operation on level.

Each member of the Committee marks the rating of each noise test separately, and the average of the three ratings is taken as final, and, if passed, the license is issued and the vehicle is permitted to operate upon the streets.

The omnibus follows the ordinary rules of traffic in the street, and is in that regard regulated by the Police, as is all other traffic. The Police supervision, however, over the operation of motor vehicles is very complete. For the purpose of inspection, the Metropolitan Police area is divided into 13 districts, not as to size, but with regard to the number of public carriages operating within the district; that is to say, the congested sections are divided into districts having less area than those in outlying territories. It is the duty of the policeman in those districts to report to the headquarters of his district any defect which appears in the vehicle. These reports are made upon a blank form issued for that purpose, and the nature of the defect is stated thereon. The owner of the vehicle is notified of the defect and warned not to use the vehicle while in the condition noted, and he is required to bring the vehicle for inspection to a district station in order that it may be approved before put into further use.

Inspections are also made at the garages at irregular intervals and vehicles therein inspected for defects.

During the year 1912, 2,908 motor omnibuses were licensed (Exhibit 1). The number of reports of defects of motor omnibuses made by the police during the same period was 13,117, which means that the average number of reports during the year per omnibus was about 4½. (See Exhibit 8 for the nature of these reports.) 7,677, or more than one-half of the reports, were made because vehicles produced an undue amount of noise. This rigid inspection by the police has certainly had its effect. The noise caused by the motor traffic in the most congested places in London is not such as to attract particular notice, though the density of traffic at such places is astonishing. (See also Exhibit 9 for total number of vehicles reported as unfit during the year.)

Exhibit 10 shows the number of summonses issued on application of the police during the year 1911 (the report for 1912 will shortly be issued, from which more up to date figures can be obtained) and the offenses committed by proprietors, drivers and conductors of stage carriages and tramways, and the results. One of the most notable facts in relation to this data is the number of convictions in comparison with the number of dismissals.

The authority of the police in the "Proceedings under Motor Car Act and Regulations," under which proceedings were taken as indicated in Exhibit 10, is very broad. The provision of the Motor Car Act relating to the speed or motor power is as follows:

"If any person drives a motor car on a public highway recklessly or negligently, or at a speed or in a manner which is dangerous to the public, having regard to all the circumstances of the case, including the nature, condition and use of the highway, and to the amount of traffic which actually is at the time, or which might reasonably be expected to be on the highway, that person shall be guilty of an offense of this act."

Under this provision, the policeman is made the judge (in so far as the issuance of summonses is concerned) of whether there is excessive speed or reckless, negligent or dangerous driving, and Exhibit 10 shows that the policeman is generally upheld by the courts.

It should be remembered that the efficient regulation of the operation of stage carriages has been the result of long experience. Some of the provisions contained in the Stage Carriage Act of 1832 have been carried, in effect, into the existing laws governing stage carriage operation. When the motive power of stage carriages was changed from horse to motor, the changes in the rules and regulations were necessary only because of the different conditions existing due to the change of motive power, but the police already had the experience gained from the operation of large numbers of stage carriages operating in the streets of London. In this respect New York, if motor buses are to be permitted in large numbers, has before it a much larger problem than London had at the time motor buses were first used in that city. London had experience with horse buses, while New York has had practically no such experience in recent years. This is one of the reasons why, in my opinion, New York should proceed with care in permitting motor buses to operate upon its streets.

## SPEED OF THE MOTOR BUS.

London. The Police Regulations require omnibuses to be so geared that the highest speed shall not be in excess of the maximum laid down by the Local Governing Board—namely, 12 miles per hour—or to be fitted with an approved device which shall give a constant warning as often and as long as the speed of twelve miles per hour is exceeded. This provision is not enforced by the police. The motor car act prohibits a speed in excess of 20 miles an hour, the Local Governing Board having the right to further limit the speed in certain districts.

Omnibuses of the General Company are started from the garages on a fixed schedule and are allowed a fixed time to cover the route. Inspections are made at various points to determine whether or not the driver has exceeded the speed necessary to reach the point where the inspection is made. It is said by the company that the drivers are severely dealt with if this speed is exceeded, but that no notice is taken of the matter if the driver is unable to make sufficient speed to reach the various points on schedule time. The time permitted for covering a route is arrived at after elaborate experiments, in which both representatives of the company and the drivers take part. Complete logs of the journey are taken throughout different hours of the day and averaged by a timing committee, which decides how much time should be allotted during different periods of the day to travel the route. The time allowed for a route differs during three different periods of the day, as follows:

- (1) Before 9 a. m. and on Sundays.
- (2) Between 9 a. m. and 7.30 p. m.
- (3) After 7.30 p. m.

The average speed between 9 a. m. and 7.30 p. m., including stops, for seventy-seven routes, as computed from the average speed of each route furnished by the company, is about 8.1 miles per hour, while the maximum for a route is 10.8 miles per hour, and the minimum is 7.4 miles per hour.

It is stated that the point-to-point speed of the motor bus increased considerably with the development or improvement of the vehicle, without increase of the maximum speed. This has been brought about by the more frequent service diminishing the number of stops per vehicle and by the more rapid acceleration of the newer types. The motor bus as compared with the double deck surface cars has a distinct advantage in that its capacity is less; therefore the number of stops are less frequent. The capacity of the motor bus is one-half that of the London double deck surface car; consequently, two motor buses are required to do the work of one car and the number of stops per bus may not exceed one-half that of the surface car.

In August, 1911, tests were made of comparative speeds of motor buses and surface cars, the averages of which were published in the Report of the London Traffic Branch of the Board of Trade for 1911, as follows:

- Whitechapel High Street—Aldgate Station to Bow Bridge, distance 2.7 miles. Average speed of motor omnibuses equals 9.55 miles per hour.
- Average speed of electric cars equals 8.74 miles per hour.
- Commercial Road—Junction with Whitechapel High street to Poplar station; distance 2.6 miles. Average speed of motor omnibuses equals 8.83 miles per hour.
- Average speed of electric cars equals 8.35 miles per hour.
- Kingsland Road—Shoreditch Station to Ball's Pond Road; distance 1.3 miles.



Average speed of motor omnibuses equals 10.05 miles per hour.  
Average speed of electric cars equals 9.74 miles per hour.  
North End of Walworth Road to Camberwell Green, by way of Walworth Road; distance 1.4 miles.

Average speed of motor omnibuses equals 10.13 miles per hour.  
Average speed of electric cars equals 8.16 miles per hour.  
These tests show that the average speed of the motor omnibus somewhat exceeds that of the electric car. They were made about two years ago, but it is certain that the point-to-point speed of the motor bus somewhat exceeds that of the electric cars. This was proven to my satisfaction many times from observations made where both were in operation on the same route.

Tests were made on September 2 and 3, 1913, to determine whether the speed of the motor bus, as compared with that of the street surface cars in New York, bore the same ratio as in London. It was found, judging from the few tests made, that the motor bus speed from point to point, including stops, somewhat exceeded that of the surface car, but this difference was probably to a degree caused by the larger number of stops made by the surface car because of its larger capacity.

Paris. The speed of the motor bus is considerably greater than in London. One reason, no doubt, for this is that there is scarcely any congestion of street traffic in Paris, while in London the congestion is great. The vehicle used in Paris is geared for a somewhat greater speed than that in London, and this, together with the heavier vehicle, produces a great deal of street vibration as well as an impression that the vehicle is travelling faster than the actual speed. The omnibus travels considerably faster than the Paris street cars, the difference being considerably greater than in London.

#### ADVERTISING DISPLAY ON MOTOR BUSES.

London. Under Police Rule 59, relating to motor stage carriages, when obtaining police licenses (See Exhibit 11 for more important of these rules), no advertisement may be carried either outside or inside the carriage, except it be authorized by the Police Commissioner. A schedule of positions for the exhibition of advertisements has been issued and all motor buses carry advertisements in accordance with such schedules. (For extract of such schedules see Exhibit 12.)

I think all will agree that the display of advertisements on motor buses in London does not add to the beauty of the City. Signs are exhibited outside the vehicle from the roof to the top of the guard-rail of the upper deck, except a narrow space which is used for a sign-board naming the designation of the omnibus. This total space on each side of the car, including that used for the route designation, is about three feet high by thirteen feet in length. The corresponding spaces, front and rear, are also used for display of advertisements, with the exception of the boards upon which the route is described for the information of the public. Advertisements are displayed on circular or oval boards fixed upon the outer stringers of the stairways leading to the second deck on the rear of the vehicle. This advertising display in heavy bus traffic streets gives one the impression of an almost continuously moving signboard on each side of the street. The effect is anything but pleasing. This question of advertising display on public vehicles is not new in New York. It is fortunate that a decided stand against it has been taken heretofore with success. It would be well, however, to prohibit advertising display on outside of motor buses by the terms of any franchise which may be granted by the City. This advertising is very profitable in London, however, and no doubt would be in New York, if permitted.

Paris. No advertising display whatever is permitted on the outside of the buses used in Paris, and the appearance resulting therefrom, as compared with those in London, gives a feeling of relief.

#### FARES AND THEIR METHOD OF COLLECTION.

##### London.

Omnibus fares. The fares charged on motor buses cannot be said to be strictly measured as to distance, although they are based somewhat on the distance travelled. Some of the fares have been used many years before the coming of the motor bus. These have been kept, not because they are part of a scientifically developed system of fares, but because they have been so long in use that a change would cause considerable inconvenience to and dissatisfaction of the travelling public. Generally speaking, recently adopted fares are based upon the proportion of five miles for 6 cents, or a little more than 1 cent per mile. Some fares exceed this rate and some are less.

The fares of the National Steam Car Company are the same as those of the General Omnibus Company where the routes coincide.

The method of collection of fares upon omnibuses may be briefly described as follows. Each conductor carries a ticket box containing tickets ranging in price from one cent upwards by steps of one cent each. Upon paying the fare, the passenger is given a ticket upon which is plainly marked the fare collected. The left margin of each ticket contains a list of points along the route from which fares are reckoned, and the conductor punches the margin at the name of the point nearest to which the passenger boards the omnibus. Directly opposite the punch mark is indicated the point to which the passenger may ride for the fare collected. The system is constantly being checked by inspectors who go through the omnibus and inspect each ticket; the tickets being retained by the passenger until he leaves the vehicle.

Street surface railway fares. The fare on the London County Council Tramways varies from one cent to nine cents, based largely upon distance travelled. The average fare of the system probably is not far from one cent per mile, except special rates which are provided in two cases; that is workingmen's fares (the average being somewhat less than 2-5c. a mile) and return fares where the passenger is privileged to purchase a return ticket at a somewhat less rate than for two single fares.

In addition to the above, there are various lines operated by companies controlled by the underground subway system. On a large portion of these lines the rate of fare is fixed from point to point, approaching a rate based on distance. On one system, however, that of the London United Tramways, the method of fares is worthy of notice. Each route is divided into two-cent sections, each of which is subdivided into three parts. Any three continuous subdivisions form a section. The fare is uniform throughout the entire system, being two cents for each section and one cent for each subdivision if a passenger travels less than one section, or one cent additional for each subdivision if the passenger travels more than an even multiple of three subdivisions. The per mile rate on these lines is slightly less than that on the omnibus, and the average is approximately one cent per mile.

##### Paris.

Omnibus fares. These fares are divided in two ways; first, by classes—that is, first and second class—and second, by distance traveled.

Each omnibus route is divided into sections, the average length of the sections being a little more than a mile and a half, and each route is divided into either two or three sections. The average length of the forty-three routes in operation in November, 1912, was about 3.8 miles. The scheme of fare is to charge a certain sum within one section and another sum if the passenger wishes to go beyond the first section on the omnibus route. No transfer privileges are given. The fare charged is as follows:

One section—First class, 3 cents; second class, 2 cents.  
More than one section—First class, 5 cents; second class, 3 cents.

These are the rates fixed by the franchise of 1910. Prior to that time and as far back as June, 1854 (the date of the first omnibus grant to the General Omnibus Company), there was a uniform fixed fare as follows:

First class, 6 cents (inside and on platform); second class, 3 cents (on the upper deck).

Transfers were issued gratuitously to passengers of the first class and for 3 cents additional to passengers of the second class, which gave the right to a first-class place on intersecting lines.

The fare scheme now in use is, therefore, considerably different from that formerly employed.

The change of the system from horse to motor power has been so recently completed that insufficient data is at hand to give a proper idea of what the exact result of this scheme of fare will be. There is one notable fact, which no doubt will have considerable effect upon the receipts, and that is that the number of second class passengers is increasing much more rapidly than the number of first class passengers. Under the former tariff rates, second class passengers rode on the upper deck. The upper deck has now been abandoned, and both first and second class passengers now ride inside of the vehicle, with the exception of those who stand on the platform. The difference therefore in comfort between the first and second class facilities is not as great as formerly, and it is presumably this change which is bringing about the larger increase in the number of second class passengers, with a corresponding reduction in receipts per passenger.

The rates now charged are subject to revision in accordance with the terms of the franchise, i. e. upon certain conditions depending upon the prosperity of the company as a result of both its omnibus and railway operation.

Street surface railway fares. These are of two classes, namely, those wholly within the city walls and those outside the city walls. There are about 34 lines operated wholly within the city walls and they are divided into sections similar to those of the omnibus lines already described. The fare is as follows:

One section—First class, 3 cents; Second class, 2 cents.  
More than one section—First class, 4 cents; Second class, 3 cents.  
These fares are doubled between 12 o'clock midnight and 5 a. m.

The rates outside of the city walls vary according to the length of sections; the highest rate per section for first class being four cents and the lowest being two cents; for second class the highest rate is three cents and the lowest rate two cents.

Workingmen's fares at a somewhat less rate than that above are in force both within and without the city during certain hours of the day, excluding holidays and Sundays.

#### LIFE OF VEHICLE, COST, DEPRECIATION, ETC.

London. It is difficult to state what the length of life of motor bus is. The system of inspection and repair of the vehicles in use by the London Omnibus Company is most complete. Under normal use a vehicle is off duty ten per cent. of the time. Wearing parts are interchangeable and are easily replaced. A general overhaul occurs once each year, just before the vehicle is submitted to the Police for a renewal of license. Under this system, but few of the parts are left which belonged to the original vehicle except the frame and axles, after a few years' operation, and it can at no time be said that the vehicle is unfit for service because it is worn out. It has been estimated that the normal life under these conditions might be ten to twelve years, or probably longer, but experience up to this time has shown that a vehicle becomes obsolete after five or seven years' use because of improvements in design which make the new vehicles more efficient and economical in operation. But very few of the vehicles which were used by the General Omnibus Company a few years ago are now in operation.

The price of the vehicle used by this company varies from \$3,500 to \$4,000 each. However, this is the list price, and is without doubt materially decreased when a considerable number of vehicles are ordered at one time. Assuming, therefore, that when bought in quantity these vehicles cost \$2,500, and that the abnormal life is six years, a replacement fund of about \$400 a year would be necessary for each vehicle. As a matter of fact, I believe this sum is not far from that set aside by the London General Company.

The National Steam Car Company sets aside one-sixth of the cost of the car each year and it is claimed by that company that it now has cars in operation which have been in service eleven years. The cost of this car, however, when new, is somewhat greater than the gasoline cars used by the General Company. The National Company also claims that 97 per cent. of its fleet is in operation throughout the year, whereas it will be remembered that the General Company keeps about 10 per cent. of its fleet in reserve.

Paris. What has been said about the inspection and replacement is also true with respect to the vehicles used in Paris. The type of cars now in use has been operated less than three years and is therefore of comparatively new design. The cars, however, are repaired and parts replaced in such a manner that the vehicle is practically in a perfect state of repair all the time. The cost of the Paris bus is considerably greater than that used in London. It is said to be more than \$4,000, and an ample depreciation fund is provided to take care of replacement.

#### FINANCIAL CONDITIONS OF OMNIBUS COMPANIES.

London. Little need be said about the National Steam Car Company of London under this heading, for the reason that it operates only routes that yield a profit, without attempting to give a complete service in itself for any one locality.

The General Omnibus Company, having attained a practical monopoly, has increased its service both by schedule and territory and must necessarily maintain a complete, efficient service in the entire territory to prevent competition. It is without doubt operating many lines which in themselves show a small profit.

The percentage of gross receipts required for operation, compared with street railways, seems very high, being more than 90 per cent. During the last six months of 1912, the cost of operation was 92.3 per cent. of the gross receipts. This, of course, includes maintenance and depreciation. The capital invested, however, is very much less than the corresponding investment in street surface railways by the London County Council, the proportion being, in comparison with the number of passengers carried in 1912, as follows:

	Passengers Carried.	Capital Invested.
London County Council Tramways .....	512,652,652	\$53,000,000
London General Omnibus Company.....	492,858,934	15,500,000

From this it is easily seen that the capital required in the omnibus business per passenger carried is far less than similar capital for street surface railways as operated in London. With, therefore, this small capital investment, the operations of the London General Omnibus Company are considered to be very profitable, even though the operating expense, as compared with the gross receipts, seems to be abnormally high.

Paris. No exact data giving capital investment was obtained. It will be remembered that the railways and omnibuses are operated by the same company and are considered in a great many ways as one system. The franchise provides for modification of fare schedules when the earnings exceed or fall below a fixed normal sum per kilometer, in some cases depending also upon the earnings of the railway system, so that there is little likelihood of the earnings of the company ever falling below the operating expenses and interest on capital invested.

#### ACCIDENTS.

London. The question of accidents caused by the operation of motor omnibuses is most important in determining whether or not omnibuses shall be permitted upon the streets of New York in large numbers, or upon what terms the operation should take place, if permitted. Herewith are attached Exhibits 14 and 15, which show the number of persons known by the Metropolitan police to have been killed by cabs, trams and omnibuses, during several years previous to and including 1911, and also showing the number of persons injured by the same types of vehicle during the same periods. These tables are given for the purpose of comparison of numbers for different years, rather than the actual figures for London.

The Metropolitan police area includes all of London with the exception of a congested area of one square mile, known as the city of London. The city of London police being under separate control, accident records of that district are not included in Exhibits 14 and 15. Then, too, fatalities may occur as the result of street accidents which are not known to the Metropolitan police. Therefore, the number of fatal accidents given in Exhibit 14 is less than the actual, but the figures given will illustrate the rate of increase in the number of accidents and the comparison of number caused by different classes of vehicles.

The number of fatal accidents within the Metropolitan police area caused by motor omnibuses during the year 1911 and several years prior thereto was greater than the number of similar accidents caused by trams, while the number of injuries caused by trams has always exceeded the number caused by motor omnibuses. It should be remembered, however, that the total number of passengers carried by the trams in London has for a number of years been about double that carried by the omnibuses. (See Exhibit 13.) The increase in the number of accidents caused by omnibuses and motor vehicles in London streets resulted in the appointment of a parliamentary committee in November, 1912, to inquire into the circumstances which led to the increasing number of fatal accidents due to omnibuses and other forms of motor driven vehicles and to make recommendations as to measures to be taken to secure greater safety. This committee was re-appointed in March of this year, volumes of testimony were taken, and on August 11th the committee made its report.

The report of the Committee gives the following statistics with respect to fatal accidents caused by motor omnibuses in both the Metropolitan police area and in the ancient city of London:

Year.	Licensed.	Fatalities.	Per 1,000 Buses.
1909 .....	1,180	59	50.0
1910 .....	1,200	70	58.3
1911 .....	1,962	114	58.1
1912 .....	2,908	182	62.6



The same report states that the Metropolitan police give as the result of motor bus operation for the first six months of 1913, 87 deaths and 1,582 accidents, and that on the assumption of the number of omnibuses being 3,000, public carriages 11,000 and estimated private power vehicles 14,000, "a very serious disproportion of fatalities caused by motor omnibuses is shown."

Recommendations of the Committee in part are:

1. That all mechanical stage carriages and hackney carriages be brought under closer control.
2. That the routes, time tables and number of stage carriages be subject to municipal regulation.
3. That the design of mechanical stage carriages be subject to a new traffic branch of the Board of Trade (which it recommends be established), with independent expert advice.
4. That the licensing of stage carriages be a duty of the local authorities subject to right of appeal to the New Tariff Branch of the Board of Trade instead of a duty of the Police as at present.
5. That special speed limits for motor omnibuses and other heavy motor traffic be imposed for conditions especially dangerous.
6. That closer control of traffic be exercised by the police.
7. That traffic points be fixed at a greater number of crossings.
8. That more refuges in the streets be provided.

The omnibus companies deplore the many accidents which have occurred, and the rapid increase in their number and have devoted considerable energy to obtain means for their prevention. Rewards have been offered by the General Company for safety devices. Many suggestions have been received by that company and fenders have been designed for the rear wheels, which are being supplied to the vehicles as fast as can conveniently be done. This fender is so simple it seems strange that its use was not long ago demanded. It has already been the means of saving several lives, it is said. No practical device has yet been designed for defending pedestrians from the forward wheels, but it is believed that such a device will eventually be found. The number killed by the forward wheels about equals the number killed by the rear wheels, which means that safety devices for the rear wheels only should materially reduce the number of fatal accidents.

The development and the increase in number of the motor buses have been so rapid that it is not astonishing that many accidents are caused by their operation. The motor bus used in London is considerably heavier and larger than the average motor vehicle in use, though the number of heavy mechanically propelled commercial vehicles in operation in London is very great. The increase in the number of motor buses has, of course, made it difficult to develop efficient drivers who have the quickness and instinct to avoid accidents. It is stated that drivers or horse omnibuses have made the best drivers of motor omnibuses, when they have been of such age and strength as to be available for that purpose. The efficiency of that class of drivers is said to be due to the long training in driving horse vehicles in the streets and the instinctive ability to avoid accidents gained thereby. With such rapid increase in numbers, a large proportion of the drivers are what may be termed "green," not having had the experience in street work to give them the highest mark of efficiency. An elaborate training school is maintained by the company and each man is submitted to several weeks' training at the expense of the company before he is permitted to operate on the streets independently of supervision.

There are many features of the design, operation, regulation and control of the motor bus which have a direct bearing on the number of accidents resulting therefrom, but even with the best design and most efficient control accidents will, without doubt, occur in large numbers as a result of a large fleet of buses.

Paris. No definite statistics with regard to accidents could be obtained in Paris, aside from the fact that accidents were rapidly increasing in number. Practically no congestion of traffic exists in Paris, and the absence of heavy motor vehicles (aside from omnibuses) is striking. Street supervision is by no means as thorough as it is in London. The number of motor cabs is increasing rapidly and it is believed that if definite statistics could be obtained, a large number of accidents would be shown to have occurred both from motor omnibuses and cabs.

#### GENERAL DISCUSSION, COMPARISONS, FRANCHISE TERMS.

It will have been observed that the conditions in the cities visited are in many ways not even similar to those of New York. Nevertheless, both cities visited furnish good examples of the operation of the motor bus as a reliable and efficient means of handling passenger traffic on the surface, with almost entirely different conditions existing in each city; that is to say, there is no franchise governing the operation in London, while in Paris the operation is authorized by a franchise governing the operation in detail; in London the local authorities have no jurisdiction over the routes operated or control over the rate of fare charged, while in Paris both are absolutely fixed by the franchise. In London there is competition both between omnibuses of different companies and between omnibuses and street cars, while in Paris there is no competition for the reason that the franchises for both services are exclusive and granted to the same company. In London no payments are made for the right to operate in the street, while in Paris substantial payments are required by the terms of the franchise. Each city, therefore, furnishes illustration of operation under different conditions and some deductions may be made from the study of the two systems which should, without doubt, be of value in determining the method of operation and control in the City of New York.

The omnibus existed in both London and Paris many years before the coming of motor power. The horse bus, compared with the horse car, may have had both its advantages and disadvantages, but when compared with electric street cars, it must have been a slow and awkward means of traveling, and expensive to operate. Nevertheless, during all the period subsequent to the development of mechanical traction, during which time the advantage of electric surface cars over the horse bus must have been apparent, the London authorities steadfastly refused to permit electric surface cars within the central portion of the City. This is also true to some extent in Paris, but the development of the mechanically or electrically propelled surface car was not as rapid nor as efficient as in London. There are today in operation in Paris many surface cars of a crude type, propelled by coke-burning steam engines contained in the car itself. (The modern system, however, of underground contact electric railways is now being constructed, with excellent car equipment.) With this crude and clumsy surface car system, the contrast of the efficiency of the motor street car, as compared with the horse bus, was not so striking, and it is not so strange that it was excluded from some sections of the city. The absence of surface railways in the central portions of these cities makes the bus a necessity for surface travel. In London it gives the motor bus a distinct advantage over the surface railway, and in Paris the same condition would exist to a large extent were it not for the fact that both the motor bus and railway systems are operated and controlled by the same company and under city supervision.

Judging from the systems in operation in London and Paris, it is my opinion that disregarding the cost of operation the omnibus has certain advantages over the surface car in performing the same work which cannot be lightly considered:

1. The motor bus is independent of a large complicated system outside of the vehicle itself; it is itself a complete traffic unit.
2. It can easily adapt its movements to street traffic.
3. Not being confined to a fixed track, vehicles may run side by side, thus clearing dense traffic intersections much more rapidly than the surface electric railway cars.
4. Routes may easily be changed, either temporarily or permanently; temporarily when there is obstruction due to fire, parades, etc.; permanently when desirable because of change of traffic conditions, making other routes more desirable to the traveling public, and without loss of investment in permanent street structures.
5. Passengers entering or leaving buses may do so at the curb without risk of crossing dangerous street traffic.
6. The breakdown of one vehicle in the street does not derange the service of other vehicles of the same system.
7. Point to point speed somewhat exceeds that of the street car without exceeding maximum speed of the street car.

On the other hand, it may be said that the motor bus has also its disadvantages, when compared with the street surface car:

1. It is a constant source of accidents. London statistics show it to be much more so than other fast-moving motor vehicles.
2. The motor bus, because of its limited capacity, is unable to provide rush hour facilities as effectively as the street car of larger capacity. (This is on the assumption that the weight and capacity of motor vehicles are rigidly limited, as in London.)
3. The capacity of the motor bus being less than that of the street car, more

moving vehicles in the street are necessary to do the same amount of work, thereby increasing the liability of accidents.

4. When operated in large numbers, the motor bus will require more rigid regulation by the municipal authorities as to type of vehicle and method of operation.

5. Less comfort to passengers, due to vibration. This vibration increases as the street surface becomes more uneven.

It cannot be said that in any borough of New York there is a densely populated or busy section from which surface railways are entirely excluded; therefore, if there is need for the motor bus in New York, the reason therefor must be found elsewhere. There may be, nevertheless, and I believe there are routes in New York upon which the motor bus can supply a needed service in local areas giving the public the benefit of its superior features and at the same time minimizing its disadvantages.

A study of the omnibus operation in London and Paris leads me to believe that should motor buses be permitted, the City should exercise its authority in three general ways:

First—As to the routes.

Second—As to the type, size, weight, capacity, etc., of vehicle.

Third—As to operation.

First—As to route.

(A) *The motor bus should not be permitted on any route unless it will thereby fill a place in the transportation field not already supplied, or if it is to duplicate the service already furnished, unless it will thereby provide a much more complete, efficient, economical, comfortable or otherwise better facility than that now existing.*

If the motor bus is to perform the same function as the street surface railways, there seems to be no more reason why its routes should parallel street railways in the same streets for long distances than that there should be two street railways upon such routes, unless the motor bus can do the work in a manner more advantageous to the public. All must agree that two street surface railways serving the same district and operating over the same street, should not be permitted unless the facilities offered by one of the companies are so inefficient that the services of the other company are demanded for relief.

Without doubt, the motor bus operating in competition with street surface railways on parallel routes with equal fares, or even with fares somewhat in excess of those charged by the street surface railway, would reduce the traffic on the railway. That would not be for the public good unless the damage done to the surface railway is outweighed by advantageous features offered by the motor bus. Continuous efficient street car service can result only with prosperity of the enterprise, when the system is operated by private capital, and the reduction of traffic through competition will tend to diminish the prosperity of the street railway, and likewise the efficiency of the service. The disastrous effect of competition to the London County Tramways has herein been cited, and is an example of how far bus competition can destroy the earning power of the railways when buses are permitted to operate on railway streets. It does not necessarily follow that all the traffic obtained by the motor bus upon a route competing with the surface cars will result in an equal reduction of surface car traffic. Passenger traffic seems to increase as does the facilities without a corresponding increase in the number of inhabitants. In London the average number of journeys per inhabitant per year on tramways and buses has increased steadily during the last ten years (see Exhibit 14), the increase being 74 per cent. during that time. There is little doubt that similar conditions can be shown to exist in most large American cities. The London General Company employs both its street railway and bus service on a route of considerable length, with the fare on the motor bus only slightly in excess of that on the railway. It was found that the number of passengers on both services considerably exceeded the traffic of the railway before the introduction of the motor bus upon the route. This increased traffic resulted without any decrease in the amount of traffic upon parallel routes in other streets. The rate of fare on the motor bus, as compared with the rate of fare on other transportation lines, may determine largely whether the bus is supplying new and additional facilities. The larger the difference, the less direct competition.

(B) *Motor buses operated by more than one company should not be permitted on the same route.*

To say the least, two lines of motor buses under different control, operating in the same street, would not tend to diminish the number of accidents. With such competitive operation, police regulation would be almost without effect. It is stated by the officials of the London General Company and others, that before the amalgamation of the omnibus companies in London, many accidents were caused by racing or interference, which does not take place when the omnibuses are under one management. I venture to predict that in any event should more than one company be given a franchise to operate omnibuses in New York, it will only be a short time when one company will control the entire operation. This is what has occurred in London, where the monopoly is more difficult to attain than in New York because of the ease with which any operator may obtain street rights. If monopoly was brought about under those conditions in London, it is safe to assume that consolidation will take place in New York, where more care will undoubtedly be taken in the authorization of routes, and where it is more difficult to obtain franchises, thus limiting to a large extent the number of companies entering the field. To avoid the possibility of increasing the number of accidents, it is preferable to permit one company only on a route.

(C) *Motor buses should not be operated in the same street with street surface railways, except for short distances where such duplication of route is necessary because there are no other existing highways available for that portion of the omnibus route.*

Aside from the question of competition already discussed, the operation of buses in large numbers in surface railway streets should not be permitted because of danger from accidents which might result therefrom. The operation of omnibuses in such streets would make it more difficult for pedestrians in crossing the streets and add to the congestion of traffic which must be crossed by the street car passengers. It has been stated by some that deliberate interference by the buses in such streets has occurred in London, the omnibuses in some cases stopping immediately in front of the entrance to or exit from surface cars, making it practically impossible for passengers to board or alight from the car.

(D) *Motor buses should be excluded from streets having macadam pavement and permitted only on pavement having a heavy foundation.*

It would undoubtedly be a better principle to adapt motor routes to the type of pavement in the beginning, rather than to supply pavement capable of supporting motor bus traffic after, operation has begun. The latter method is used in London because the laws are such that motor traffic cannot be excluded from routes selected by the operating company, and has resulted in large expense which could otherwise have been avoided.

London authorities agree that motor bus operation destroys macadam pavement and that the thickness of the foundation of all pavements bearing heavy motor traffic must be increased.

Motor traffic in New York is becoming heavier each year, and without doubt our pavement foundations must eventually be increased in thickness to support it. The immediate employment, however, of a large fleet of omnibuses operating in many streets would probably cause a large outlay for repaving in the near future which would otherwise be unnecessary for some time to come.

Second—As to type of vehicle.

(A) *Weight of vehicle should not exceed that permitted by police regulation of London.*

This weight limit has been fully explained herein and was adopted in London only after a thorough investigation and experience with heavy vehicles, and has resulted in the construction of a type of vehicle within that weight limit which gives entire satisfaction to the operating companies, is easily handled by skillful drivers in street congestion and produces little street vibration. The weight is probably one of the most important features in the design of the motor bus. Upon it depends largely the life of the pavement, comfort of the inhabitants on the route and safety of passengers and pedestrians.

(B) *Power should be retained by the franchise whereby the Board may govern all features of the construction, size, power, etc., of the vehicle, with the right to change any rules when experience shows that such change will be of benefit.*

This will require expert advice, but the matter is so important from the standpoint of accidents and street wear that the Board should have the widest powers in the premises. Many of the London rules in this regard may be used during the beginning of operation, but experience only will be the proper guide in the matter.

Third—As to operation.

(A) *Rate of fare should depend somewhat on distance travelled.*

This method is more equitable both for the travelling public and the company.



As has been explained, it is used in both London and Paris on omnibuses and street railways, with, however, various modifications.

(B) No advertising signs should be permitted on the outside of omnibuses.

The reason for this is obvious.

(C) Rate of speed should be limited, not by a maximum speed limit only, but in regard to dangerous or reckless driving as well.

The present New York State Law provides that a motor vehicle shall be driven in a careful and prudent manner at a rate of speed so as not to endanger the property of another or the life or limb of any person, provided that a rate of speed in excess of 30 miles an hour for a distance of one-fourth of a mile shall be presumptive evidence of driving at a rate of speed which is not careful and prudent. This law seems to conform somewhat to the above rule, but, without strict enforcement the operation of large numbers of motor buses in the streets will result in many serious accidents.

(D) Upkeep of vehicles should be insisted upon with a penalty provided for failure to comply with rules in regard thereto, and thorough municipal inspection should be maintained.

The effect of this inspection in London has already been explained. The Parliamentary Committee, in its recent report upon accidents, recommended that omnibuses be brought under still closer control. Its importance as affecting the safety and comfort of inhabitants cannot be overestimated.

*Term of Franchise Grant.* Whatever is done at first in the operation of motor omnibuses in New York can only be at best an experiment. The term of the grant of a franchise for such experimental operation should be as short as is possible, and at the same time give the company a fair chance to close down its operations at the end of the term without financial loss. The life of any one type of vehicle probably does not exceed six years, as has already been explained. In order, therefore, that a profit may result from the operation, sufficient funds must be laid aside each year from earnings to replace the vehicle at the end of the six-year period. Since the motor bus operation does not require any expenditure in permanent way in the streets and the largest investment is in the vehicles themselves, the short life of the vehicle has a large bearing upon the term of grant which the company can accept. It is believed that in no case should the first franchises for omnibuses be granted for a period exceeding ten years in duration, and for much shorter time if it can be shown that the company can afford to accept such shorter term. The Paris franchise is for a much longer term than this, but the municipal control as to rates of fare depending upon earnings, etc., reserved therein is one which can be worked out only after we have gone through the preliminary elementary stage. Respectfully,

JOHN A. McCOLLUM, Assistant Engineer.

EXHIBITS.

1. Number of vehicles licensed by Metropolitan Police, London, 1897 to 1912.
2. Comparison of number of vehicles employed, passengers carried and average receipts per passenger of the London General Omnibus Company, 1910 to 1912.
3. Synopsis of provisions of omnibus franchise, Paris.
4. London County Tramways—Operating and financial statistics.
5. Digest of the opinions of surveyors of various Boroughs of the Metropolitan District of London in regard to the effect of motor traffic on the cost of paving and maintaining roads.
6. Weight, capacity and motive power of omnibuses used in London, Paris and New York.
7. Dimensions of omnibuses and street cars and area of street occupied by omnibuses used in London, Paris and New York.
8. Number of motor omnibuses reported by the Public Carriage Staff of Metropolitan Police, London, to be unfit for public use during the year 1912, and nature of defect.
9. Number of motor vehicles (cabs and omnibuses) licensed by the Metropolitan Police, London, and number reported by Public Carriage Police Staff to be unfit for public use, 1907 to 1912, inclusive.
10. Extract from records of Metropolitan Police, London. Number and nature of summonses issued on the application of police, 1911, with results. (Stage carriages and tram cars.)
11. Some of the rules of the police, issued pursuant to various laws on August 30, 1909, and now in use, governing the construction and inauguration of stage (motor) carriages within the Metropolitan Police Area, London.
12. Extract from schedule of positions for the exhibition of advertisements on motor omnibuses authorized by Police Commissioner, London.
13. Greater London traffic statistics.
14. Extract from records of the Metropolitan Police, London. Comparative return of persons killed by accidents (public conveyances) known to police to have occurred in the streets, 1902 to 1911, inclusive.
15. Extracts from records of Metropolitan Police, London. Comparative return of passengers injured by accidents (public conveyances) known to police to have occurred in the streets, 1902 to 1911, inclusive.

EXHIBIT 1.

Number of Omnibuses Licensed by the Metropolitan Police, London, During Years Named.

Year.	Motor Omnibuses.	Horse Omnibuses.
1897 .....	1	3,190
1898 .....	..	3,423
1899 .....	5	3,626
1900 .....	4	3,681
1901 .....	10	3,736
1902 .....	33	3,667
1903 .....	14	3,623
1904 .....	31	3,551
1905 .....	241	3,484
1906 .....	783	2,964
1907 .....	1,205	2,557
1908 .....	1,133	2,155
1909 .....	1,180	1,771
1910 .....	1,200	1,103
1911 .....	1,962	786
1912 .....	2,908	376

EXHIBIT 2.

Comparison of Number of Vehicles employed, Passengers Carried and Average Receipts Per Passenger of the London General Omnibus Company During Years Named.

	Number of Vehicles.	Percentage of Increase.	Number of Passengers.	Percentage of Increase.	Average Receipts Per Passenger.
1910 .....	863	.....	232,102,604	.....	3.34 cents
1911 .....	1,494	74	340,669,411	47	2.76 cents
1912 .....	2,319	55	492,858,934	47	2.64 cents

EXHIBIT 3.

Synopsis of Provisions of Omnibus Franchise, Paris. Date of Franchise, May 28, 1910.

*Article 1.* Grant giving General Omnibus Company of Paris the exclusive right to operate motor buses within the walls of the City of Paris, for a period beginning June 1, 1910, and ending December 31, 1950.

The same Company had, prior to this time, contracted to operate a street railway system upon fixed conditions, and any forfeiture of the street railway right carries with it also the forfeiture of the omnibus franchise.

*Article 2.* Mechanical traction to be used.

Model of vehicles to be submitted to the City for approval.

City to have the right to test vehicles for three months before accepting same.

If Company consents, City may authorize third parties to place a limited number of vehicles in streets, on trial.

Prefect of the Seine can prescribe improvements to all vehicles, as may be found necessary. If Company refuses, the matter may be referred to a technical commission.

Penalty for not complying with decision of commission or orders of the Prefect of the Seine.

The rear of all vehicles shall be equipped with an emergency brake which shall permit the conductor to stop the vehicle.

*Article 2A.* No vehicle shall be used unless examined and accepted by the Prefect of the Seine.

It shall be numbered on the main parts of the chassis and body, the number being supplied by the agents of the Prefect of the Seine.

Company to keep a record of service of omnibuses, which record shall be open for inspection.

*Article 3.* Fare.

Lines not longer than 3,500 metres equal one section. Longer lines will be divided into two sections; those longer than 6,000 metres into three sections. Maximum length of one section equals 3,000 metres, except by agreement.

For each section or portion of a section, the fare shall be—

First Class, 15 centimes; Second Class, 10 centimes.

For more than one section, the fare shall be—

First Class, 25 centimes; Second Class, 15 centimes.

Provision is made for the proportion of First and Second Class places provided.

Reduced rate is provided for workmen.

The City may require night service—that is, between 12:30 a. m. and 5 a. m.

*Article 4.* If Company reduces authorized fare for a complete trip or partial trip below the maximum, it shall not increase it again within a period of three months.

*Article 5.* Company is required to assure service on all lines.

Description of lines and minimum number of trips on each line are shown in schedule annexed.

Minimum trips can be reduced on Sundays and holidays with approval of the authorities, provided other schedules be increased.

Fixed minimum trips may be modified by agreement.

*Article 5A.* Commencement of operation.

Provision for change to mechanical power within specified time.

If average receipts exceed certain sum, Company shall proceed to put into operation certain supplementary lines.

If receipts fall below a certain sum, then the Company shall have right of revision of fares.

Details of basis of calculation to show surplus or deficit.

When initial service is completed, Company to put in service a limited number of vehicles on supplementary lines, for trial service. This is done with certain limitations as to length of service, resulting deficit, etc.

*Article 6.* Company may request the partial revision of system if gross receipts from passengers per kilometre are less than 1 franc 6 centimes.

If the number of kilometre vehicles falls below 30 million per annum, the 1 franc 6 centimes is increased 1 centime for each million below 30 million, up to 5 centimes increase.

If the annual number of kilometre vehicles is greater than 45 million, then the sum is decreased ½ centime for each million above 45 million, to a total reduction of 3 centimes.

However, revision shall only take place if during any one year the receipts from both street railways and omnibuses are not sufficient to pay operating expenses and capital charges.

Then follows details with regard to operating expenses and capital charges.

The revision, if made, shall be such as to bring the gross receipts up to the stipulated minimum of one franc six centimes per kilometre vehicle.

Definition of kilometre vehicle is based upon the operation of a vehicle having a capacity of 30 passengers for a distance of 1 kilometre.

If agreement as to revision cannot be reached, it must be referred to a commission of five members.

*Article 7.* City may require increase in number of trips and the improvement of service, on certain conditions, or may extend workmen's service instead of such other improvement.

If new discoveries or industrial progress result in a reduction of 2 centimes during the two consecutive years in the cost of operation of a kilometre vehicle, the City may require revision of fare. Revision may also be demanded if there is a modification of taxes which affects the prosperity of the Company.

Company must furnish all its accounts, reports, correspondence, etc., upon revision.

*Article 8.* Payment to City, City Tolls, Partition of Profits.

For the right to operate in the streets, the Company shall pay the City the following:

For omnibuses—3½ per cent. of the gross receipts from passengers up to 30 million francs.

4 per cent. on all over 30 million francs.

These sums shall be reduced one-half for certain optional lines which the Company may have established.

Street railways—6 per cent. of gross receipts received from passengers in the interior of Paris. This will be reduced to 3½ per cent. if operations do not yield 5 per cent. interest on cost. Whenever the interest increases above 5 per cent., the percentage of 3½ per cent. will increase an amount equal to twice the increase of the interest without going beyond 6 per cent.

If the sums paid by the grantee to the City for omnibus and railway rights, pursuant to the franchises, plus the sum paid as tax on fuel for omnibuses, equals a sum greater than 6 per cent. of the receipts from both omnibuses and railways inside the city walls, it can then claim a reduction of the franchise payments, first, for the omnibus rights, and second, for the railway rights, until the total paid shall not exceed 6 per cent. of such receipts.

*Article 9.* Certain conditions to apply in case the City removes the city toll on fuel.

*Article 10.* Company must establish its shops inside the city walls.

*Article 11.* Company shall establish in the street shelters for passengers awaiting vehicles and for the distribution of numbers entitling holders thereof to places in the vehicle in numerical order; also bureaus where passengers may make complaints as to service. These places shall be provided where directed by the authorities.

When these bureaus are in the street, occupation tax shall be paid.

*Article 12.* Conductors to keep vehicles in good condition, and shall assist women and children in entering and alighting.

*Article 13.* Vehicles to carry signs on sides indicating principal points in route, and signs on front and rear indicating the termini; all to be illuminated at night.

Vehicles to be lighted.

Vehicles to be heated and ventilated.

Seats shall be provided for at least half of the second class passengers.

Omnibuses shall take on and leave passengers at certain fixed points to be designated by the authorities.

Signs shall indicate points where stopping places are fixed or optional.

Authorities shall govern the design and position of such notices.

*Article 15.* No signs other than those referring to omnibus service are allowed inside of vehicle without authorization by authorities.

Advertising on outside or on windows is forbidden.

*Article 16.* Expiration of Grant.

City may take, at the expiration of grant, any part of the property of the Company deemed desirable, on advice of experts.

City reserves right to lease property.

During the last five years of grant, Company cannot sell real estate unless authorized.

*Article 17.* Purchase by the City.

The City reserves right to purchase property after the tenth year, on one year's notice.

*Article 18.* Company to comply with direction of the authorities, as provided in the contract, within forty-eight hours. Upon failure to so comply, the Company shall be subject to a fine of 50 francs per day.

Failure to operate on any line makes the Company liable to a fine of 100 francs per day, and City may install temporary service, at Company's expense.

If within three months of the organization of temporary service the Company has not shown ability to continue operation, forfeiture may be pronounced by the authorities.

*Article 19.* Company's offices must be in Paris, and administration must be French.

*Article 20.* Company must deposit one million francs in State funds.

*Article 21.* This article refers to certain conditions relative to the employees.



and the performance of certain obligations pursuant to the laws of France, including retirement, pensions, payment during military service, weekly rests, vacations, employees' passes, allowance for clothes for conductors, receivers and machinists, minimum salary, maximum daily period of work, night work, hours for meals, medical and drug service, assistance in case of sickness, etc.

Article 22. Provision for retaining the staff employed by the Company subsequent to July 1, 1907, and retiring those who cannot be retained because of infirmity.

Article 23. Company shall use French material unless otherwise authorized by the authorities.

Article 24. Company's books shall be open to the authorities.

The expense of technical and financial control by the authorities shall be reimbursed to the City by the Company, provided such expense does not exceed 150 francs per kilometer of route operated.

Article 25. Company shall carry free, agents inspecting control of operation who shall be designated by the authorities.

Article 26. Company to comply with requirements of police.

Article 27. Read and approved by President and Board of Directors of the Company, and thereafter signed.

## EXHIBIT 4.

## London County Tramways—Operating and Financial Statistics

Year.	Track Mileage.			Car Mileage.			Number of Passengers Carried.			Total Revenue.		
	Horse.	Electric.	Total.	Horse.	Electric.	Total.	Horse.	Electric.	Total.	Horse.	Electric.	Total.
1908-9.....	39.98	81.09	121.07	7,156,688	31,962,784	39,119,472	68,207,904	344,705,937	412,913,841	274,632	1,572,818	1,847,450
1909-10.....	15.89	112.47	128.36	3,614,674	39,545,512	43,160,186	33,121,839	418,317,377	451,439,216	131,935	1,891,069	2,023,004
1910-11.....	11.98	126.81	138.79	2,357,504	45,744,066	48,101,570	22,418,391	482,296,935	504,715,326	82,611	2,150,208	2,232,818
1911-12.....	8.65	132.99	141.64	1,680,786	48,777,026	50,457,812	17,347,746	516,092,489	533,440,235	61,332	2,294,849	2,356,181
1912-13.....	9.60	135.66	145.26	1,056,481	52,886,623	53,943,104	11,550,504	501,102,149	512,652,653	38,423	2,213,306	2,251,729

Year.	Average Receipts Per Passenger, All Lines.			Receipts Per Car Mile.			Working Expenses.			Working Expenses Per Car Mile, All Lines.	Working Expenses Per Car Mile, Electric.	Working Expenses Per Car Mile, Horse.
	Horse.	Electric.	Total.	Horse.	Electric.	Total.	Horse.	Electric.	Total.			
1908-9.....	1.07 d	9.23 d	11.81 d	a288,560	a913,128	1,201,688	a7.37 d	6.70 d	10.23 d			
1909-10.....	1.05 d	8.76 d	11.48 d	a187,659	a1,046,308	1,233,967	a6.86 d	6.35 d	11.72 d			
1910-11.....	1.03 d	8.41 d	11.28 d	a125,553	a1,212,217	1,337,770	a6.67 d	6.36 d	10.38 d			
1911-12.....	1.03 d	8.81 d	11.29 d	73,658	1,348,310	1,421,968	a6.76 d	6.54 d	10.52 d			
1912-13.....	1.02 d	8.73 d	10.04 d	52,447	1,460,228	1,512,675	a6.73 d	6.60 d	11.41 d			

Year.	Surplus or Deficiency on Operation.			Income Tax.	Parliamentary Expenses.	Other Charges Against Surplus.	Interest on Purchases Money.	Debt Charges.		
	Horse.	Electric.	Total.					Interest.	Redemption.	Total.
1908-9.....	-30,203	+675,965	+645,762	7,593	1,464	7,329	..	268,133	954,968	523,101
1909-10.....	-45,172	+834,209	+789,037	11,774	4,971	7,193	1	300,018	297,992	598,010
1910-11.....	-19,370	+914,418	+895,048	6,013	7,519	1,935	134	319,166	337,825	656,991
1911-12.....	-11,966	+946,178	+934,212	3,364	3,595	132	58	334,173	369,356	703,529
1912-13.....	-14,025	+753,078	+739,053	8,201	3,499	97	20	342,645	388,042	730,687

a Computed, and approximate only.

Note—Money given in pounds sterling, except figures given in pence, marked "d."

## EXHIBIT 5.

Digest of the Opinions of Surveyors of Various Boroughs of the Metropolitan District of London in Regard to the Effect of Motor Traffic on the Cost of Paving and Maintaining Roads.

1. *Bermondsey*. Thickness of concrete foundations have been increased from 6 inches up to 9 inches and even 12 inches in some cases.

2. *Fulham*. Motor traffic has, if anything, decreased the cost of maintenance of wood paved roads, but has effected considerable damage to water bound macadam roads. Water bound macadam roads have been remade with bituminous macadam with the result that the cost of maintenance with the present motor traffic does not exceed the cost of maintenance of the water bound surface previous to the motor traffic. Motor traffic soon finds the weak spots in wood paving and concrete foundations. This appears to increase the number of repairs, but actual wear in the depth of wood paving is considerably decreased, thus increasing the life of the pavement, which more than compensates for the increased cost of repair.

3. *Finsbury*. Roads are nearly all paved with granite, wood, or asphalt on 9-inch concrete foundation. Cannot say that motor traffic has increased the cost of road maintenance.

4. *Greenwich*. Motor traffic has increased the cost of maintenance for all roads but not so much for granite and wood as for macadam. The greater weight of motor vehicles is causing great damage to old concrete foundations insufficient to support the traffic. The increased load and speed are causing greater vibration.

5. *Hackney*. Roads in good condition before the advent of motor traffic are now having their surfaces destroyed and their foundations disintegrated, increasing the cost of maintenance, renewal and repair. Foundations used a few years ago are now inadequate and in all renewals and new work foundations are now increased in depth about 50 per cent.

6. *Hammersmith*. Since the general use of motor omnibuses and other heavy mechanically propelled vehicles, thickness of foundation under wood pavement has been increased from 6 inches up to 8 inches. Motor traffic has added to the cost of all

classes of pavement. It is thought that time will prove that maintenance of wood pavement will be decreased as life of wood will be lengthened but on all other roads expense is increased.

7. *Hampstead*. Motor omnibus traffic has increased the cost of maintenance on all roads. Life of wood paved roads has been reduced one or two years because of motor omnibus traffic. Foundation has been increased from 6 inches up to 9 inches. It will be necessary to spend large sums to repave roads now paved with macadam on which omnibus routes are operated. Additional cost of maintenance cost due to motor omnibus traffic in the borough has been \$25,000 per annum.

8. *Holborn*. Motor traffic has increased cost of upkeep. Thickness of concrete foundation has been increased from 6 inches as used ten years ago to 12 inches at the present time.

9. *Lewisham*. Heavy motor traffic has increased cost of maintenance. Twin-tired vehicles, such as used on motor omnibuses, create a partial vacuum between tires which sucks the surface of the road upwards. This is bad for wood paving but worse for water bound macadam. Heavy steam lorries are damaging the foundations of many roads. It has been necessary to increase thickness of foundation.

10. *City of London*. Existing foundations of many roads are insufficient to withstand the weight and strain of present traffic. The minimum thickness of foundation should be 9 inches.

11. *St. Marylebone*. Cost of wood road maintenance has not increased because of motor traffic but foundations have been increased from 6 inches up to 8 inches and 10 inches. Frequently used macadam roads must be recoated annually. Tar macadam is being substituted. Omnibus operation on water bound macadam roads causes repairs within a short period.

12. *St. Pancras*. Many wood paved streets have been injured by traffic breaking concrete foundation which was insufficient. Six-inch foundation for many years proved sufficient on Seymour street but after two services of omnibuses were put on the street the pavement was affected, the concrete foundation being broken up. New concrete foundation 12 inches thick was put in. Cost was large because old foundation had to be removed to provide for new foundation of increased thickness. On macadam roads motor bus traffic is terribly destructive and increased cost of maintenance is large. Water bound macadam is entirely unsuitable for motor omnibus traffic.

13. *Paddington*. Cost of maintenance has increased because of the increased weight and of the greater speed of vehicular traffic. Instead of 7-inch foundation as formerly, 10-inch to 13-inch foundation is now used.

14. *Poplar*. Increase of motor traffic has increased the cost of maintenance.

15. *Southwark*. Increase of motor traffic has increased the cost of paving and maintaining streets.

16. *City of Westminster*. Increase of motor traffic prejudiciously affects macadam roads and perhaps to some slight extent asphalt roads, but probably there has been no increase in cost of maintaining wood paved roads originally laid to conform with present approved methods. Foundations formerly 7 inches in thickness are now provided 9 inches in thickness.

17. *Woolwich*. Omnibus operation has caused considerable extra wear and Council is considering the adoption of a more durable pavement to withstand this traffic.

## EXHIBIT 6.

## Weight, Capacity and Motive Power of Omnibuses Used in London, Paris and New York.

City.	Company.	Type.	Horse-power.	Weight.		Un-laden Weight.	Passenger Capacity.		Motive Power.	Remarks.
				aLaden.	laden.		Upper.	Lower.		
London...	Police Regulations.....		..	13,440	7,840	231	18	16	.....	
London...	London General Omnibus Co.	Daimler .....	35	13,440	7,840	231	18	16	Gasolene .....	
London...	London General Omnibus Co.	"B" .....	40	13,440	7,840	231	18	16	Gasolene .....	
London...	National Steam Car Co.....	One type only .....	32	13,440	7,840	231	18	16	Steam .....	Kerosene used for fuel.
London...	Thomas Tillings, Ltd. ....	One type only .....	..	13,440	7,840	231	18	16	Gasolene-electric .....	
Paris.....	General Omnibus Co. of Paris.	Schneider .....	35	17,160	11,220	321	16	19	Benzol .....	All Paris cars are single deck and divided into 1st and 2d class accommodations for passengers.
Paris.....	General Omnibus Co. of Paris.	Schneider .....	35	17,160	11,220	321	12	23	Benzol .....	
Paris.....	General Omnibus Co. of Paris.	Dion-Bouton .....	30	16,752	11,165	360	12	19	Benzol .....	
Paris.....	General Omnibus Co. of Paris.	Brillie Schneider..	35	15,477	10,879	362	8	22	Benzol .....	
New York	Fifth Ave. Coach Co.....	{ London .....	27	14,040	9,000	265	18	16	Gasolene }	Seven types of this car in use. Minimum and maximum figures given.
New York	Fifth Ave. Coach Co.....	{ Double deck ....	35	15,560	10,520	310	...	...	Electric }	
New York	Fifth Ave. Coach Co.....	{ Paris, single deck..	31	15,430	10,670	333	...	32	Gasolene .....	
New York	Fifth Ave. Coach Co.....	{ New York, double deck .....	31	17,980	11,400	253	22	23	Gasolene .....	

a Allowance made for fuel, etc., in London and Paris types. No allowance made for fuel, etc., in New York types.



## EXHIBIT 7.

Dimensions and Areas of Street Occupied by Omnibuses and Street Cars Used in London, Paris and New York.

City	Vehicle.	Type.	Extreme Length.	Extreme Width.	Ex. Height.	Total Street Area Occupied.	Seating Capacity.	Double or Single Deck.	Street Area Occupied per Passenger.	Remarks.
			Ft. In.	Ft. In.	Ft. In.	Sq. Ft.			Sq. Ft.	
London...	Omnibus	Police regulations....	23	7 2	.....	168.83	34	.....	4.97	Maximum dimensions allowed by London police regulations.
London...	Omnibus	"B" .....	22 7¼	6 9	12 5	152.86	34	Double	4.49	
London...	Tramcar	"H" .....	33 10	7 1	16	17-16 236.87	78	Double	3.03	
Paris.....	Omnibus	Schneider, 2 types....	25 10	7 6	10 4	194.96	*35	Single	5.57	* 6 persons standing.
Paris.....	Omnibus	Dion-Bouton .....	22 2	7 6	10 4	167.37	*31	Single	5.397	* 6 persons standing.
Paris.....	Omnibus	Brillie Schneider.....	22 2	7 6	10 4	167.59	*30	Single	5.58	* 9 persons standing.
New York	Omnibus	London, double deck..	24 1½	7 2	12 1	169.5			4.98	
New York	Omnibus	Seven types .....	23 9	7	11 10	166.5	34	Double	4.90	Maximum and minimum figures given.
New York	Omnibus	New York, double deck	24 4	7 4	11 8½	178.33	45	Double	3.96	
New York	Omnibus	Paris, single deck....	25 3	7 6	10 0¼	189.375	32	Single	5.91	
New York	Street car	Stepless centre entrance.	40 8	8 3	9 5	335.5	51	Single	6.58	
New York	Street car	Stepless centre entrance.	44	8 3	12 10	363	81	Double	4.48	
New York	Street car	P. A. Y. E., 4 motor..	48 3	8 3¼	11 5	399.06	42	Single	9.5	
New York	Street car	P. A. Y. E., 2 motor..	46 11	8 3	11 3¾	387.06	47	Single	8.19	
New York	Street car	P. A. Y. E., rebuilt....	41 1	7 9	11 1	308.40	40	Single	5.57	

## EXHIBIT 8.

Number of Motor Omnibuses Reported by the Public Carriage Staff of Metropolitan Police, London, to be Unfit for Public Use During the Year 1912, and Nature of Defects.

Unit because of noise .....	7,677
Broken steering .....	60
Brakes defective .....	356
Dropping oil on street .....	267
Slighter steering defects .....	556
Axle defects .....	207
Defective wheels .....	150
Defective tires .....	382
Miscellaneous .....	3,462
Total reports .....	13,117

## EXHIBIT 9.

Number of Motor Vehicles (Cabs and Omnibuses) Licensed by the Metropolitan Police, London, and Number Reported by Public Carriage Police Staff to be Unfit for Public Use During the Years Indicated.

Year.	Total Number of Motor Vehicles Licensed.	Total Number Reported Unfit.
1907.....	1,928	8,925
1908.....	3,938	10,607
1909.....	5,136	22,884
1910.....	7,597	30,433
1911.....	a 12,253	31,563
1912.....	a 13,736	35,215

a Includes electric tramcars also.

## EXHIBIT 10.

(Extracts from Records of the Metropolitan Police, London.)

Number and Nature of Summonses Issued on the Application of Police During the Year 1911, with Results (Stage Carriages and Tramcars).

Offenses.	Convicted.	Dismissed.	Total.
Stage Carriages—			
Offenses by Proprietors, Drivers, and Conductors of:			
Delaying on journey .....	125	8	133
Not wearing badge conspicuously, &c.....	54	....	54
Conveying more than authorized number of passengers .....	50	3	53
Disregarding Commissioner's regulations .....	33	....	33
Causing obstruction by loitering or by misbehavior .....	31	2	33
Allowing to stand longer than necessary for taking up or setting down passengers .....	17	1	18
Stopping other than on left side of roadway.....	10	1	11
Stopping on foot crossing or at end of street.....	10	1	11
Cruelty to horses .....	6	5	11
Neglecting to deposit property found therein.....	7	1	8
Driving furiously or wantonly or to common danger .....	6	....	6
Misbehavior or using insulting, abusive or obscene language .....	4	1	5
Making false representations with respect to applications for licenses .....	5	....	5
Causing hurt by carelessness.....	1	3	4
Wilfully causing obstruction .....	2	1	3
Drunk during employment .....	3	....	3
Other offenses .....	9	2	11
Proceedings Under Motor Car Act and Regulations:			
Driving at excessive speed .....	246	1	247
Driving in dangerous manner .....	18	10	28
Driving recklessly .....	7	1	8
Driving negligently .....	5	1	6
Failing to stop action of machinery when stationary .....	8	....	8
Driving without or failing to produce license.....	6	....	6
No lighted lamp on front.....	6	....	6
Failing to give audible warning of approach.....	1	2	3
Other offenses .....	4	3	7
Electric Tramcars—			
Driving at excessive speed .....	65	1	66
Neglecting to bring car to standstill on impending danger .....	4	2	6
Driving wantonly or to common danger .....	2	4	6
Causing hurt by carelessness .....	1	2	3
Other offenses .....	3	2	5

## EXHIBIT 11.

Some of the Rules of the Police, Issued Pursuant to Various Laws on August 30, 1909, and Now in Use, Governing the Construction and Inauguration of Stage (Motor) Carriages Within the Metropolitan Police Area, London.

"6. When making application for the carriage to be inspected the proprietor must specify the route or routes upon which he intends the vehicle to ply, and these routes may not be departed from except after due notice has been given to the Commissioner."

"Note—Nothing in this regulation shall be taken to prohibit a proprietor changing the route as often as he chooses, provided the carriage has been previously certified to be fit for such route."

"7. The following measurements and requirements for an omnibus with top-deck seats must be strictly adhered to, the number of passengers to be provided for on such vehicles must in no case exceed sixteen inside and eighteen outside, but if a less number than thirty be provided for, the number of passengers carried upon the outside must not be in greater proportion than seven outside to six inside."

"8. Weight. Omnibuses must be so constructed that the following maxima of weight are in no case exceeded:

"Unladen, 3 tons 10 cwt.

"Or if the manufacturers prefer—

"Back axle weight, laden, 4 tons; front axle weight, laden, 2 tons; total weight laden not to exceed 6 tons when the vehicle is fully loaded and in every respect ready for service; 140 lbs. to be allowed for each passenger as well as the driver and conductor. If the weight is not distributed in the proportion of two-thirds to bear upon the rear axle, it must be so arranged or distributed that undue weight is not thrown upon the front, nor must the maximum of 6 tons be in any case exceeded."

"9. Chassis, length—Not to exceed 20 ft.; but if the platform is to be constructed upon the frame the total length may be 23 ft.

"Chassis, clearance—All the under parts of the vehicle inside the pivots of the front axle and steering arms (which must be placed as near as possible to the road wheels) as far back at least as the rear axle must clear the ground at least 10 inches when the vehicle is fully loaded, sufficient allowance in addition being made to provide for the wear of the tires, set of the springs, or other causes of lessened height, so that the minimum clearance of 10 in. is at all times maintained."

"Chassis, springs—Must be properly hung, of sufficient strength and flexibility to meet all purposes which may be required of them. The rear springs must be attached to, or bear upon the back axle or axle casing as near to the road wheels as possible, and the distance between the outsides must not be less than 45 in. Where a cross spring is used, it must be so applied that it shall not cause or increase side sway. The front springs must be as wide apart as possible, and not less than 38 in. from outside to outside."

"Chassis, wheel-base—Should not exceed 14 ft. 6 in., and it should in all cases be so proportioned that skidding or improper movements shall be as far as possible avoided."

"(Note—If it is found that a vehicle is apt to skid or be otherwise improperly moved unduly, the Commissioner reserves the right to serve a notice on the proprietor 'not to use,' and may refuse to license the vehicle again until the defects have been remedied.)"

"Chassis, wheel track—For both front and rear wheels should coincide, and the measurement from centre to centre, taken in line with the axles, must not be less than 5 ft. 6 in. In no case must the front track be less than the rear."

"Chassis, road wheels—Must be of sufficient and suitable diameter, but not made so heavy as to throw an undue strain upon the steering gear or other parts."

"Chassis, tires—The material of which the tires are made must be soft and elastic so as to reduce vibration, etc. Sectional tires must not be fitted to a vehicle submitted for inspection and license."

"Chassis, length—Must be such that the total length of the vehicle complete in no case exceeds 23 ft."

"Chassis, breadth—The breadth must not be greater than 7 ft. 2 in. at any part."

"10. Each vehicle must be fitted with at least two independent brakes, each capable of stopping and holding the carriage under all conditions. They must also, where necessary, be fitted with an approved form of compensating device."

"(Note—The maintenance of the brakes in perfect order is of the utmost importance, and this will at all times be insisted upon. They will at any time be subject to inspection by police.)"

"11. The brakes should, as far as possible, be so affixed as to be capable of easy adjustment, and at least one must be applied by a pedal. Brakes will not be deemed independent which are operated by pedals, or levers acting through the same connections, upon the same brake blocks, or upon the same brake drums, and at least one must act directly upon the road wheels without any connection with the propelling gears."

"12. The operation of either brake must in no case declutch."

"13. Stage carriages which are intended to ply upon routes which have long or steep hills, will be subject to a special test, and additional brakes or other fittings may be required."

"14. Each vehicle must be capable of being readily steered and able to turn a corner without unduly interfering with other traffic."

"15. The steering arms and other connections thereof, must be of ample strength, and as far as possible protected from damage by collision."

"19. The machinery must be so constructed that no undue noise or vibration arises from its use."

"The maintenance of the carriage in a satisfactory condition in this respect will be strictly enforced."

"20. Every new vehicle must be submitted at a time and place appointed, to be specially tested in respect of noise and vibration."

"21. All omnibuses must be so geared that their highest speed shall not be in excess of the maximum laid down in the Local Government Board Order, viz., twelve miles an hour, or be fitted with an approved device which shall give a distinct and audible warning as often and so long as the speed of twelve miles an hour is exceeded."

"22. When a vehicle is submitted for inspection the gear ratios must be supplied, and these ratios may not be altered without the authority of the Commissioner. The revolution of the engine when running at the speed which will give 12 miles per hour with the stated highest speed gear must also be supplied."

"23. The lubrication of the engine and the carburation of the working mixture must be so controlled that smoke shall not be emitted with the exhaust, or from any other part."

"Proprietors of vehicles not properly maintaining them in accordance with this requirement will be served with a notice 'Not to use' until the defect has been remedied."

"26. Suitable and approved appliances for extinguishing fire must be carried in such a position as to be readily available for use."

"31. The outlet from the silencer must not be so placed as to project the exhaust directly to the rear or on to the roadway, or be so placed or so directed as to alarm horses immediately behind the vehicle."

"32. The machinery must be so constructed or placed that oil or grease from the bearings cannot drop on to the roadway, and the maintenance of the vehicle in this respect will be strictly enforced."

"36. Body, camber—The camber should not be more than 3 in., but may, if



the proprietor so desires, be made up to but not exceeding 5 in., provided the outside of roof is so constructed as to give an equivalent in all respects to a 3-in. camber, and the maximum height from the ground is not in any way increased.

"36. Body, height—The height inside measured in the centre line of omnibus from the top of the floor battens to the lower edge of the hoop sticks or other such projections, must not be less than 5 ft. 10 in., nor be more than 6 ft. to the centre line of roof-boards. From ground to the spring of roof outside or edge of drip-boards, the height must not be greater than 9 ft., nor must the height to the outside centre of roof be more than 9 ft. 3 in.

"36. Body, Breadth (inside)—The width between seat backs must not be less than 56 in. when the seats are placed lengthwise.

"36. Body, guard rails—The top of the side guard rails must be at least 3 ft. from the top of the roof battens at the side, and 18 in. above the highest part of the seat. The front and back rails must follow the camber of the roof, and be at least 3 ft. 3 in. high when measured from the top of the roof battens.

"36. Body, landing board—The space from the off hind roof seat, or any projection thereon (other than a commodore rail not exceeding 3 in. deep) to the back guard rail, must not be less than 26 in.

"36. Body, seats—At least 16 in. measured in a straight line must be allowed for each passenger on every seat, which seat must be fit and proper and convenient for sitting on. When cross or "garden" seats are fitted either inside or on the roof, there must be at least 26 in. clear from the inside back of one to the back of the seat in front of it, so that there shall be room for the knees of passengers.

"36. Body, platform—The length of the platform for omnibuses with seats on top deck must in no case be less than 36 in."

"37. No canopy or other similar superstructure will be permitted on the roof of an omnibus constructed to carry passengers on the top deck."

"39. No seat will be permitted which, when occupied, is likely to cause obstruction to persons using the landing board or gangways."

"40. The backs of all seats must be closed to prevent, as far as possible, the pockets of passenger being picked."

"42. The steps for entrance to the inside and to the roof must be placed on the near side and at the rear of the carriage. They must be safe and convenient; suitable and efficient means being provided by rails or bands to assist passengers entering and leaving, and the lowest step must not be more than 15 in. or less than 10 in. above the ground."

"44. The outer stringer of staircase must be so constructed, or a band is to be so placed, as to act as a decency screen to persons ascending or descending. There must also be an intermediate guard-rail, where necessary, between the hand-rail and the stringer."

"49. The carriage must be suitably lighted inside and outside. Where acetylene or other gas is used, the cylinders or vessels which contain the gas, or in which it is generated, must be fixed outside in such a position as to be removed as far as possible from the danger of accidental ignition. The pipes are to be led along the outside but not along the outside of the roof."

"50. Headlights of great brilliancy will not be permitted."

"51. A horn, gong, or other approved means for giving due warning of the approach of the vehicle must be provided."

"53. A box or other approved means must be fitted to the front and to the rear of the vehicle to exhibit the destination to which the carriage is on each journey to proceed. The letters and background must be black and white, the letters of a height of at least 4½ in. and of a proportionate thickness."

"54. The principal points of the route are subject to the approval of the Commissioner, and must be painted in black and white of letters not less than 4 in. high and of a proportionate thickness and be exhibited as directed to the front and rear. These boards are to be so made that the points of route are shown in geographical sequence, according to the direction the vehicle is travelling."

"Route boards may also be affixed to the side of the vehicle."

"55. The destination box required in Regulation 53 is to be fitted in front in line with or immediately above the centre of the front top guard rail, in the rear in line with or above the rear top guard rail, but as near the rear side as possible."

"The routes required in Regulation 54 to be exhibited to the front and rear are

to be placed immediately below the destination indicator boxes to the full depth of the guard rails and standards."

"56. The destinations and route boards are to be illuminated by night in an approved manner for the guidance of intending passengers."

"57. The following particulars must also be suitably painted on the carriage: (a) The weight and rate of speed required by the Orders of the Local Government Board.

"(b) The full Christian name and surname of proprietor, on each side clear of the wheels.

"(c) The words 'Metropolitan Stage Carriage,' and the number of the number plate, both on the outside and inside. The writing outside to be placed behind the carriage on the rear side.

"(d) Fares must be painted legibly inside.

"(e) The number of passengers which the vehicle is licensed to carry must be painted legibly inside and outside."

"58. No writing or lettering in the form of an advertisement will be allowed on the front or rear of the carriage in colors of black and white, or in such form or position as to hide, or in the opinion of the Commissioner to interfere with the easy legibility of the destination indicators or route boards."

"59. No printed, written, or other matter shall appear on the outside or inside of the carriage, or be carried by way of advertisement, except such, if any, as may be approved by the Commissioner."

## EXHIBIT 12.

Extract From Schedule of Positions for the Exhibition of Advertisements on Motor Omnibuses Authorized by the Police Commissioner, London.

Front—From the roof to top of guard rail on either side leaving a space of 3 ft. in the centre for the route boards.

Rear—From the canopy to top of guard rail upon that part not required for the designation of routes.

Note—The color of these advertisements must be entirely distinct from that of the route boards and to be so placed or shown that there can be no confusion in reading the routes.

Rear—Circular or oval boards to be affixed upon the outer stringers of staircase.

Rear—Diamond shaped or similar boards under staircase.

Rear—Hanging boards under platform.

Rear—Risers of all steps.

Rear—Step treads in corrugated plates, etc.

Sides—From the roof to the top of guard rails, the whole length.

Inside—Roof boards.

Inside—Above ventilating windows.

Inside—Ventilating windows.

Inside—Side lights, if of suitable depth, for not more than 6 in. from ventilator rail (semi-transparencies only).

Inside—Finger plates or doorway.

Outside—Seat backs.

Outside—Inside of front guard.

## EXHIBIT 13.

Greater London Traffic Statistics.

Year.	Tramway Passengers Carried.	Omnibus Passengers Carried.	Total Passengers Carried (Approximate).	Estimated Population.	Jour- neys per Head, Tram- ways.	Jour- neys per Head, Omni- bus.	Jour- neys per Head, Both.
1903.....	394,356,531	287,386,471	681,743,002	6,710,272	59	43	102
1904.....	431,813,839	288,965,214	720,779,053	6,775,645	64	43	107
1905.....	477,944,684	290,665,051	768,609,735	6,841,651	70	42	112
1906.....	508,700,269	291,563,048	800,263,317	6,908,298	74	42	116
1907.....	589,745,792	300,000,000	919,745,792	6,975,593	85	47	132
1908.....	636,009,090	340,000,000	976,009,090	7,043,540	90	48	138
1909.....	687,138,908	311,000,000	998,138,908	7,112,145	96	44	140
1910.....	763,797,856	377,207,555	1,141,005,411	7,181,415	106	53	159
1911.....	821,819,741	400,628,487	1,222,448,228	7,251,358	113	56	169
1912.....	811,851,234	492,858,934	1,304,710,168	7,318,358	111	67	178

aEstimated on basis of receipts. bPassengers carried by London General Omnibus Company only.

## EXHIBIT 14.

(Extracts from Records of Metropolitan Police, London.)

Comparative Return of Persons Killed by Accidents (Public Conveyances) Known to Police to Have Occurred in the Streets During Under Mentioned Years.

Year.	Number of Persons Killed by Public Conveyances.		Deaths by Public Conveyances during Calendar Year.															
			Cabs.						Tramcars Driven by						Omnibuses Driven by			
			Hansom.		Clarence.		Motor.		Motor Power.		Horses.		Motor Power.		Horses.			
	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.				
1902.....	42	10	9	3	2	..	..	..	4	1	5	1	..	..	22	5		
1903.....	39	9	13	6	2	1	..	..	2	..	7	1	..	..	15	1		
1904.....	29	10	9	2	4	1	..	..	2	2	2	1	1	1	11	3		
1905.....	30	10	4	2	..	..	..	..	9	4	..	..	2	1	15	3		
1906.....	58	15	10	6	4	1	..	..	10	2	1	..	19	6	14	..		
1907.....	67	17	5	2	1	..	1	1	18	4	3	..	26	9	13	1		
1908.....	84	31	2	5	1	..	6	2	20	6	1	..	45	17	9	1		
1909.....	85	29	2	2	1	2	11	6	20	6	2	1	42	10	7	2		
1910.....	102	30	..	2	2	1	26	6	17	9	1	..	50	11	6	1		
1911.....	124	35	..	..	3	1	23	8	20	7	..	1	77	18	1	..		

## EXHIBIT 15.

(Extracts from Records of Metropolitan Police, London.)

Comparative Return of Persons Injured by Accidents (Public Conveyances) Known to Police to Have Occurred in the Streets During Under Mentioned Years.

Year.	Number of Persons Injured by Public Conveyances.		Cabs.		Hansom.		Clarence.		Motor.		Tramcars Driven by				Omnibuses Driven by			
											Motor Power.		Horses.		Motor Power.		Horses.	
	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.
1902.....	1,887	575	1,000	358	148	44	..	..	101	18	274	56	5	1	359	98	..	..
1903.....	1,922	547	964	337	162	55	..	..	195	36	222	46	4	1	375	72	..	..
1904.....	1,965	536	801	252	168	49	..	..	424	111	213	44	14	6	345	74	..	..
1905.....	2,211	623	790	278	186	44	1	..	584	141	210	40	109	40	332	80	..	..
1906.....	3,030	811	760	216	178	54	19	4	884	246	199	37	640	184	350	70	..	..
1907.....	4,119	1,219	657	239	179	61	205	98	1,663	456	179	33	846	262	390	70	..	..
1908.....	4,268	1,245	530	181	172	50	644	207	1,597	469	115	21	981	283	229	34	..	..
1909.....	4,223	1,294	325	143	147	50	933	305	1,683	494	97	22	852	235	186	45	..	..
1910.....	4,538	1,396	186	118	145	59	1,381	437	1,838	534	56	10	793	215	141	23	..	..
1911.....	5,088	1,640	85	47	113	47	1,560	562	1,867	592	38	12	1,318	372	107	8	..	..

Which was referred to the Franchise Committee to formulate a policy to be pursued in grants of this character.

## Fifth Avenue Coach Company (Cal. No. 4).

A communication was received from the Gramercy Park Association in favor of granting a franchise to the Fifth Avenue Coach Company to operate stage coaches through Irving Place around Gramercy Park and through Lexington Avenue to 23d Street, Madison Avenue, 40th Street and Park Avenue, Borough of Manhattan.

Which was referred to the Bureau of Franchises.

## Communications from the Mayor's Office (Cal. No. 5).

Communications were received from the Mayor's office returning duly approved by his Honor, the Mayor, on November 1 and 3, 1913, resolutions adopted by this Board October 30, 1913, as follows:

(a) Granting the American Bank Note Company permission to install, main-

tain and use a pipe under and across Barretto Street, north of Lafayette Avenue, Borough of The Bronx. (Approved November 1, 1913.)

(b) Granting the New York and Queens Gas Company permission to install, maintain and use a pipe from its plant on Myrtle Avenue, along said street to Lawrence Street to the property of the Company, Borough of Queens. (Approved November 1, 1913.)

(c) Granting St. Matthew's Roman Catholic Church in the Borough of Brooklyn in the City of New York permission to construct, maintain and use a conduit under and across Lincoln Place, west of Utica Avenue, Borough of Brooklyn (Approved November 1, 1913.)

(d) Modifying contracts dated February 1, 1909, and April 14, 1909, granting a franchise to the New York and North Shore Traction Company to construct, maintain and operate a street surface railway upon and along certain streets and avenues in the Third Ward, Borough of Queens. (Approved November 3, 1913.)

(e) Modifying contract dated July 10, 1912, as amended, granting a franchise



to the Manhattan Bridge Three Cent Line by extending the time for the commencement and completion of construction of its railway. (Approved November 3, 1913.) Which were ordered filed.

*Manhattan Fire Alarm Company (Cal. No. 6).*

In the matter of the petition of the Manhattan Fire Alarm Company for a franchise to install, maintain and use pipes, conduits and appliances under the streets, avenues and highways throughout the City for the operation of call boxes in connection with telephone and telegraph systems for transmitting calls and signals for electrical or other protection service.

At the meeting of October 30, 1913, a report was received from the Bureau of Franchises together with a form of contract to govern the proposed grant and the matter was laid over until this day.

The Secretary presented the following:

Bureau of Franchises, November 5, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—At a meeting of the Board held Thursday, October 30, 1913, there was presented by this Bureau a report and tentative proposed form of contract to govern the franchise applied for by the Manhattan Fire Alarm Company. Upon the matter coming up for consideration, it was laid over by the Board for two weeks.

This Bureau is now in receipt of a communication from the Fire Commissioner, stating that an examination has been made of the form of contract and that the same is entirely satisfactory to his Department, except that clause Ninth of Section 2 does not sufficiently protect the City. This clause as included in the form of contract now before the Board prohibits the Company from connecting its auxiliary boxes or apparatus of any kind with street boxes of the Fire Department in the future and requires the present connections to be discontinued in one year from the date upon which the contract is signed by the Mayor. The amendment suggested by the Fire Commissioner would make the clause apply to City box circuits as well as to street boxes and thus prohibit the Manhattan Fire Alarm Company from connecting in any manner with that portion of the City system used for street box service. With the suggested amendment the clause would read as follows:

"Ninth—The Company shall not in the future connect any of its auxiliary boxes or apparatus of any kind with the street boxes or City box circuits of the Fire Department, and the connections now in existence shall be discontinued within one year from the date upon which this contract is signed by the Mayor, provided, however, that before the expiration of the said year the Company shall, upon thirty (30) days' notice from the Fire Commissioner, discontinue such connections as he shall so order."

As it was the intention of this Bureau in drafting this clause to follow the suggestion of the Fire Commissioner, and by means of the proposed franchise to eliminate all connections of any character with the street boxes of the Fire Department or their circuits, it is recommended that the amendment proposed be adopted by the Board. Respectfully, HARRY P. NICHOLS, Engineer, Chief of Bureau.

Upon motion of the Deputy and Acting Comptroller the matter was referred to the Franchise Committee.

*New York Railways Company; Municipal Ferry to Staten Island (Cal. No. 7).*

A communication was received from the Secretary to the Commissioners of the Sinking Fund transmitting certified copy of resolution adopted by said Commissioners October 29, 1913, concurring with action of this Board by resolution adopted October 16, 1913, authorizing the Commissioner of Docks to enter into a contract with the New York Railways Company for the exchange of transfers between its street surface lines terminating at South Ferry and the Municipal Ferry to Staten Island upon the basis of a division of a five cent fare, three cents to the Railway Company and two cents to the City.

The resolution adopted by this Board October 16, 1913, contained a proviso that it should be null and void and of no effect unless concurred in and consented to and approved by the Commissioners of the Sinking Fund.

The communication was ordered filed and the Secretary directed to notify the Commissioner of Docks.

*Nassau Electric Railroad Company (Cal. No. 8).*

In the matter of the report and financial statement from the Nassau Electric Railroad Company pursuant to contract dated September 7, 1911, granting said Company a franchise to construct, maintain and operate a street surface railway upon and along Flatbush, Fourth and Atlantic Avenues, Borough of Brooklyn.

This report was presented to the Board at the meeting of October 30, 1913, and was referred to the Bureau of Franchises.

The Secretary presented the following:

Bureau of Franchises, November 3, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—The contract dated September 7, 1911, between The City of New York and the Nassau Electric Railroad Company, for the construction, maintenance and operation of a street surface railway extension, upon and along Flatbush, Fourth and Atlantic Avenues, in the Borough of Brooklyn, provides that the Company shall submit to the Board not later than November 1 of each year a report for the year ending September 30, next preceding, which shall contain certain specified information in relation to the stock, funded and floating debts of the Company, its receipts, expenses for operation, etc.

Pursuant to this provision, the Company under date of October 24, 1913, transmitted to the Board a report containing the requested information for the year ending September 30, 1913. This report was presented to the Board at its meeting of October 30, and referred to the Bureau of Franchises. From an examination of the report presented, it would appear that the amount of stock issued and paid in and the funded debt are the same as for the year ending September 30, 1912, to wit, \$15,000,000; that the floating debt has been increased from \$4,852,232.67 to \$4,886,657.55, and that the total expense for operation, including salaries, was \$3,253,102.42, an increase of \$115,203.81 as compared with the returns for the year ending September 30, 1912. The gross receipts from operation were \$4,947,993.86, an increase of \$194,284.11 over 1912. The total single track mileage of the Nassau system is 142.936 or .107 less than in 1912, and the length of the extension is .075 miles or the same as for the previous year. The contract for this extension provides that the annual compensation to the City for the privilege during the first term of five years from May 6, 1908, shall be three per cent of the gross receipts of the Company, with a minimum payment of \$100 a year, and that during the second term of five years, beginning May 7, 1913, five per cent of the gross receipts, with a minimum of \$200 a year.

As the percentages of the gross receipts from operation in the proportion that the length of the extension bears to the whole length of the line of the Company is less than the minimum sum provided for in the contract, the compensation due the City for the year ending September 30, 1913, should be computed at the rate of \$100 per annum from October 1, 1912, to May 6, 1913, and \$200 per annum from May 6 to September 30, 1913. As thus computed, the amount due the City is \$140.28.

The Company having complied with the provision of the contract relative to the submission of an annual report, it is recommended that the papers be filed, and a copy of this report forwarded to the Comptroller of the City.

Respectfully, HARRY P. NICHOLS, Engineer, Chief of Bureau.

The papers were ordered filed and the Secretary directed to forward a copy of the report of the Bureau of Franchises to the Comptroller.

*Nassau Electric Railroad Company (Cal. No. 9).*

In the matter of the report and financial statement from the Nassau Electric Railroad Company pursuant to contract dated March 30, 1911, granting said Company a franchise to construct, maintain and operate a street surface railway upon and along Georgia Avenue between Liberty and Atlantic Avenues, Borough of Brooklyn, as an extension to its existing system.

This report was presented to the Board at the meeting of October 30, 1913, and was referred to the Bureau of Franchises.

The Secretary presented the following:

Bureau of Franchises, November 3, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Section 2-Twenty-fifth of the contract dated March 30, 1911, granting the Nassau Electric Railroad Company the right to construct, maintain and operate a single track street surface railway extension upon and along Georgia Avenue from

Liberty Avenue to Atlantic Avenue, in the Borough of Brooklyn, provides that said Company shall submit to the Board, not later than November 1 of each year, a report for the year ending September 30 next preceding, which shall contain certain specific information, in relation to the stock, funded and floating debts of the Company, its receipts and expenses for operation, etc.

Pursuant to this provision, the Company under date of October 24, 1913, transmitted to the Board a report containing the required information for the year ending September 30, 1913. Such report was presented to the Board at its meeting of October 30, 1913, and referred to the Bureau of Franchises. The data contained in said report relative to the stock issue, funded and floating debts and gross receipts from operation is contained in a report this day presented to the Board, in relation to the extension or loop on Flatbush, Fourth and Atlantic Avenues. The total mileage of the Company is given as 142.936 miles of single track, and the length of the Georgia Avenue Extension as .118 miles. The contract for this extension further provides that the annual compensation to the City during the first five years of the grant shall be three per cent of the gross receipts of the Company, with a minimum payment of \$100 per year. Three per cent of the gross receipts from operation (\$4,947,993.86) in the proportion that the length of the extension bears to the whole length of the line of the Company is \$122.54 or \$22.54 in excess of the minimum payment required by the contract.

The Company having complied with the provision of the contract relative to the submission of an annual report to the Board, it is recommended that the papers be filed, and a copy of this report forwarded to the Comptroller of the City.

Respectfully, HARRY P. NICHOLS, Engineer, Chief of Bureau.

The papers were ordered filed and the Secretary directed to forward a copy of the report of the Bureau of Franchises to the Comptroller.

*Mount Sinai Hospital (Cal. No. 10).*

In the matter of the application of the Mount Sinai Hospital for permission to construct, maintain and use a tunnel under and across East 100th Street east of Fifth Avenue, Borough of Manhattan, connecting premises of the applicant on opposite sides of said street to be used as a passage way and to contain pipes for the conveyance of water, steam and electric current between said premises.

This application was presented to the Board at the meeting of October 30, 1913, and was referred to the Bureau of Franchises.

The Secretary presented the following:

In the Matter of Application of the Mount Sinai Hospital for Permission to Construct, Maintain and Use a Tunnel Under and Across East One Hundredth Street in the Borough of Manhattan.

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

The petition of THE MOUNT SINAI HOSPITAL for permission to construct, maintain and use a tunnel under and across East 100th street connecting its present property on said street, respectfully shows as follows:

First—That your petitioner is a domestic corporation organized under the laws of the State of New York under an Act entitled, "An Act for the Incorporation of Benevolent, Scientific and Missionary Societies, passed April 12, 1848," (and the several acts amendatory thereof and supplemental thereto).

Second—That your petitioner is now the owner of certain lands upon the northerly and southerly sides of East 100th street, in the Borough of Manhattan, the City of New York, between Madison and 5th avenues, and is about to erect on said lands on the southerly side of 100th street certain buildings for its corporate uses, and to be used in connection with its present buildings on the northerly side of said street. That it is necessary for the proper, efficient and economical operation of its said buildings to be permitted to construct a tunnel under and across said East 100th street for the purpose of carrying pipes to convey hot water or steam for heating purposes, and electric current for power, lighting, telephone, fire and burglar alarms, and as a means of communication by persons employed in the institution between said buildings, and for the transportation of patients, food and supplies from one of said buildings to the other.

Third—That the proposed tunnel is to be of concrete, ten (10) feet in width inside dimensions, and eight (8) feet high inside dimensions, making a total of eighty (80) square feet inside dimensions, under and across East 100th street from a point at the northerly building line of said East 100th street, distant one hundred and twenty-seven (127) feet east of the easterly building line of 5th avenue, to a point in the southerly building line of said East 100th street, distant one hundred and ten (10) feet east of the easterly building line of 5th avenue.

Fourth—That all the property above described is intended to be used, owned and held continuously by your petitioner for charitable and benevolent purposes only.

Fifth—That hereto annexed and made part hereof are complete plans and blue prints of said proposed tunnel.

Wherefore, your petitioner respectfully prays for the permission of your Honorable Board to construct, maintain, operate and use the said tunnel aforesaid for the purposes above described and no others, and that said permission be so granted without any compensation to the City therefor, as every application of revenues for purposes other than the actual conduct and maintenance of its charitable institution will necessarily reduce the funds applicable thereto.

Dated, New York, October 15, 1913.

THE MOUNT SINAI HOSPITAL,

By PHILIP J. GOODHART, Vice President, Petitioner.

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

Philip J. Goodhart, being duly sworn, deposes and says, that he is the Vice President of the aforesaid petitioner; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

That the reason this verification is made by deponent and not by petitioner, is that petitioner is a corporation and deponent is one of its principal officers, to wit, the Vice President thereof.

Sworn to before me this 15th day of October, 1913.

A. KLAUSNER, Notary Public, New York County 2024.

Bureau of Franchises, November 1, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—The Mount Sinai Hospital, a domestic corporation, has presented a petition dated October 15, 1913, to the Board of Estimate and Apportionment for permission to construct, maintain and use a tunnel, 10 feet in width and 8 feet in height, inside dimensions, under and across East 100th street, at a point about 110 feet east of the easterly line of Fifth Avenue, Borough of Manhattan, for the purpose of containing pipes to convey water, steam, electric current, and also to be used as a means of communication between the present building of the Hospital on the northerly side of the street and the new building to be erected on the southerly side.

At the meeting of the Board held October 30, 1913, the matter was referred to this Bureau for investigation and report.

Copies of the petition with accompanying plan were forwarded to the President of the Borough of Manhattan, and to the Commissioner of Water Supply, Gas and Electricity, with a request that examinations be made by the various bureaus of their departments having jurisdiction, with a view to ascertaining if there are any objections to the project or any particular conditions necessary to be incorporated in the form of consent heretofore used by the Board for similar privileges. In replies, dated, respectively, October 29 and 22, 1913, I have been informed that there are no objections to the tunnel and the usual conditions will amply protect the City.

As the customary examination by this Bureau disclosed no objection, and as the administrative departments have reported favorably upon the project, I can see no good reason why the requested permission should not be given, should the Board see fit to do so. In such case, I would suggest that consent be granted only during the pleasure of the Board, but in no case to extend beyond a period of ten (10) years from the date of the approval of the consent by the Mayor, and revocable upon sixty (60) days' notice.

In accordance with the procedure of the Board in all similar cases of structures to be installed under and across the City streets by benevolent, charitable or religious institutions, the compensation should be the nominal sum of twenty-five dollars (\$25) per annum, and the customary security deposit should be waived.

After consultation with the petitioner's representative, it has been made a condition of the consent that the tunnel shall be completely constructed by January 1, 1915.

Respectfully, HARRY P. NICHOLS, Engineer, Chief of Bureau.







Bureau of Franchises, November 11, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of Board of Estimate and Apportionment: Sir—By contract dated October 27, 1913, The Brooklyn City Railroad Company was granted a franchise to construct, maintain and operate a street surface railway as an extension of its existing railway upon Roebling Street, from its intersection with Division Avenue to its intersection with Lee Avenue, in the Borough of Brooklyn.

During the negotiations for this franchise the applicant Company requested that it also be given at that time the privilege of leasing the franchise to The Brooklyn Heights Railroad Company for the reason that in the lease of the property of The Brooklyn City Railroad Company to The Brooklyn Heights Railroad Company there is a provision that all future extensions of The Brooklyn City Company shall be considered as leased by the terms of the instrument to The Brooklyn Heights Railroad Company. It was suggested, however, that the clause in the franchise prohibiting the assignment or lease of the franchise to another company without the consent of the City remain unchanged and that the Company apply for the right to lease the grant after the granting of the franchise. This arrangement was agreed to by the Company, and under date of November 6, 1913, it has applied by its Secretary and Treasurer for the right to make such assignment.

Section 2, Fourth, of the contract, provides that no assignment, lease or sublease of the franchise shall be valid unless the assignee or lessee assumes and will be bound by all the conditions of the franchise. The lease having, in this case, already been executed some years before the franchise was granted, this provision cannot be strictly complied with, but it is believed that the intent thereof can be fully carried out by requiring The Brooklyn Heights Railroad Company to file an instrument wherein they shall agree that the lease of February 14, 1893, so far as it shall include the franchise granted by contract dated October 27, 1893, shall be subject to all the conditions of such contract, and that the lessee shall assume all such conditions. It is suggested that if such an instrument is not executed and filed with the Board within 30 days after the delivery to the Brooklyn Heights Railroad Company of a certified copy of the resolution granting the consent, such consent shall be null and void.

A resolution consenting to the lease of the franchise, as requested by the Company, containing the conditions herein suggested, is transmitted herewith.

Respectfully, HARRY P. NICHOLS, Engineer, Chief of Bureau.

The following was offered:

Whereas, By contract dated October 27, 1913, this Board granted to The Brooklyn City Railroad Company the franchise, right or privilege to construct, maintain and operate a double track street surface railway as an extension to its existing railway, beginning at or near the intersection of Roebling Street with Division Avenue; thence in and upon Roebling Street to Lee Avenue, in the Borough of Brooklyn, City of New York; and

Whereas, Said contract, in Section 2, Subdivision Sixth thereof, provides as follows:

"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 the title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents."

—and

Whereas, Said contract in Section 2, Subdivision Fourth thereof, provides as follows:

"Fourth—The annual charges or payments shall continue throughout the whole term of this contract, notwithstanding any clause in any statute or in the charter of any other railway or railroad company providing for payment for railway or railroad rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted, 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."

—and

Whereas, It appears that on February 14, 1893, all the property, rights and privileges and franchises of The Brooklyn City Railroad Company, including franchises for future extensions, were leased to The Brooklyn Heights Railroad Company for a period of nine hundred and ninety-nine years; and

Whereas, The Brooklyn City Railroad Company, in order to comply with Section 2, Subdivisions Sixth and Fourth of the contract dated October 27, 1913, has, under date of November 6, 1913, made application to the Board for its consent to the lease to The Brooklyn Heights Railroad Company of the said franchise, right or privilege granted by said contract dated October 27, 1913; now, therefore, be it

Resolved, That this Board hereby consents that the said lease of February 14, 1893, shall include and cover the franchise, right or privilege granted by the said contract dated October 27, 1913, on condition that The Brooklyn Heights Railroad Company shall execute and deliver to this Board an instrument wherein it shall agree that the said lease of February 14, 1893, so far as it shall include, cover or affect the franchise, right or privilege granted by said contract dated October 27, 1913, is and shall be subject to all the conditions of said contract, and that the lessee thereby assumes and will be bound by all of said conditions, especially said conditions as to anything in any such statute or in the charter of such lessee to the contrary notwithstanding, and that the said lessee waives any more favorable conditions created by any statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all the conditions of the said contract dated October 27, 1913; and be it further

Resolved, That a copy of these resolutions, certified by the Secretary of this Board under seal, shall be delivered to The Brooklyn City Railroad Company as the instrument under seal required in and by the said contract dated October 27, 1913. In case the agreement required by this consent shall not be filed by The Brooklyn Heights Railroad Company within 30 days after the delivery to it of a copy of this resolution, certified as aforesaid, the consent hereby granted shall be null and void and of no effect.

Which was adopted by the following vote:

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

New York Municipal Railway Corporation, Contract No. 4 (Cal. No. 14).

A communication was received from the Public Service Commission for the First District transmitting certified copy of resolution adopted by the Commission modifying resolution heretofore adopted by the Commission approving contract drawings, form of contract and specifications for the construction of the Eighth Avenue Bridge over the rights of way of the Sea Beach Railway Company and the Long Island Railroad Company.

Which was ordered filed.

Snare and Triest Company (Cal. No. 15).

In the matter of the consent granted Snare and Triest Company to construct, maintain and use two 36-inch gauge tracks to be operated by hand power across and on the surface of the Boulevard at a point about 387 feet south of Ditmars Avenue, Borough of Queens, for the purpose of conveying material from the East River, to be used in the construction of a tower to support the bridge of the New York Connecting Railroad Company.

This consent was granted by resolution adopted by this Board October 2, 1913, approved by the Mayor October 3, 1913.

The Secretary presented the following:

Bureau of Franchises, November 1, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman, Board of Estimate and Apportionment:

Sir—By resolution adopted by the Board of Estimate and Apportionment October 2, 1913, approved by the Mayor October 3, 1913, Snare and Triest Company was granted permission to construct, maintain and use two thirty-six inch gauge tracks to be operated by hand power across and on the surface of the Boulevard at a point about 387 feet south of Ditmars Avenue, Borough of Queens, for the purpose of conveying material from the East River to be used in the construction of a tower to support the bridge of the New York Connecting Railroad Company.

Section 15 of the consent provides as follows:

"15. This consent shall be null and void unless said grantee shall duly execute an instrument in writing, wherein said grantee shall accept this consent and shall promise, covenant and agree to conform to, abide by and perform all the terms, conditions and requirements in this consent fixed and contained and file said instrument with the Board of Estimate and Apportionment of The City of New York within thirty (30) days after the approval of this consent by the Mayor, provided, however, that such time may be extended by the Board of Estimate and Apportionment.

"And said grantee shall promise, covenant and agree in said instrument to hold The City of New York harmless from all damages to persons or property which may result from the construction, use, maintenance or operation of the structure hereby authorized."

Under and pursuant to the above quoted section the grantee presented an agreement dated October 9, 1913.

This agreement was approved as to form by the Corporation Counsel and certified copies of the approved resolutions have been forwarded to the grantee and to the officials interested for their information and guidance.

It is recommended that the papers be filed. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau

Which was ordered filed.

Holbrook, Cabot and Rollins Corporation (Cal. No. 16).

In the matter of the application of Holbrook, Cabot and Rollins Corporation for permission to construct, maintain and use until January 1, 1915, a wooden trestle outside of the right of way of the New York Connecting Railroad Company and through and across certain of the streets lying between Lawrence Street and Stemer Street, Long Island City, Borough of Queens, to place certain filling in the structure known as the Eastern Viaduct of that portion of the railway.

This application was presented to the Board at the meeting of October 16, 1913, and was referred to the Bureau of Franchises.

The Secretary presented the following:

Holbrook, Cabot & Rollins Corporation, Engineers and Contractors, New York City, October 8, 1913.

Board of Estimate and Apportionment, Bureau of Franchises, 277 Broadway, New York City:

Gentlemen—The Holbrook, Cabot & Rollins Corporation has entered into a contract with the New York Connecting Railroad to place the filling in the structure known as the Eastern Viaduct of said railroad, between Lawrence Street and Stemer Street, in the Borough of Queens.

In the execution of the contract it will be necessary to construct a temporary trestle located generally on the right of way of the railroad, but extending beyond the same at certain points when crossing streets, as shown on the accompanying plan.

Permission to construct the trestle to occupy the portions of the streets required for the trestle bents beyond the right of way of the railroad company and to operate construction trains over the trestle until January 1, 1915, is hereby requested.

Respectfully yours, HOLBROOK, CABOT & ROLLINS CORPORATION.

By T. B. Bryson, Vice-President.

Bureau of Franchises, November 6, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—The Holbrook Cabot Rollins Corporation, organized and existing under the Laws of the State of Maine, and duly authorized by a certificate filed in the Office of the Secretary of State, New York, on March 23, 1909, to carry on business in this State, has presented a petition dated October 8, 1913, to the Board of Estimate and Apportionment for permission to construct, maintain and use until January 1, 1915, a wooden trestle immediately outside of the right of way of the New York Connecting Railroad and over and across certain of the streets lying between Lawrence Street and Stemer Street, in Long Island City, Borough of Queens. The petition recites that the Company holds a contract with the New York Connecting Railroad to place the filling in the structure known as the eastern viaduct of that portion of the said railway, and in execution of the contract it will be necessary to construct a temporary trestle located generally on the right of way of the railroad, but extending beyond the same at certain points. It is at such points, where the trestle crosses Potter Avenue, Bartow Street, Steinway Avenue, Frankfort Street, Albert Street, Nassau Street, Theodore Street, Flushing Avenue and Grace Street, it extends outside of the right of way of the railroad a distance of twenty feet, and the permission requested is for those portions of the trestle.

At the meeting of the Board held October 16, 1913, the matter was referred to the Bureau of Franchises for investigation and report.

Copies of the petition and accompanying plan were forwarded to the President of the Borough of Queens and to the Commissioner of Water Supply, Gas and Electricity, with a request that examinations be made by the various bureaus of their Departments having jurisdiction, with a view to ascertaining if there are any objections to the project or any particular conditions necessary to be incorporated in the form of consent heretofore used by the Board for similar privileges. In replies, dated, respectively, October 25 and November 3, 1913, I have been informed there are no objections to the trestle and no particular conditions necessary to be inserted in the form of consent.

The customary examination by this Bureau disclosed no objections to the trestle, and, as the administrative departments have reported favorably upon the project, I can see no good reason why the requested permission should not be given, should the Board see fit to do so. In such case, I would suggest that consent be granted for the term requested—i. e., to January 1, 1915—and only during the pleasure of the Board and revocable upon sixty (60) days' notice, and that it be made a condition of the consent that a security deposit in the sum of Two thousand dollars (\$2,000) be required, said deposit to be in the form of either cash or securities, to be approved by and deposited with the Comptroller for the faithful performance of the terms and conditions of the consent.

At the rate of compensation heretofore fixed by the Board on granting revocable consents for bridges in the City streets—viz., 8 per cent. per annum of the assessed valuation of the plan area of the structure—the charge for the portions of the said trestle lying outside of the right of way of the railroad should be the sum of Seven hundred dollars (\$700) per annum, the first payment covering the period from the date of the approval of the consent by the Mayor to November 1, 1914, to be made within sixty (60) days of the date of the approval.

It has been made a condition of the customary form of resolution granting consent, herewith submitted for adoption, that the trestle shall be completely constructed by May 1, 1914. Respectfully, HARRY P. NICHOLS, Engineer, Chief of Bureau.

At the request of the President of the Borough of Queens action was deferred until the meeting of November 20, 1913.

New York Central and Hudson River Railroad Company (Cal. No. 17).

In the matter of the consent granted the New York Central and Hudson River Railroad Company to continue to maintain and use a spur track at grade across East 241st Street, west of First Street, Borough of The Bronx, on an embankment, with suitable earth approaches for pedestrians.

This consent was granted by resolution adopted by this Board September 25, 1913, approved by the Mayor September 30, 1913.

The Secretary presented the following:

Bureau of Franchises, November 1, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman, Board of Estimate and Apportionment:

Sir—By resolution adopted by the Board of Estimate and Apportionment September 25, 1913, approved by the Mayor September 30, 1913, the New York Central and Hudson River Railroad Company was granted permission to continue to maintain and use a spur track at grade across East 241st Street at a point 475 feet west of the westerly line of First Street, Borough of The Bronx, on an embankment with suitable earth approaches for pedestrians.



Section 15 of the consent provides as follows:

"15. This consent shall be null and void unless said grantee shall duly execute an instrument in writing, wherein said grantee shall accept this consent and shall promise, covenant and agree to conform to, abide by and perform all the terms, conditions and requirements in this consent fixed and contained and file said instrument with the Board of Estimate and Apportionment of The City of New York within thirty (30) days after the approval of this consent by the Mayor; provided, however, that such time may be extended by the Board of Estimate and Apportionment.

"And said grantee shall promise, covenant and agree in said instrument to hold The City of New York harmless from all damages to persons or property which may result from the construction, use, maintenance or operation of the structure hereby authorized."

Under and pursuant to the above quoted section the grantee presented an agreement dated October 14, 1913.

This agreement has been approved by the Corporation Counsel and is on file in this office.

Certified copies of the approved resolution have been forwarded to the grantee and to the officials interested.

It is recommended that the papers be filed.

Respectfully, HARRY P. NICHOLS, Engineer, Chief of Bureau.

Which was ordered filed.

*New York Central and Hudson River Railroad Company (Cal. No. 18).*

A communication was received from the Public Service Commission for the First District transmitting and serving upon the City certified copy of resolution adopted by the Commission approving structural plans for overhead bridge submitted by the Company for carrying Exterior Street, from 151st to 158th Streets, across the tracks of the Company.

Which was ordered filed.

*Welz and Zerweck (Cal. No. 19).*

In the matter of the consent granted Welz and Zerweck to continue to maintain and use an existing tunnel under and across Madison street, east of Wyckoff Avenue, Borough of Queens, to contain pipes for the conveyance of water, steam, air and electric current between premises of the grantee.

This consent was granted by resolution adopted by this Board October 2, 1913, approved by the Mayor October 3, 1913.

The Secretary presented the following:

Bureau of Franchises, November 1, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman, Board of Estimate and Apportionment:

Sir—By resolution adopted by the Board of Estimate and Apportionment October 2, 1913, approved by the Mayor October 3, 1913, Welz and Zerweck was granted permission to continue to maintain and use an existing tunnel under and across Madison Street east of Wyckoff Avenue, Borough of Queens to contain pipes for the conveyance of water, steam, air and electric current between premises of the grantee.

Section 14 of the consent provides as follows:

"14. This consent shall be null and void unless said grantee shall duly execute an instrument in writing wherein said grantee shall accept this consent and shall promise, covenant and agree to conform to, abide by and perform all the terms, conditions and requirements in this consent fixed and contained and file said instrument with the Board of Estimate and Apportionment of The City of New York within thirty (30) days after the approval of this consent by the Mayor; provided, however, that such time may be extended by the Board of Estimate and Apportionment.

"And said grantee shall promise, covenant and agree in said instrument to hold The City of New York harmless from all damages to persons or property which may result from the construction, use, maintenance or operation of the structure hereby authorized."

Under and pursuant to the above quoted section the grantee presented an agreement dated October 10, 1913.

This agreement was approved as to form by the Corporation Counsel and certified copies of the approved resolution have been forwarded to the grantee and to the officials interested for their information and guidance.

It is recommended that the papers be filed.

Respectfully, HARRY P. NICHOLS, Engineer, Chief of Bureau.

Which was ordered filed.

*National Biscuit Company (Cal. No. 20).*

A communication was received from the National Biscuit Company stating work was commenced on October 30, 1913, on the installation of the 12-inch pipe under 15th Street, west of 10th Avenue, Borough of Manhattan, connecting an existing pipe with the premises of the Company.

This consent was granted by resolution adopted by this Board September 25, 1913, approved by the Mayor October 2, 1913, and the notice is given in conformity with Section 13 of the consent.

The communication was ordered filed.

*Loose-Wiles Biscuit Company (Cal. No. 21).*

In the matter of the application of Loose-Wiles Biscuit Company for permission to construct, maintain and use a tunnel under and across Queens Place, south of Meadow Street, Long Island City, Borough of Queens, connecting the factory building and the garage of the applicant and to contain pipes for the purpose of conveying steam, air, water, gas, electric current and any other materials necessary in the business of the Company.

This application was presented to the Board at the meeting of October 16, 1913, and was referred to the Bureau of Franchises.

The Secretary presented the following:

Loose-Wiles Biscuit Company, 312 Queens Plaza Court Building, Bridge Plaza North, Long Island City, New York, October 8, 1913.

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

Gentlemen—We respectfully request permission to construct, maintain and operate a tunnel underneath the bed of Queens Place, Long Island City, Borough of Queens, as follows:

Beginning at a point in the easterly building line of Queens Place 93 feet south of the intersection of the easterly building line of Queens Place with the southerly side of Meadow Street, thence in a westerly direction and at right angles to the said easterly side of Queens Place to a point in the westerly building line of Queens Place, as shown on plan submitted herewith.

This tunnel to be fourteen feet wide and eight feet high inside, and is intended to contain pipes to carry steam, air, water, gas and electric current and such other pipes as may be necessary in the Company's business, and also to be used as a passageway for employees, and for the transferring of goods, and for such other general private traffic as may be necessary in the conduct of our business between the main factory building of this company now in course of erection on the block bounded by Thomson Avenue, Meadow Street, Queens Place, Nott Avenue and Orton Street, and the garage building to be erected on the block bounded by Thomson Avenue, Dutchkills Place, Nott Avenue and Queens Place. Very respectfully,

LOOSE-WILES BISCUIT COMPANY,

By J. S. Loose, Vice-President.

Bureau of Franchises, October 31, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—The Loose-Wiles Biscuit Company has presented a petition dated October 8, 1913, to the Board of Estimate and Apportionment, for permission to construct, maintain and use a tunnel 18 feet 8 inches in width and 10 feet 3 inches in height, outside dimensions, under and across Queens place, at a point 96 feet south of the southeasterly corner of Queens Place and Meadow Street, Long Island City, Borough of Queens.

The petition recites that the tunnel is desired in order to furnish a means of passage between the factory building of the petitioner on the easterly side of Queens Place and the garage of the petitioner to be erected on the westerly side, and pipes are also to be installed in the tunnel for the purpose of conveying steam, air, water, gas, electric current and any other materials necessary in the Company's business.

At the meeting of the Board held October 16, 1913, the petition was referred to the Bureau of Franchises for investigation and report.

Copies of the petition, with accompanying plan, were forwarded to the President of the Borough of Queens and to the Commissioner of Water Supply, Gas and Electricity, with a request that examinations be made by the various Bureaux of their Departments having jurisdiction, with a view to ascertaining if there are any objections to the project or any particular conditions necessary to be incorporated in the form of consent heretofore used by the Board for similar privileges.

The reply from the Office of the Borough President states there are no objections to the project, and no particular conditions necessary to be inserted in the form of consent. However, attention is called to the fact that the sewer in Queens Place rests in soft ground, and in order to avoid any damage to the sewer, it should be encased in concrete by the grantee.

The petitioner was informed of this, and the plans have been amended to provide for concrete protection to the sewer, as required.

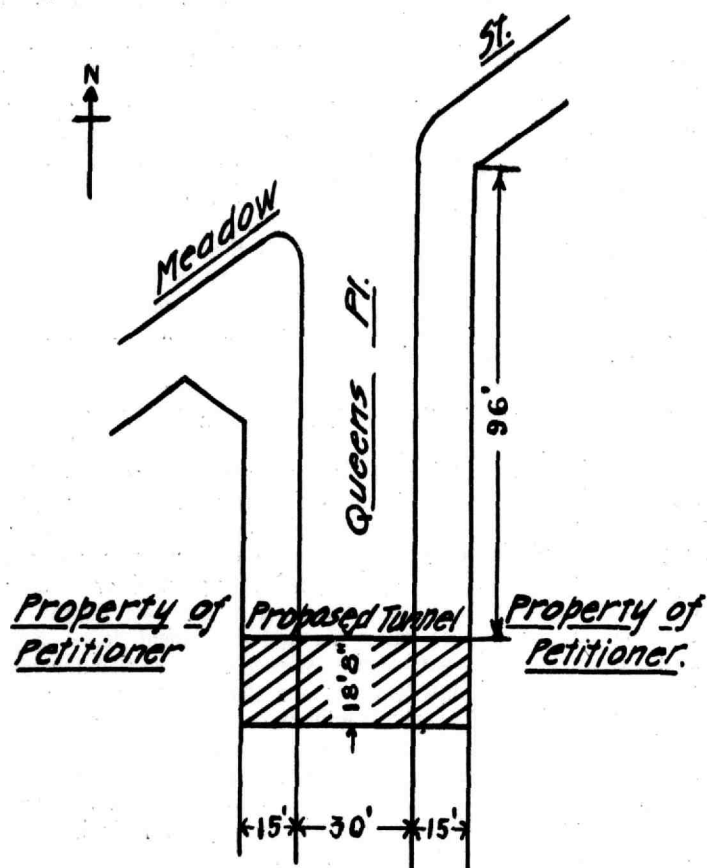
The reply from the Department of Water Supply, Gas and Electricity states there are no objections to the project and no particular conditions necessary.

As the administrative departments of the City have no objections to the tunnel, and the customary examination by this Bureau disclosed no objections, I can see no good reason why the requested permission should not be given should the Board see fit to do so. In such case I would suggest that consent be granted only during the pleasure of the Board, but in no case to extend beyond a period of ten (10) years from the date of the approval of the consent by the Mayor, and revocable upon sixty (60) days' notice, and that it be made a condition of the consent that a security deposit in the sum of two thousand dollars be required, said deposit to be in the form of either cash or securities, to be approved by and deposited with the Comptroller for the faithful performance of the terms and conditions of the consent.

Queens Place is sixty feet in width, between building lines. At the rate heretofore fixed by the Board for private tunnels in the City streets, to be used as passageways, viz., eight per cent. of the assessed valuation of the area of street occupied, the charge for the proposed tunnel would be less than the minimum of one hundred dollars. With the customary increase of five per cent. for the second term of five years, the compensation for the tunnel should, therefore, be, during the first term of five years the sum of \$100 per annum, and during the second term of five years the sum of \$105 per annum. Such sum should be paid into the City Treasury in advance on November 1 of each year.

As the Borough President may not desire the street to be open during the Winter season, it has been made a condition of the customary form of resolution granting consent, herewith submitted for adoption, that the tunnel shall be completely constructed by July 1, 1914.

Respectfully, HARRY P. NICHOLS, Engineer, Chief of Bureau.



Plan of Proposed Tunnel  
for  
Loose-Wiles Biscuit Co.

Bureau of Franchises.

The following was offered:

Whereas, The Loose-Wiles Biscuit Company presented a petition dated October 8, 1913, to the Board of Estimate and Apportionment for permission to construct, maintain and use a tunnel under and across Queens Place, at a point 96 feet south of the southeasterly corner of Queens Place and Meadow Street, Long Island City, Borough of Queens, connecting its properties on opposite sides of the said street; the tunnel to be used as a passageway and to contain pipes for the conveyance of material between the said premises; now, therefore, be it

Resolved, That the consent of the Corporation of The City of New York be and the same is hereby given to the Loose-Wiles Biscuit Company, a domestic corporation, to construct, maintain and use a tunnel 18 feet 8 inches in width and 10 feet 3 inches in height, outside dimensions, under and across Queens Place, at a point 96 feet south of the southeasterly corner of Queens Place and Meadow Street, Long Island City, Borough of Queens; the said tunnel to connect the premises of the Company on opposite sides of the said street, and to be used as a passageway for persons, merchandise and materials, and to contain pipes for the conveyance of steam, air, water, gas, electric current and such other materials as may be necessary in the Company's business, for the sole and exclusive use of the petitioner and for no other purpose; all as shown upon the plan accompanying the petition and entitled:

"Plan Showing Location of Proposed Tunnel to be Constructed Under Queens Place, Borough of Queens, to Accompany Application Dated October 8, 1913, of Loose Wiles Biscuit Co. To The Board of Estimate and Apportionment, City of New York."

—and signed Loose Wiles Biscuit Co., By J. S. Loose, Vice Pres., a copy of which is attached hereto, and made a part hereof, upon the following terms and conditions:

1. This consent shall continue only during the pleasure of the Board of Estimate and Apportionment, and shall be revocable upon sixty (60) days' notice in writing to the grantee, but in no case shall it extend beyond a term of ten (10) years from the date of its approval by the Mayor, and thereupon all rights of the grantee in said street by virtue of this consent shall cease and determine.

2. The grantee shall pay into the Treasury of The City of New York, as compensation for the privilege hereby granted, during the first term of five years the sum of \$100 per annum, and during the second term of five years the sum of \$105 per annum. Such payments shall be made in advance on November 1 of each year, provided, however, that the first payment shall be made within sixty (60) days of the approval of this consent by the Mayor; and shall be only such proportion of the annual charge as the time between the approval of this consent by the Mayor and November 1 following bears to a whole year.

Such rate of compensation shall continue up to the date of restoration of the street pavement after the removal of the structure from the street.

Such payments shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatsoever kind or description now or hereafter required to be paid under any ordinance of The City of New York, or by any law of the State of New York.

3. Upon the removal of the grantee from either of the premises to be connected by the structure, or upon the revocation or termination by limitation of this consent, the grantee shall cause the structure hereby authorized to be removed and all of



said street affected by this permission to be restored to its proper and original condition, if required so to do by The City of New York or its duly authorized representatives, and the entire cost of such work shall be borne by the said grantee. If the structure hereby authorized shall not be required to be removed, it is agreed that it shall become the property of The City of New York.

4. This consent is for the exclusive use of the grantee and shall not be assigned either in whole or in part, or leased or sublet in any manner, nor shall title thereto, or right, interest or property therein pass to or vest in any other person, firm or corporation whatsoever, either by the acts of the grantee or by operation of law, without the consent in writing of The City of New York, acting by the Board of Estimate and Apportionment.

5. The grantee shall pay the entire cost of all work, labor and material in connection with the structure hereby authorized, and particularly—

(a) Its construction, maintenance and removal.

(b) The protection of all structures which shall in any way be disturbed by its construction or removal.

(c) All changes in sewers or other subsurface structures necessitated by its construction or removal, including the laying or relaying of pipes, conduits, sewers or other structures.

(d) The replacing or restoring of the pavement in said street which may be disturbed during its construction or removal.

(e) Each and every item of the increased cost of the installation of any future structures or repairs or alterations to any existing or future structures caused by its presence in the street.

(f) The inspection of all work during its construction or removal as herein provided, which may be required by the President of the Borough and the Commissioner of Water Supply, Gas and Electricity.

6. Before the construction or removal shall be begun, the grantee shall obtain permits to do the work from the President of the Borough and from the Commissioner of Water Supply, Gas and Electricity. The grantee shall perform all the duties which may be imposed by those officials as conditions of such permits, provided such conditions are not inconsistent with the provisions of this consent. The grantee shall submit to those officials working plans which shall include and show in detail the method of construction of the structure hereby authorized and the mode of protection or changes in all structures required by the construction or removal of the same.

Upon the completion of the work, the grantee shall furnish to the President of the Borough a plan of such character as he may direct, showing accurately and distinctly the location, size and type of construction and complete dimensions of the structure erected or installed under this consent; also the location and dimensions of all substructures encountered during the progress of the work. The depth below the street surface of the new structure and of the substructures encountered must be shown; also their location with reference to the nearest curb line and the nearest curb-line intersection.

7. The grantee shall allow to The City of New York a right of way through, under or above any part of the structure hereby authorized for any and all structures which are now or may be hereafter placed by The City of New York in said street.

If at any time it shall become necessary to replace or alter any structure in said street, the City shall have the right to break through or remove all or any portion of the structure hereby authorized and the grantee shall pay to the City the expense incurred by such removal.

8. The structure hereby authorized and any fixtures laid therein shall be constructed, maintained and operated subject to the supervision and control of the proper authorities of The City of New York. It 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.

9. This consent is subject to whatever right, title or interest the owners of abutting property or others may have in and to said street.

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

11. 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.

12. This consent is upon the express condition that within sixty (60) days after its approval by the Mayor, and before anything is done in exercise of the rights conferred hereby, the grantee shall deposit with the Comptroller of The City of New York the sum of Two thousand dollars (\$2,000), 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 payment of the annual charge, the repairs of the street pavement and the removal of the structure hereby authorized. In case of default in the performance by said grantee of any of such terms and 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 charge, shall collect the same, with interest, from such fund after ten (10) days' notice in writing to the said grantee.

In case of any drafts so made upon the security fund the said 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 Two thousand dollars (\$2,000), and in default of the payment thereof, the consent hereby given may be cancelled and annulled, at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or 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.

13. Said grantee shall give notice, in writing, to the President of the Borough and to the Commissioner of Water Supply, Gas and Electricity of its intention to begin the work hereby authorized at least forty-eight hours before such work commences. The grantee shall also give to the Board of Estimate and Apportionment notice, in writing, of the date on which the work is commenced and also the date on which the same is completed, not later than ten (10) days after such dates.

14. Said grantee shall commence the construction of the structure hereby authorized and complete the same on or before July 1, 1914, 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.

15. This consent shall be null and void unless said grantee shall duly execute an instrument in writing, wherein said grantee shall accept this consent and shall promise, covenant and agree to conform to, abide by and perform all the terms, conditions and requirements in this consent fixed and contained and file said instrument with the Board of Estimate and Apportionment of The City of New York within thirty (30) days after the approval of this consent by the Mayor; provided, however, that such time may be extended by the Board of Estimate and Apportionment.

And said grantee shall promise, covenant and agree in said instrument to hold The City of New York harmless from all damages to persons or property which may result from the construction, use, maintenance or operation of the structure hereby authorized.

Which was adopted by the following vote:

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

#### Manhattan and Queens Traction Corporation (Cal. No. 22).

A report and financial statement was received from the Manhattan and Queens Traction Corporation under and pursuant to Section 5, eleventh, of contract dated October 29, 1912, by and between the City and the South Shore Traction Company, assigned December 27, 1912, to this Company, authorizing the construction, maintenance and operation of a street surface railway upon, along and over the Queensboro Bridge and upon and along certain streets and avenues in the Borough of Queens to the boundary line of the County of Nassau.

The Secretary presented the following:

Bureau of Franchises, November 7, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—The contract dated October 29, 1912, granting the South Shore Traction

Company the right to construct, maintain and operate a street surface railway upon and over the Queensboro Bridge and upon and along various streets and avenues in the Borough of Queens, which, by resolution of the Board of Estimate and Apportionment approved by the Mayor November 22, 1912, was assigned to the Manhattan and Queens Traction Corporation, provides in Section 5, eleventh, that there shall be filed with the Board not later than November 1 of each year a report for the year ending September 30 next preceding, which shall contain certain specific information in relation to the stock, funded and floating debts of the Company; its receipts from and expenses for operation, etc.

Pursuant to this provision, the Manhattan and Queens Traction Corporation under date of November 5, 1913, transmitted to the Board a report containing the required information for the period between December 28, 1912, the date on which said Company took over the property of the South Shore Traction Company and began operation upon the Queensboro Bridge, and September 30, 1913.

From an examination of the report submitted, it would appear that 200 shares of stock had been subscribed for but no stock has been issued; there is no funded debt and the total amount of floating debt is \$67,694.93. The Company is the owner of a piece of property at the corner of Van Dam Street and Nott Avenue, Borough of Queens, which is part of the consideration for a proposed stock and bond issue, application for the issuance of which is now pending before the Public Service Commission. The total receipts from passenger and advertising revenue were \$83,387.26 and the total expenses for operation \$78,135.59.

As this is the first report submitted by the Company, no comparison can be made with corresponding items for a previous year.

The contract further provides that the annual compensation to the City (exclusive of the amounts fixed for the use of the bridge structure, terminal facilities and tracks upon the bridge) during the first five years from October 29, 1912, shall be three per cent. of the gross receipts, with a minimum payment of \$3,500 per year. From the figures submitted, it would appear that three per cent. of the gross receipts is less than the minimum annual payment, and that, in consequence, the Company should pay to the City for the year ending September 30, 1913, the sum of \$3,500.

The Company having complied with the provision of the contract relative to the submission of an annual report to the Board, it is recommended that the papers be filed, and a copy of the report of this Bureau forwarded to the Comptroller of the City. Respectfully, HARRY P. NICHOLS, Engineer, Chief of Bureau.

Which was ordered filed and the Secretary directed to forward a copy to the Comptroller.

#### Patrick Ryan Construction Corporation (Cal. No. 23).

An application was received from the Patrick Ryan Construction Corporation for permission to continue to maintain and use until November 22, 1914,

(a) a bridge over and across the Boulevard between Ditmars and Potter Avenues, Long Island City, Borough of Queens.

(b) a 36-inch gauge railroad track across and on the surface of Van Alst Avenue, Hallett Street, Howland Street, Crescent Street, Merchants Street and Goodrich Street, between Ditmars and Potter Avenues, and within the right of way of the New York Connecting Railroad in Long Island City, Borough of Queens.

The consent to construct, maintain and operate these structures was granted to Patrick Ryan by resolution adopted November 21, 1912, approved by the Mayor November 22, 1912, and by resolution adopted January 16, 1913, approved by the Mayor January 23, 1913, the Board consented to the assignment of such right to the Patrick Ryan Construction Corporation. The consent expires by limitation November 22, 1913.

The application was referred to the Bureau of Franchises.

#### William Ottmann and Company (Cal. No. 24).

In the matter of the application of William Ottmann and Company for a rescission of the consent to maintain and use a wooden conduit under and across Front Street north of Fulton Street, Borough of Manhattan for the purpose of conveying refrigeration from the plant of the Company in Fulton Market to its property known as 207 Water Street.

This application was presented to the Board at the meeting of October 2, 1913, and was referred to the Bureau of Franchises.

The Secretary presented the following:

Manuel A. Kursheedt, 302 Broadway, Manhattan, New York City, September 18, 1913.

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

Gentlemen—On April 15, 1910, your Board adopted resolutions, giving the consent of the corporation of The City of New York, to the undersigned, William Ottmann & Company, a domestic corporation, to install, maintain and use a wooden conduit, eighteen inches by twenty-six inches, outside dimensions, under and across Front Street, Manhattan, New York City, at a point about 74 feet north of the northerly line of Fulton Street, as by reference to said resolutions will more fully appear. At that time the undersigned occupied stalls in Fulton Market and had a warehouse on Water Street; and the pipe was used for the purpose of carrying brine from the market to its warehouse on Water Street.

The undersigned complied with the terms of said consent and laid a pipe across Front Street, in accordance with the terms of said consent, and also deposited with the Comptroller of The City of New York, a government bond for Five hundred (\$500.00) Dollars, to be security for the performance of the terms and conditions of said consent.

The undersigned has now removed from Fulton Market and occupies three stores on Water Street, between Fulton and Beekman Streets, and desires to give up and surrender the pipe running across Fulton Street, and to obtain a return of the bond deposited with the Comptroller as above stated. Your respectfully,

WILLIAM OTTMANN & COMPANY,

By M. A. KURSHEEDT, Secretary.

Bureau of Franchises, October 31, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—By resolution adopted by the Board of Estimate and Apportionment April 15, 1910, and approved by the Mayor April 18, 1910, consent was granted to William Ottmann & Company to construct, maintain and use a wooden conduit, 18 inches by 26 inches, outside dimensions, under and across Front Street, in the Borough of Manhattan, at a point about 74 feet north of the northerly line of Fulton Street, for the purpose of conveying refrigeration from the Company's plant in Fulton Market to its property known as No. 207 Water Street.

The Company accepted the said consent and, in accordance with the terms and conditions thereof, deposited the sum of Five hundred dollars (\$500) with the Comptroller, as a security deposit, and has regularly paid in advance on November 1 of each year the annual charge for the privilege, to wit, the sum of \$314.55.

Under date of September 18, 1913, the Company advised the Board that it had removed from Fulton Market, and the conduit is of no further use, and the return of the security deposit was requested. In response, the Company was notified to remove the conduit under the supervision of the President of the Borough of Manhattan and the Commissioner of Water Supply, Gas and Electricity.

The said officials were advised of the desire of the Company to remove the conduit and I am in receipt of certifications from their Departments to the effect that the conduit has been properly removed, the work being completed on September 30th and the pavement properly restored October 3, 1913.

As the conduit has been properly removed and the street restored to its original condition, I can see no good reason why the consent should not be revoked and the security deposit returned and, in accordance with the procedure of the Board in all similar cases, a refund made to the Company of the proportionate part of the annual charge paid in advance on November 1, 1912, for the year ending October 31, 1913, covering the portion of the year from the date of the removal of the conduit and restoration of the street to October 31, 1913.

A resolution to that effect is herewith submitted for adoption. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

The following was offered:

Whereas, By resolution adopted by the Board of Estimate and Apportionment April 15, 1910, and approved by the Mayor April 18, 1910, consent was granted to William Ottmann & Company to construct, maintain and use a conduit 18 inches by 26 inches, outside dimensions, under and across Front Street, Borough of Manhattan, at a point about 74 feet north of the northerly line of Fulton Street; and



Whereas, In accordance with the terms and conditions of said consent, William Ottmann & Company deposited a security fund of Five hundred dollars (\$500) with the Comptroller of The City of New York, and regularly paid into the City treasury on November 1 of each year the annual compensation of Three hundred and fourteen dollars and fifty-five cents (\$314.55) up to October 31, 1913; and

Whereas, William Ottmann & Company has removed the said conduit from within the lines of Front Street and caused the street pavement to be restored to its original condition, such work having been completed on October 3, 1913, and the Office of the Borough President and the Department of Water Supply, Gas and Electricity have certified to this Board that the removal of the conduit and the restoration of the street pavement have been completed in a satisfactory manner; now, therefore, be it

Resolved, That the aforesaid resolution adopted by this Board April 15, 1910, and approved by the Mayor April 18, 1910, be and the same is hereby rescinded; and be it further

Resolved, That the Comptroller of The City of New York be and he hereby is authorized and requested to return to the said William Ottmann & Company the security fund of Five hundred dollars (\$500) deposited in his office for the faithful performance of the terms and conditions of said consent, and also to refund the proportionate part of the annual charge of Three hundred and fourteen dollars and fifty-five cents (\$314.55) covering the period from October 3, 1913, to and including October 31, 1913; and be it further

Resolved, That this resolution shall not become effective unless and until William Ottmann & Company shall execute an instrument in writing, releasing The City of New York from any and all claims of any kind, character or description whatsoever, held, or claimed to be held, under the terms and conditions of the aforesaid consent, and agreeing to quit-claim, waive and surrender to The City of New York any and all rights and privileges in and upon said Front Street, in the Borough of Manhattan, held, or claimed to be held, under or by virtue of said consent, and file the same with the Board of Estimate and Apportionment of The City of New York.

Which was adopted by the following vote:

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

#### Stock Quotation Telegraph Company (Cal. No. 25).

A report and financial statement was received from the Stock Quotation Telegraph Company under and pursuant to Section 2, twenty-fourth of contract dated May 8, 1913, granting said Company a franchise to construct, maintain and operate wires or other electrical conductors under the streets and avenues in the Borough of Manhattan and the portion of the Borough of The Bronx west of the Bronx River and to maintain and operate conduits within the Boroughs of Brooklyn and Queens for the distribution of general and financial news and other matters of general interest. Which was referred to the Bureau of Franchises.

#### New York Quotation Company (Cal. No. 26).

A report and financial statement was received from the New York Quotation Company under and pursuant to Section 2, twenty-first of contract dated July 2, 1913, granting said Company a franchise to construct, maintain and use wires or other electrical conductors for the operation of printing telegraph instruments commonly known as stock tickers within that portion of the Borough of Manhattan south of Chambers Street, for the purpose of distributing stock and bond quotations, dividends or other notices.

Which was referred to the Bureau of Franchises.

#### Walter J. Salomon (Cal. No. 27).

An application was received from Walter J. Salomon for an extension of time until June 1, 1914, to complete construction of the conduit connecting premises northeast and northwest corners of Sixth Avenue and Forty-Second Street, Borough of Manhattan.

By resolution adopted by this Board October 2, 1913, approved by the Mayor October 3, 1913, the applicant was granted permission to construct, maintain and use this conduit for the purpose of conveying steam and electric current between said premises and Section 2, fourteenth of said consent required the completion of construction on or before January 1, 1914.

The application was referred to the Bureau of Franchises.

#### Pelham Park and City Island Railway Company, Inc. (Cal. No. 28).

A communication was received from the Public Service Commission for the First District transmitting certified copy of order adopted by said Commission granting the Pelham Park and City Island Railway Company, Inc., an extension of time from November 1, 1913, to January 1, 1914, to complete construction and place its railway in full operation.

Which was ordered filed.

#### New York Cahill Telharmonic Company (Cal. No. 29).

A report and financial statement was received from the New York Cahill Telharmonic Company for the year ending September 30, 1913, under and pursuant to contract dated March 9, 1911, as modified by contract dated October 10, 1912, granting said Company a franchise to construct, maintain and operate wires in conduits under the streets and avenues of the Borough of Manhattan and that portion of the Borough of The Bronx west of the Bronx River for the purpose of generating and distributing music electrically.

Which was referred to the Bureau of Franchises.

#### Manhattan Bridge Three Cent Line (Cal. No. 30).

A report and financial statement was received from the Manhattan Bridge Three Cent Line under and pursuant to Section 4, twelfth of contract dated July 10, 1912, granting said Company a franchise to construct, maintain and operate a street surface railway upon, along and over the Manhattan Bridge and certain streets and avenues in the Boroughs of Manhattan and Brooklyn.

Which was referred to the Bureau of Franchises.

#### Manhattan Bridge Three Cent Line (Cal. No. 31).

In the matter of the application of the Manhattan Bridge Three Cent Line for a modification of contract dated July 10, 1912, granting said Company a franchise to construct, maintain and operate a street surface railway upon and along various streets and avenues in the Boroughs of Manhattan and Brooklyn and upon, along and over the Manhattan Bridge by substituting a new route on Fulton Street, Ashland Place, and Lafayette Avenue, Borough of Brooklyn, for a portion of the existing route on Rockwell Place, Flatbush, Fourth and Atlantic Avenues.

At the meeting of October 30, 1913, a public hearing was had on this petition and as the Brooklyn Academy of Music opposed the proposed railway on Ashland Place, the matter was referred to the Franchise Committee to report to the Board as soon as possible.

The Secretary presented the following:

November 12, 1913.

#### To the Board of Estimate and Apportionment:

Gentlemen—Your Committee, to which was referred on October 30, 1913, the petition of the Manhattan Bridge Three Cent Line for a modification of its contract, dated July 10, 1912, granting said Company a franchise, to construct, maintain and operate a street surface railway by substituting a new route on Fulton Street, Ashland Place and Lafayette Avenue, in the Borough of Brooklyn, for a portion of its existing route on Rockwell Place, Flatbush, Fourth and Atlantic Avenues, begs leave to report the objections to this change of route were made by the Directors of the Academy of Music, upon the grounds that the operation of a street surface railway in Ashland Place would be detrimental to the Academy in various ways. Your Committee heard the representatives of the Directors at a meeting held on November 10, and had considered the matter of the objections raised at length.

We are of the opinion that the proposed stubend terminal is not the most desirable solution of the problem, still it can, if found objectionable under the proposed form of contract, be eliminated. We, therefore, recommend that the modification be granted, and that the Board fix Thursday, December 18, as the date upon which the final hearing be held, and the proposed modification advertised, pursuant to the provisions of law. Respectfully,

A. L. KLINE, Mayor; DOUGLAS MATHEWSON, Deputy and Acting Comptroller; O. GRANT ESTERBROOK, Acting President, Board of Aldermen.

At the request of the President of the Borough of Brooklyn action was deferred until the meeting of November 20, 1913.

The Secretary was directed to send a copy of the report of the Franchise Committee to each member of the Board.

#### FINANCIAL MATTERS.

##### Court of Special Sessions—Establishment of Position of Court Stenographer (Cal. No. 1).

The Secretary presented:

Communication from the Chief Clerk, Court of Special Sessions, requesting the establishment of the grade of position of Court Stenographer at \$2,000 per annum, for Bronx County.

##### Board of Health—Establishment of Grade of Position of Auditor (Cal. No. 2).

The Secretary presented:

Communication from the Secretary, Board of Health, requesting the establishment in the Department of Health, of the grade of position of Auditor at \$3,000 per annum, for one incumbent.

##### Department of Parks, Boroughs of Manhattan and Richmond—Retirement of Margaret Raleigh, Cottage Attendant (Cal. No. 3).

The Secretary presented:

Communication from the Commissioner of Parks, Boroughs of Manhattan and Richmond, requesting that Margaret Raleigh, a Cottage Attendant in said Department, be retired, pursuant to chapter 669 of the Laws of 1911, as amended.

##### President, Borough of Brooklyn—Retirement of Certain Employees (Cal. No. 4).

The Secretary presented:

Communication from the President, Borough of Brooklyn, recommending the retirement, pursuant to chapter 669 of the Laws of 1911, as amended, of the following named persons employed in the Bureau of Sewers of said office: Henry L. Desplace, Inspector of Sewers and Basins; Patrick J. Bray, Inspector of Sewers and Basins; James Donahue, Laborer.

Which were referred to the Committee on Salaries and Grades, consisting of the Comptroller and the President, Board of Aldermen.

##### Bellevue and Allied Hospitals—Issue of Special Revenue Bonds (Cal. No. 5).

The Secretary presented:

Resolution of the Board of Aldermen requesting the issue of \$45,400 special revenue bonds (subdivision 8, section 188 of the Charter), to provide for the replenishing of various accounts for supplies for Bellevue and Allied Hospitals for the year 1913.

##### Justices, Kings County—Selection of Court House Site (Cal. No. 6).

The Secretary presented:

Communication from the Justices of the County of Kings, in response to resolution adopted by the Board July 31, 1912, requesting said Justices to reconsider their action in selecting the so-called Court street site, in the Borough of Brooklyn, and in its place designate as a proper site for a new Court House, the present Court House site, subject to the extension in the available area of the site, described in the report of the Comptroller dated July 29, 1913, upon which the resolution was based.

The Justices state that the site selected by them was in pursuance of an act of the Legislature, and the Commissioners of the Sinking Fund having adopted their selection and directed the acquisition of the property, the Justices are without power to select another site until after action by the Board of Estimate with reference to the site already selected.

The site suggested in the resolution above referred to is considered impracticable for the reasons stated in said communication, but if the Board shall refuse to give its consent to the acquisition of the site already selected by the Justices and passed upon by the Commissioners of the Sinking Fund, under the provisions of the Law, said Justices will be at liberty to renew their efforts to select some other site for the new Court House which they will endeavor to do to the best of their ability as promptly as may be possible.

Communication from the Citizen's Committee on Court House Site, transmitting communication signed by the Chairman of the said Committee and the Chairman of the Brooklyn League Committee on Borough Development, protesting the selection of the "so-called Court street site."

Which were referred to the Comptroller.

##### Merchants' Association of New York—Consideration of Acquisition of Entire Astor House Site as a Site for the Post Office, Etc. (Cal. No. 7).

The Secretary presented:

Communication from the Merchants' Association of New York, recommending that the City consider the acquisition of the whole of the Astor House site, together with, perhaps, some of the lots immediately west and contiguous thereto, in order that the City might, under some arrangement with the Federal Government, obtain the removal of the present post office building from City Hall Park, and restore the site thereof to the City for its original historic purpose.

##### Department of Parks, Borough of Queens—Issue of Corporate Stock (Cal. No. 8).

The Secretary presented:

Communication from the Commissioner of Parks, Borough of Queens, requesting the issue of \$1,000 corporate stock to provide means for making repairs to the Barclay Mansion, located in Gaynor Park, Astoria, Borough of Queens.

##### Department of Parks, Borough of Queens—Issue of Corporate Stock (Cal. No. 9).

The Secretary presented:

Communication from the Commissioner of Parks, Borough of Queens, requesting the issue of \$6,750 corporate stock to provide for the salaries of certain employees for the first six months of 1914, engaged on construction work.

##### Department of Docks and Ferries—Issue of Corporate Stock (Cal. No. 10).

The Secretary presented:

Communication from the Commissioner of Docks requesting the issue of \$26,000 corporate stock to provide means for building the extension to Pier 20, North River.

##### Department of Parks, Manhattan and Richmond—Issue of Corporate Stock (Cal. No. 11).

The Secretary presented:

Communication from the Commissioner of Parks, Boroughs of Manhattan and Richmond, requesting an additional appropriation of \$150,000 for the repaving of Riverside drive from 113th street to the viaduct at 129th street.

Which were referred to the Corporate Stock Budget Committee, consisting of the Comptroller and the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx.

##### Department of Bridges—Issue of Corporate Stock (Cal. No. 12).

The Secretary presented:

Communication from the Commissioner of Bridges relative to the issue of corporate stock for altering and equipping the Queensboro Bridge for the operation of rapid transit subway and elevated railway trains, in connection with the contracts entered into between the City and the Interborough Rapid Transit Company and the New York Municipal Railway Corporation, for the extension of the rapid transit system, and the adoption of a definite policy by the Board with regard to this improvement.

Which was referred to the Corporate Stock Budget Committee, consisting of the Comptroller and the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx, and the Transit Conference Committee, consisting of the Presidents of the Boroughs of Manhattan, Richmond and The Bronx.

##### Department of Bridges—Issue of Corporate Stock (Cal. No. 13).

The Secretary presented:

Communication from the Commissioner of Bridges, requesting the issue of \$150,000 corporate stock to provide means for removing the present covering of the cables supporting the Williamsburg Bridge, and providing new covering for same, in order to avoid the danger of deterioration.

Which was referred to the Corporate Stock Budget Committee, consisting of the



Comptroller and the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx.

**Board of Health—Requesting Approval of Action in Establishing Bureaus** (Cal. No. 14).

The Secretary presented:

Communication from the Secretary, Board of Health, requesting the Board to approve of the action of said Board of Health in establishing various Bureaus in the Department of Health.

Which was referred to the Committee on Inquiry into the Departments of Health, Public Charities and Bellevue and Allied Hospitals, consisting of the Presidents of the Boroughs of Manhattan and Richmond.

**International Brotherhood of Electrical Workers—Wages of Journeymen Electricians** (Cal. No. 15).

The Secretary presented:

Communication from the Secretary, International Brotherhood of Electrical Workers, notifying the Board that the wages of Journeymen Electricians will be \$4.80 per day on and after January 1, 1914.

Which was referred to the Comptroller for filing in the Department of Finance.

**Board of Education—Issue of Special Revenue Bonds** (Cal. No. 16).

(On October 30, the communication from the Board of Education, in this matter, was laid over for one week, and on November 6, 1913, said communication and report of the Comptroller, dated October 31, 1913, were laid over for one week—November 13, 1913.)

Mr. Charles Pope Caldwell and A. C. Wessman addressed the Board with regard to school conditions at Forest Hills.

The Secretary presented the following:

Department of Education, City of New York, Board of Education, Park Avenue and 59th Street, New York, October 23, 1913.

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

Dear Sir—I have the honor to transmit herewith a certified copy of a preamble and resolution adopted by the Board of Education at a meeting held on October 22, 1913, relative to rescinding an issue of special revenue bonds to the amount of \$5,150.

Respectfully yours, A. E. PALMER, Secretary, Board of Education.

In the Board of Education.

Whereas, Upon the request of the Board of Education, the Board of Aldermen and the Board of Estimate and Apportionment have adopted resolutions providing for the issue of special revenue bonds to the amount of \$5,150 for transferring two portable buildings from the grounds of Public School 15, Queens, and re-erecting the same at Forest Hills Gardens, Queens; and

Whereas, The Committee on Buildings has decided to permit the portable buildings at Public School 15, Queens, to remain in their present location and to erect a new four-unit portable building at Forest Hills Gardens from the issue of corporate stock recently authorized for the erection of portable buildings, be it

Resolved, That the Board of Estimate and Apportionment and the Board of Aldermen be notified of the action hereinbefore stated, to the end that they may rescind the resolutions adopted by them in reference to the issue of special revenue bonds to the amount of \$5,150 for the purpose above mentioned.

A true copy of preamble and resolution adopted by the Board of Education.

A. E. PALMER, Secretary, Board of Education.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, October 31, 1913.

**To the Board of Estimate and Apportionment:**

Gentlemen—On October 9, 1913, the Board of Estimate and Apportionment adopted a resolution, authorizing issue of \$5,150 special revenue bonds, the proceeds to be used by the Department of Education for the purpose of defraying the cost of moving two portable buildings from Public School No. 15, Borough of Queens, Forest Hills Gardens, Borough of Queens. The Board of Education has adopted a resolution requesting the rescindment of the resolution authorizing revenue bonds, because the Committee of Buildings has decided to permit the portable buildings at Public School No. 15, Borough of Queens, to remain in their present location and to erect a new four (4) unit portable building at Forest Hills Gardens from the issue of corporate stock recently authorized for the erection of portable buildings.

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

Respectfully, WM. A. PRENDERGAST, Comptroller.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 12, 1913.

**To the Board of Estimate and Apportionment:**

Gentlemen—On September 30, 1913, the Board of Aldermen adopted an ordinance authorizing the issue of \$5,150 special revenue bonds to provide means for the transfer of two portable school buildings from the grounds of Public School No. 15, and re-erecting the same in Forest Hills, Borough of Queens. On October 7 the resolution was approved by His Honor the Mayor. On October 9 the resolution was approved by the Board of Estimate and Apportionment.

On October 22 the Board of Education adopted a resolution to the effect that the Committee on Buildings had decided to permit these two portable buildings at Public School No. 15 to remain in their present location and to erect a new four-unit portable building at Forest Hills from the corporate stock authorized by the Board of Estimate and Apportionment on June 24, 1913. The Board of Education requested the rescindment of the resolution authorizing \$5,150 revenue bonds for removing the buildings.

While the portable buildings themselves are to be paid for from the proceeds of corporate stock certain expenses incidental to setting them up and providing adequate fixtures are of such a temporary character that they should not draw interest for a period of fifty years and should be paid from the proceeds of special revenue bonds. The engineers of the Department of Finance have made a computation of these expenses and estimate that the expense incidental to erecting the building will amount to \$1,055. The expense of installing fixtures, etc., is \$1,300, making a total of \$2,355. The residents of Forest Hills are in need of school facilities and it is desirable that they be provided at the earliest possible moment.

As it has been determined not to move these portable schools the purpose for which the revenue bonds were authorized by the Board of Aldermen has failed, and the funds cannot be used for any other purpose without specific authority from the Board of Aldermen. Rather than have the resolution amended, I think the purpose would be effected in a less complicated manner if the resolution already adopted was rescinded and the attached resolution adopted by this Board, requesting the Board of Aldermen to approve an issue of two thousand five hundred dollars (\$2,500) in special revenue bonds, the proceeds whereof to be used in connection with the erection and making suitable for use the portable school buildings.

I recommend the adoption of the attached resolution. Respectfully,

DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment October 9, 1913, which reads as follows:

"Resolved, That the resolution adopted by the Board of Aldermen on September 30, 1913, and approved by the Mayor October 7, 1913, requesting an issue of special revenue bonds in the sum of \$5,150, the proceeds whereof to be used by the Department of Education for the purpose of defraying cost of removing two portable buildings from the premises of Public School 15, Borough of Queens, and for their re-erection at Russell place and Childrens lane, Forest Hills Gardens, Borough of Queens, all obligations contracted for thereunder to be incurred on or before December 31, 1913; be and the same is hereby approved of and concurred in by the Board of Estimate and Apportionment, and for the purpose of providing means therefor, the Comptroller be and is hereby authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue special revenue bonds of The City of New York to an amount not exceeding five thousand one hundred and fifty dollars (\$5,150), redeemable from the tax levy of the year succeeding the year of their issue."

—be and the same is hereby rescinded.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby recommends

that the Board of Aldermen request this Board to authorize the issue of special revenue bonds of The City of New York in the sum of two thousand five hundred dollars (\$2,500) for the purpose of erecting and making suitable for use the portable school buildings under the jurisdiction of the Board of Education, at Forest Hills, Borough of Queens.

Which was adopted by the following vote:

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

**Board of Estimate and Apportionment, Bureau of Efficiency and Budget Advisory Staff—Establishment of Positions** (Cal. No. 17).

The Secretary presented the following:

City of New York, Board of Estimate and Apportionment, Office of the Secretary, 277 Broadway, November 1, 1913.

**Board of Estimate and Apportionment, City of New York:**

Gentlemen—We hereby request the establishment of the following positions in the office of the Efficiency and Budget Advisory Staff of this Board, pursuant to the provisions of section 56 of the Greater New York Charter:

Title.	Rate Per Annum.	Number of Incumbents.
Assistant Foreman.....	\$1,200 00	1
Sewer Cleaner.....	1,200 00	1

Respectfully, WM. A. PRENDERGAST, Comptroller; GEORGE McANENY, President, Borough of Manhattan; LEWIS H. POUNDS, President, Borough of Brooklyn; CYRUS C. MILLER, President, Borough of The Bronx, Budget Committee.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the office of the Board of Estimate and Apportionment of the grades of positions in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	Number of Incumbents.
Assistant Foreman .....	\$1,200 00	1
Sewer Cleaner .....	1,200 00	1

Which was adopted by the following vote:

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

**President, Borough of Manhattan—Resolution of Thanks to Mrs. Margaret Olivia Sage for the Restoration of the Rotunda at City Hall** (Cal. No. 18).

The Secretary presented the following:

City of New York, Office of the President of the Borough of Manhattan, City Hall, November 10, 1913.

Honorable JOSEPH HAAG, Secretary, Board of Estimate and Apportionment:

Dear Sir—President McAneny directs me to send to you for this week's calendar of the Board the enclosed resolution of thanks to Mrs. Sage for her contribution toward the restoration of the City Hall Rotunda.

Yours very truly,

LOUIS GRAVES, Secretary to the President.

The following resolution was offered:

Whereas, The City of New York has received from Mrs. Margaret Olivia Sage a contribution of twenty-five thousand dollars (\$25,000), for the restoration of the rotunda of the City Hall; and

Whereas, In the course of the general restoration of the building, the work upon the rotunda has been completed; therefore, be it

Resolved, That the Board of Estimate and Apportionment hereby tenders to Mrs. Sage the thanks of the City for her generous gift, which not only enabled the Art Commission to restore the rotunda, but encouraged the City to proceed with its part in the improvement of the building, since secured; and be it further

Resolved, That the Secretary be instructed to send to Mrs. Sage a copy of this resolution.

Which was adopted by the following vote:

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

**Department of Bridges—Approval of Form of Contract, Etc.** (Cal. No. 19).

The Secretary presented:

Report of the Comptroller recommending that the form of contract, plans, specifications and estimate of cost (\$420,000) for Lockers, Shelving and Filing Equipment for the Municipal Building, Borough of Manhattan, submitted by the Commissioner of Bridges under date of July 26, 1913, pursuant to chapter 670, Laws of 1907, be returned to said Commissioner with the direction not to prepare any further or additional form of contract for this equipment, as it is the opinion that the various Departments should move into said building with their present equipment, and that any additional furniture or equipment needed thereafter be purchased from the issue of revenue bonds or from Budget allowances.

(On October 9 and 23, and November 6, 1913, the above report was laid over.)

Which was laid over one week (November 20, 1913).

**Board of Education—Acquisition of Site** (Cal. No. 20).

(On January 30, 1913, a resolution of the Board of Education, relative to the acquisition of a site on Intervale avenue, Freeman and Chisholm streets, The Bronx, was referred to the Comptroller, and on July 31, 1913, the Board authorized the acquisition of all of the premises included within the tract, with the exception of the following described plot on Intervale avenue.)

The Secretary presented the following:

City of New York, Department of Finance, Comptroller's Office, November 7, 1913.

**To the Honorable the Board of Estimate and Apportionment:**

Gentlemen—At a meeting of your Board held January 30, 1913, there was referred to the Comptroller certified copy of a resolution adopted by the Board of Education on January 22, 1913, relative to the acquisition of a school site on Intervale avenue, Freeman and Chisholm streets, Borough of The Bronx.

On June 12, 1913, your Board adopted a resolution authorizing an issue of corporate stock in a lump sum appropriation of \$480,000, which amount provided for a site in the vicinity of Intervale avenue, Freeman and Chisholm streets, Borough of The Bronx. This resolution was concurred in by the Board of Aldermen on July 15, 1913.

The site selected by the Board of Education on Intervale avenue, extending from Freeman to Chisholm streets, consists of a plot of ground having a frontage on Intervale avenue of 332.92 feet with a depth on Chisholm street of 218.01 feet, and a frontage on Freeman street of 238.70 feet with a rear width of 286.42 feet.

All of the premises included within this tract have been purchased by the City, with the exception of a plot of ground having a frontage on Intervale avenue of 25 feet with a depth on the northerly line of about 77 feet and a depth on the southerly line of about 104 feet, with a rear width of about 36 feet.

The original price demanded by the owners of these premises was \$13,000, but after negotiation by the Comptroller the price has been reduced to \$11,000.

The price being reasonable and just, I respectfully recommend that your Board approve the selection of the following described premises for use of the Department of Education:

All that certain lot, piece or parcel of land, situate in the 23d Ward of the City of New York, Borough of The Bronx, which on a certain map entitled "Map of the Subdivision of Property of Mary L. Tiffany in 23d Ward, City of New York, and filed in the office of the Register of the City and County of New



York by the map No. 945, is shown and distinguished as lot No. 25, block No. 444 and is bounded and described as follows:

Beginning at a point on the southeasterly line or side of said block No. 444, the same being the northwesterly line or side of Intervale avenue as shown on said map distant 483.46 feet northeastwardly from the point of intersection thereof with the southwesterly line or side of said block (said southwesterly line or side being shown on the said map as the northeasterly line or side of 169th street), running thence northwesterly 104.33 feet, thence easterly 36.75 feet to the southwesterly corner of lot 24 or said block No. 444, as shown on said map, thence southeasterly along the southwesterly line or side of said lot No. 24 as shown on said map, 77.26 feet to the said southeasterly line or side of block No. 444, being the northwesterly line or side of said Intervale avenue as shown on said map as aforesaid, and thence southwesterly along the same 25 feet to the point or place of beginning; together with all the right, title and interest, if any, of the owner of, in or to the avenue in front thereof to the centre thereof. —and authorizes the Comptroller to enter into contract for the acquisition of the same at private sale, at a price not exceeding \$11,000, said contract to be submitted to the Corporation Counsel for his approval as to form.

Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Board of Education of property located on Intervale avenue, Freeman and Chisholm streets, Borough of The Bronx, as a site for school purposes, bounded and described as follows:

All that certain lot, piece or parcel of land, situate in the 23d Ward of The City of New York, Borough of The Bronx, which on a certain map entitled "Map of the Subdivision of Property of Mary L. Tiffany in 23d Ward, City of New York," and filed in the office of the Register of the City and County of New York by the Map No. 945, is shown and distinguished as Lot No. 25 of Block No. 444, and is bounded and described as follows:

Beginning at a point on the southeasterly line or side of said Block No. 444, the same being the northwesterly line or side of Intervale avenue, as shown on said map distant 483.46 feet northeastwardly from the point of intersection thereof with the southwesterly line or side of said block (said southwesterly line or side being shown on the said map as the northeasterly line or side of 169th street), running thence northwesterly 104.33 feet, thence easterly 36.85 feet to the southwesterly corner of lot 24 of said Block No. 444, as shown on said map; thence southeasterly along the southwesterly line or side of said Lot No. 24, as shown on said Map, 77.26 feet to the said southeasterly line or side of Block No. 444, being the northwesterly line or side of said Intervale avenue, as shown on said map, as aforesaid, and thence southwesterly along the same 25 feet to the point or place of beginning; together with all the right, title and interest, if any, of the owner of, in and to the avenue in front thereof to the centre thereof. —and authorizes the Comptroller to enter into a contract for the acquisition of said property at private sale, at a price not exceeding eleven thousand dollars (\$11,000), said contract to be submitted to the Corporation Counsel for approval as to form.

Which was adopted by the following vote:

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

#### Board of Education—Acquisition of Site (Cal. No. 21).

The Secretary presented the following:

The City of New York, Department of Finance, Comptroller's Office, November 5, 1913.

To the Honorable the Board of Estimate and Apportionment:

Gentlemen—At a meeting of your Board held October 2, 1913, a resolution was adopted authorizing the Comptroller to purchase the following described premises for use of the Department of Education for the sum of \$2,100:

All that lot, piece or parcel of land, with the improvements thereon, situate, lying and being in Woodhaven, Jamaica, Borough of Queens, County of Queens, City and State of New York, bounded and described as follows:

Beginning at a point on the westerly side of Ferry street, which point is distant 140 feet southerly from the corner formed by the intersection of the westerly side of Ferry street with the southerly side of Shipley street; running thence westerly and parallel with Shipley street 100 feet; thence southerly and parallel with Ferry street 40 feet; running thence easterly and parallel with Shipley street 100 feet to the westerly side of Ferry street; running thence northerly along the westerly side of Ferry street 40 feet to the point or place of beginning, together with all the right, title and interest, if any, of the owner of, in and to the streets in front thereof to the centre thereof.

A search of the title to the above described property by the United States Title Guaranty Company develops the fact that the premises are subject to a covenant and restriction recorded in liber 1447 of Conveyances, page 263, which reads as follows:

"And the said parties of the second part, for their heirs and assigns, doth hereby covenant to and with the parties of the first part and each of them, as well as for their own use, as for the use of each and all the persons who may purchase or derive title through or from them to any part of the tracts of land laid down on the aforesaid map, that neither the parties of the second part nor their heirs or assigns shall or will at any time hereafter erect or permit upon any part of the land conveyed by the present indenture any slaughter house, smith shop, forge, furnace, steam engine, brass foundry, nail, iron or other foundry, or any manufactory of gunpowder, glue, varnish, vitriol, ink or turpentine, or for the tanning, dressing or preparing of hides, skins or leather, or stores for the vending or dispensing of merchandise of any nature whatever, or any ale house, brewery, distillery or other place for the manufacture or sale of intoxicating liquors, or for carrying on any other noxious, dangerous or offensive trade or business, and that the said parties of the first part, or their heirs or assigns, will not erect on said premises or permit to be erected thereon any building except outbuildings with a flat roof, or less than two stories in height, or erect on said premises or permit to be erected thereon any dwelling upon a plot having a frontage of less than forty feet, or erect any dwelling less than ten feet from the building line, or any dwelling without a cellar or costing less than three thousand dollars, or erect any barn, stable or outhouse less than sixty feet from the line of any street upon which the said lots herein conveyed front, or nearer than ten feet to any adjoining property, without the written consent of the parties of the first part herein.

"This covenant to run with the land until July 1, 1916, when it shall cease and terminate."

In my opinion the covenant and restriction will not affect the purposes for which the property is being acquired, and I therefore recommend that the resolution adopted by your Board October 2, 1913, be amended by taking the property subject to the covenant and restriction as contained in liber 1447 of Conveyances, page 263.

Respectfully,

WM. A. PRENDERGAST, Comptroller.

The City of New York, Department of Finance, Comptroller's Office, November 5, 1913.

To the Honorable the Board of Estimate and Apportionment:

Gentlemen—At a meeting of the Board of Estimate and Apportionment held October 2, 1913, a resolution was adopted authorizing the Comptroller to purchase the following described premises for use of the Department of Education for the sum of \$12,000:

All that lot, piece or parcel of land, with the improvements thereon, situate, lying and being in Woodhaven, Jamaica, Borough of Queens, County of Queens, City and State of New York, bounded and described as follows:

Beginning at a point on the southerly side of Shipley street, distant 100 feet westerly from the corner formed by the intersection of the southerly side of Shipley street with the westerly side of Ferry street; running thence southerly and parallel with Ferry street 100 feet; running thence westerly and parallel with Shipley street 20 feet; running thence southerly and parallel with Ferry street 20 feet; running thence westerly and parallel with Shipley street 20 feet; running thence southerly and parallel with Ferry street 40 feet; running thence southerly and parallel with Shipley street 80 feet; running thence westerly and parallel with Shipley street 87 feet 7/4 inches; running thence northerly 220 feet 3 inches to the southerly side of Shipley street; running thence easterly along the southerly side of Shipley street 102 feet 3/4 inch to the point

or place of beginning, together with all the right, title and interest, if any, of the owner of, in and to the streets in front thereof to the centre thereof.

The search of the title to the above described property by the United States Title Guaranty Company develops the fact that the premises are subject to the covenants and restrictions as recorded in liber 1480, C. P. 422; liber 1448, C. P. 377, and liber 1528, C. P. 290, which reads as follows:

"And the said party of the second part, for himself, his heirs and assigns, doth hereby covenant to and with the parties of the first part, and each of them, as well for their own use as for the use of each and all of the persons who may purchase or derive title through or from them to any part of the tracts of land laid down on the aforesaid map, that neither the party of the second part, nor his heirs or assigns, shall or will at any time hereafter erect or permit upon any part of the land conveyed by the present indenture any slaughter house, smith shop, forge, furnace, steam engine, brass foundry, nail, iron or other foundry, or any manufactory of gunpowder, glue, varnish, vitriol, ink or turpentine, or for the tanning, dressing or preparing of hides, skins or leather, or stores for the vending or dispensing of merchandise of any nature whatsoever, or any ale house, brewery, distillery or other place for the manufacture or sale of intoxicating liquors, or for carrying on any other noxious, dangerous or offensive trade or business, and that the said party of the second part, or his heirs or assigns will not erect on said premises or permit to be erected thereon, any building except outbuildings with a flat roof, or less than two stories in height, or erect on said premises or permit to be erected thereon any dwelling upon a plot having a frontage of less than forty feet, or erect any dwelling less than ten feet from the building line, or any dwelling without a cellar or costing less than three thousand dollars, or erect any barn, stable or outhouse less than sixty feet from the line of any street upon which the said lots herein conveyed front, or nearer than ten feet to any adjoining property without the written consent of the parties of the first part herein."

This covenant to run with the land until July 1, 1916, when it shall cease and terminate.

In my opinion the covenant and restriction will not affect the purposes for which the property is being acquired, and I therefore recommend that the resolution adopted by your Board on October 2, 1913, be amended by taking the property subject to the covenant and restrictions contained in liber 1480, C. P. 422; liber 1448, C. P. 377, and liber 1528, C. P. 290.

Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment October 2, 1913, which reads as follows:

"Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Board of Education of property located at Ferry and Shipley streets, Borough of Queens, for school purposes, bounded and described as follows:

#### "Parcel No. 1.

"All that certain piece or parcel of land, situate, lying and being in Woodhaven, Ward 4, Jamaica, Borough of Queens, City and State of New York, bounded and described as follows:

"Beginning at a point on the westerly side of Ferry street, which point is distant 140 feet southerly from the corner formed by the intersection of the westerly side of Ferry street with the southerly side of Shipley street; running thence westerly and parallel with Shipley street 100 feet; thence southerly and parallel with Ferry street 40 feet; running thence easterly and parallel with Shipley street 100 feet to the westerly side of Ferry street; running thence northerly along the westerly side of Ferry street 40 feet to the point or place of beginning; together with all the right, title and interest, if any, of the owner of, in and to the streets in front thereof to the centre thereof.

"—and authorizes the Comptroller to enter into a contract for the acquisition of the above described property at private sale, at a price not exceeding twenty-one hundred dollars (\$2,100), said contract to be submitted to the Corporation Counsel for approval as to form.

#### "Parcel No. 2.

"All that certain piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in Woodhaven, Ward 4, Jamaica, Borough of Queens, City and State of New York, bounded and described as follows:

"Beginning at a point on the southerly side of Shipley street, distant 100 feet westerly from the corner formed by the intersection of the southerly side of Shipley street with the westerly side of Ferry street; running thence southerly and parallel with Ferry street 100 feet; running thence westerly and parallel with Shipley street 20 feet; running thence southerly and parallel with Ferry street 20 feet; running thence westerly and parallel with Shipley street 20 feet; running thence southerly and parallel with Ferry street 20 feet; running thence easterly and parallel with Shipley street 80 feet; running thence westerly and parallel with Shipley street 87 feet 7/4 inches; running thence northerly 220 feet 3 inches to the southerly side of Shipley street; running thence easterly along the southerly side of Shipley street 102 feet 3/4 inch to the point or place of beginning; together with all the right, title and interest, if any, of the owner of, in and to the streets in front thereof to the centre thereof.

"—and authorizes the Comptroller to enter into a contract for the acquisition of the above described property at private sale, at a price not exceeding twelve thousand dollars (\$12,000), said contract to be submitted to the Corporation Counsel for approval as to form."

—be and the same is hereby amended by authorizing the acquisition of Parcel No. 1 subject to a covenant and restriction recorded in Liber 1447 of Conveyances, page 263, which reads as follows:

"And the said parties of the second part, for their heirs and assigns doth hereby covenant to and with the parties of the first part and each of them, as well as for their own use, as for the use of each and all the persons who may purchase or derive title through or from them to any part of the tracts of land laid down on the aforesaid map; that neither the parties of the second part nor their heirs or assigns shall or will at any time hereafter erect or permit upon any part of the land conveyed by the present indenture, any slaughter house, smith shop, forge, furnace, steam engine, brass foundry, nail, iron or other foundry, or any manufactory of gunpowder, glue, varnish, vitriol, ink or turpentine, or for the tanning, dressing or preparing of hides, skins or leather, or stores for the vending or dispensing of merchandise of any nature whatever, or any ale house, brewery, distillery or other place for the manufacture or sale of intoxicating liquors, or for carrying on any other noxious, dangerous or offensive trade or business, and that the said parties of the first part, or their heirs or assigns will not erect on said premises or permit to be erected thereon any building except outbuildings with a flat roof, or less than two stories in height, or erect on said premises or permit to be erected thereon any dwelling upon a plot having a frontage of less than forty feet, or erect any dwelling less than ten feet from the building line, or any dwelling without a cellar or costing less than three thousand dollars, or erect any barn, stable or outhouse less than sixty feet from the line of any street upon which the said lots herein conveyed front, or nearer than ten feet to any adjoining property, without the written consent of the parties of the first part herein.

"This covenant to run with the land until July 1, 1916, when it shall cease and terminate."

—and by authorizing the acquisition of Parcel No. 2 subject to the covenants and restrictions as recorded in liber 1480, cp. 422; liber 1448, cp. 377, and liber 1528, cp. 290, which reads as follows:

"And the said party of the second part, for himself, his heirs and assigns, doth hereby covenant to and with the parties of the first part, and each of them, as well for their own use as for the use of each and all of the persons who may purchase or derive title through or from them to any part of the tracts of land laid down on the aforesaid map, that neither the party of the second part, nor his heirs, or assigns, shall or will at any time hereafter erect or permit upon any part of the land conveyed by the present indenture any slaughter house, smith shop, forge, furnace, steam engine, brass foundry, nail, iron or other foundry, or any manufactory of gunpowder, glue, varnish, vitriol, ink or turpentine, or for the tanning, dressing or preparing of hides, skins or leather, or stores for the vending or dispensing of merchandise of any nature whatsoever, or any ale house, brewery, distillery or other place for the manufacture or sale of intoxicating liquors, or for carrying on any other noxious, dangerous or offensive



trade or business, and that the said party of the second part, or his heirs or assigns will not erect on said premises or permit to be erected thereon, any building except outbuildings with a flat roof, or less than two stories in height, or erect on said premises or permit to be erected thereon any dwelling upon a plot having a frontage of less than forty feet, or erect any dwelling less than ten feet from the building line, or any dwelling without a cellar or costing less than three thousand dollars, or erect any barn, stable or outhouse less than sixty feet from the line of any street upon which the said lots herein conveyed front, or nearer than ten feet to any adjoining property without the written consent of the parties of the first part herein.

"This covenant to run with the land until July 1, 1916, when it shall cease and terminate."

Which was adopted by the following vote:

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

*Elizabeth C. Murphy—Claim of (Cal. No. 22).*

The Secretary presented the following:

The City of New York, Department of Finance, Comptroller's Office, November 3, 1913.

To the Honorable the Board of Estimate and Apportionment:

Gentlemen—Under and pursuant to section 246 of the Greater New York Charter, being chapter 601 of the Laws of 1907, of the State of New York, as amended, entitled "An Act to amend the Greater New York Charter in relation to the powers of the Board of Estimate and Apportionment," I hereby certify that a claim has been presented by Elizabeth C. Murphy for the sum of \$1,531, which is alleged to be due for certain loss of earnings which she sustained as a Stenographer between December 15, 1908, and March 29, 1910, a period of 67 weeks, at the rate of \$25 per week, less the sum of \$144 earned at temporary employment, by reason of the acts of certain City and County officials who desired her testimony in the case of "The People v. Jacob Rouss," together with the sum of \$10,000 alleged to be due for damages sustained by reason of false arrest and imprisonment; that, upon investigation, it is disclosed that claimant, who was formerly a Stenographer in the employ of the firm of Grant & Rouss, was detained upon motion of the District Attorney from March 14 to May 24, 1909, a period of about 2½ months, in the House of Detention, as a witness in the case of "People v. Jacob Rouss," a member of the firm above mentioned, and against whom an indictment had been found for frauds alleged to have been perpetrated by him in certain certiorari proceedings which were instituted against the Police Commissioner of The City of New York for the reinstatement of dismissed police officers; that said claimant was instructed by certain City and County officials prior to, and upon being liberated from the House of Detention, not to return to the office of her former employers until the indictment against "Rouss" had been disposed of; that I am informed she did not return to her former employers after December 15, 1908, and that after her release from the House of Detention she was only able to secure temporary employment, being assured from time to time the case in which she was wanted as a witness would be speedily brought to trial; that various City officials also assured claimant that she would be compensated for any loss of earnings she might sustain by reason of her assisting the District Attorney and acting as a witness for the prosecution in the case of "People v. Jacob Rouss"; that the case, based on the indictment against "Rouss," in connection with which Miss Murphy was held as a witness, had to be abandoned by the present District Attorney, owing to its inherent defects; that claimant testified in certain trials against the above mentioned defendant, which were the result of a subsequent indictment that had been obtained; that I am informed that claimant, from December 15, 1908, up to and including May 24, 1909, the date that her incarceration in the House of Detention as a witness ended, did not derive any income from any employment, being prevented by certain City and County officials from securing same; that recently the Legislature of this State, by chapter 238 of the Laws of 1913, adopted a policy to compensate necessary witnesses for the People in a criminal action or proceeding, when detained by the County, in a sum not to exceed \$3 a day; that claimant has rendered faithful and valuable services to The City of New York; that her testimony assisted in clearing up and preventing for all future time the practice of altering stenographic minutes of testimony taken in police trials and used as a part of the return in certiorari proceedings directed against the Police Commissioner of The City of New York for the reinstatement of dismissed officers; that the claim for damages alleged to be due for false arrest and imprisonment is not sustainable against the City, said arrest being caused by the County of New York in the exercise of a governmental function; that no compensation can be made to claimant for the loss of earnings which she sustained by reason of her association with the "Rouss" case, as the officials who agreed to the payment of the same are no longer in the service of the City, and did not at any time prepare a voucher covering payment thereof; that, furthermore, the statute cited above, which authorized payment to be made in cases of this character was not in existence at the time of the commission of the acts upon which this claim is based; that said claim is, therefore, illegal and invalid against The City of New York, but, notwithstanding, in my judgment it is equitable and proper for the City to pay the same by causing compensation to be made claimant for the period of her detention at the rate of \$3 per day, the maximum amount provided in the statute enacted this year and referred to above, just as though said statute related to the City as distinguished from the County of New York and was in force at the time of said detention; that by following this course it is apparent that the greatest interval of time for which claimant would be entitled to compensation would be from December 15, 1908, to May 24, 1909, a period of 160 days; that by paying her for said period at the statutory rate of \$3 per day, as cited above, there would be due in this connection \$480; that the City has received value and a benefit from the services rendered by claimant to the extent of said sum of \$480, and the same is the amount which should be paid in full settlement of this claim. Respectfully,

DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That pursuant to section 246 of the Greater New York Charter, being chapter 601 of the Laws of 1907 of the State of New York, as amended, the Board of Estimate and Apportionment hereby determines that the City has received a benefit from Elizabeth C. Murphy, and is justly and equitably obligated to pay to said Elizabeth C. Murphy, without interest, the sum of four hundred and eighty dollars (\$480) for loss of earnings which she sustained for a period of 160 days, namely, from December 15, 1908, up to and including May 24, 1909, by reason of being detained as a witness by the County of New York in the case of "The People vs. Jacob Rouss," and assisting The City of New York in connection with certain certiorari proceedings instituted by the aforesaid Jacob Rouss as an attorney, and directed against the Police Commissioner of said City of New York for the reinstatement of dismissed police officers; that the said sum should be paid in full satisfaction of the claim which has been presented on behalf of Elizabeth C. Murphy for the sum of eleven thousand five hundred and thirty-one dollars (\$11,531) which is alleged to be due for loss of earnings and damages sustained by reason of and in connection with the detention aforesaid; that the interests of the City will be best subserved by the payment thereof, and that said sum should be paid only upon execution by the said Elizabeth C. Murphy of a full release in favor of The City and County of New York, in such form as may be approved by the Corporation Counsel, and the Comptroller is hereby authorized to pay said claim from the account entitled "Revenue Bond Fund for Claims, Miscellaneous," R. C. L.—11.

Which was adopted by the following vote:

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

*George Hildebrand—Claim of (Cal. No. 23).*

The Secretary presented the following:

The City of New York, Department of Finance, Comptroller's Office, November 8, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—Under and pursuant to the provisions of section 246 of the Charter, I hereby certify that George Hildebrand has presented a claim for \$14,719.55, alleged to be due for extra work on the Queens County Court House; that under date of May 22, 1908, Hildebrand entered into a contract for rebuilding the interior of the

Queens County Court House; that during the performance of the work under the said contract, various orders were issued to the contractor to perform extra work at stated prices; that one of these orders was for \$987, but was not accompanied by a certificate of necessity, as required by the Charter; that the remaining orders were in excess of \$1,000, in contravention of the provisions of the Charter limiting expenditures to that amount without advertisement and public letting; that all these orders for extra work were therefore illegal and invalid as against the City; that, notwithstanding, in my judgment, it is equitable and proper for the City to pay the money value of the benefit which the City has received by reason of such extra work; that the said value is the sum of \$14,338.10; that therefrom should be deducted the sum of \$25, the expense to which the City has been subjected by reason of certain litigation by the claimant's assignee, Joseph Olhausen, which deduction should be made in accordance with the resolution adopted by the Board of Estimate and Apportionment March 7, 1912, formulating a policy upon which claims of this character should be adjusted; that there remains, therefore, to be paid to the claimant the sum of \$14,313.10, which is the extent of the benefit which the City has received; that the said sum of \$14,313.10 should be paid in full satisfaction of the said claim, upon the execution by the claimant and by his assignee, Joseph Olhausen, of full releases in favor of the City of all claims based upon the extra work for which charge is made; that as the said sum of \$14,313.10 is properly payable out of the fund known as "Rebuilding of Queens County Court House," C. P. Q.—8, in which there remains unexpended the amount of \$433.15 only, it is recommended that there be transferred into said fund the remainder of \$13,879.95 out of the account known as "Moneys Available for Permanent Improvements for which Corporate Stock may lawfully be issued," Code No. C. F. M.—24, as constituted by chapter 36 of the Laws of 1913, and that payment should be made contingent upon the production of a discontinuance of the action instituted by the claimant's assignee, Joseph Olhausen, for the recovery of the amount of Hildebrand's claim. Respectfully,

DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That, pursuant to section 246 of the Charter, being chapter 601 of the Laws of 1907 of the State of New York, as amended, the Board of Estimate and Apportionment hereby determines that The City of New York has received a benefit from George Hildebrand, and is justly and equitably obligated to pay to him the sum of fourteen thousand three hundred and thirteen dollars and ten cents (\$14,313.10) without interest, for extra work done upon the Queens County Court House; that the said sum shall be paid to him in full satisfaction of a claim which has been presented by him for such extra work; that the interests of the City would be best subserved by the payment thereof; that the said sum shall be paid only upon the execution by him and by his assignee, Joseph Olhausen, of full releases in favor of the City of all claims on account of such extra work, in such form as may be approved by the Corporation Counsel; that the payment of the said amount shall be made contingent upon a discontinuance of the action which has been instituted by the said assignee, Joseph Olhausen, for the recovery of the amount of Hildebrand's claim, and that the said sum of fourteen thousand three hundred and thirteen dollars and ten cents (\$14,313.10) be paid out of the account, "Rebuilding of Queens County Court House," C. P. Q.—8; and as there is now a balance of only four hundred and thirty-three dollars and fifteen cents (\$433.15) in said fund, the Comptroller is hereby authorized to transfer into said fund the sum of thirteen thousand eight hundred and seventy-nine dollars and ninety-five cents (\$13,879.95) from the account known as "Moneys Available for Permanent Improvements for which Corporate Stock May Lawfully be Issued," C. F. M.—24, as provided by chapter 36 of the Laws of 1913.

Which was adopted by the following vote:

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

*Board of Education—Modification of Schedule and Transfer of Appropriation (Cal. No. 24).*

(On October 30, 1913, a resolution of the Board of Education in this matter was referred to the Comptroller.)

The Secretary presented the following:

*In the Board of Education.*

Whereas, In accordance with section 1066 of the Greater New York Charter, as amended, there has been deposited in the City Treasury the sum of one thousand and eight dollars (\$1,008), representing proceeds realized from the sale of products of the Manhattan Trade School for Girls, for which a receipt has been received from the City Chamberlain and placed on file, a copy of which is as follows:

"No. 42,030. \$1,008.  
"October 10, 1913.  
"Received from Henry R. M. Cook, Auditor, Board of Education, one thousand and eight dollars as per statement rendered this day.  
"R. R. MOORE, Chamberlain."

—therefore be it

Resolved, That the Board of Estimate and Apportionment be, and it is hereby, respectfully requested to appropriate the sum of one thousand and eight dollars (\$1,008) to the Special Trade School Fund, in accordance with section 1066 of the Greater New York Charter, as amended by chapter 35 of the Laws of 1913.

A true copy of a preamble and resolution adopted by the Board of Education on October 22, 1913.

A. E. PALMER, Secretary, Board of Education.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, October 31, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 22, 1913, the Board of Education requested the appropriation of \$1,008 realized from the sale of products of the Manhattan Trade School for Girls and paid into the City Treasury to the Special Trade School Funds, in compliance with section 1066 of the Greater New York Charter, as amended by chapter 456 of the Laws of 1910 and chapter 35 of the Laws of 1913, which provides that the Board of Education may sell at the prevailing market price such manufactured articles or other products of its trade schools as may not be utilized by the said Board, and all moneys realized from the sale thereof shall be paid into the City Treasury and shall at once be appropriated by the Board of Estimate and Apportionment to a Special Trade School Fund to be administered by the Board of Education.

The existing schedule aggregates \$8,114.35. The appropriation now requested will increase this total to \$9,122.35.

I recommend the adoption of the attached resolution granting the request and approving a schedule for the funds. Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Whereas, The Board of Education has deposited in the City Treasury the sum of one thousand and eight dollars (\$1,008), representing proceeds realized from the sale of products of the Manhattan Trade School for Girls, which sum now constitutes the account entitled, "Sales of Personal Property by the Department of Education"; and,

Whereas, Under the provisions of section 1066 of the Greater New York Charter, as amended by chapter 456 of the Laws of 1910, and chapter 35 of the Laws of 1913, the Board of Estimate and Apportionment shall at once appropriate all money accruing from the sale of manufactured articles or other products of the Vocational, Trade and Truant Schools, Department of Education, to the Special Trade School Fund; therefore, be it

Resolved, That the Board of Estimate and Apportionment hereby appropriates one thousand and eight dollars (\$1,008), representing proceeds of sale of products of the Manhattan Trade School for Girls, to the Special Trade School Fund, and transfer said sum thereto from the suspense account entitled, "Sales of Property by Department of Education."

Which was adopted by the following vote:

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

The following resolution was offered:

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

Special Trade School Fund..... \$9,122 35



Which was adopted by the following vote:  
Affirmative—The Mayor, the Deputy and Acting Comptroller, the Acting President of the Board of Aldermen, the Acting President of the Borough of Manhattan and the Presidents of the Boroughs of Brooklyn, The Bronx, Queens and Richmond—16.

Board of City Record—Modification of Schedules and Transfer of Appropriation (Cal. No. 25A).

The Secretary presented the following:  
The City of New York, Board of City Record, Office of the Supervisor, 13-21 Park Row, October 24, 1913.

Hon. JOSEPH HAAG, Secretary, Board of Estimate and Apportionment:  
Dear Sir—I respectfully request the Board of Estimate and Apportionment to transfer within the budgetary appropriations made to the Board of City Record for the year 1913 the following sums:

FROM	
1175—1913	City of New York, Board of City Record, Contract or Open Market Service, General Plant Service, Administration, Printing, Lithographing, Engraving, etc., the sum of.....
	\$2,500 00
TO	
1168—1913	City of New York, Board of City Record, Supplies, Administration, Office Supplies .....
	\$200 00
1169—1913	City of New York, Board of City Record, Purchase of Equipment, Administration, Office Equipment .....
	1,800 00
1179—1913	City of New York, Board of City Record, Contingencies, Administration .....
	500 00
	\$2,500 00

The transfer of this sum is needed to meet the expenses of moving the City Record office to the new Municipal Building, also for the purchase of equipment for the new offices, and for postage stamps and incidental expenses. Respectfully,  
DAVID FERGUSON, Supervisor of the City Record.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, October 31, 1913.

To the Board of Estimate and Apportionment:  
Gentlemen—On October 24, 1913, the Supervisor of the City Record requested transfer of \$2,500 within appropriations to the Board of City Record for the year 1913. In connection therewith I report as follows:

It is proposed to transfer from Contract or Open Order Service, General Plant Service, Purchase, Storage and Distribution of Stationery and Supplies, 1175, Printed, Lithographed, Engraved or Stamped Forms, including Pamphlets or Printed Blanks, \$2,500, to Supplies, Office Supplies, 1168, Administration, \$200; Purchase of Equipment, Office Equipment, 1169, Administration, \$1,800; Contingencies, 1179, Administration, \$500.

The purpose of this request is to provide funds in the appropriate accounts to meet the expense of moving the City Record office to the new Municipal Building, to purchase equipment for the new office, for postage and for incidental expenses.

I recommend the adoption of the attached resolution granting the request. Respectfully,  
WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:  
Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, as amended, hereby approves of transfer of funds appropriated to the Board of City Record for the year 1913, as follows:

FROM	
Contract or Open Order Service, General Plant Service, Purchase, Storage and Distribution of Stationery and Supplies.	
1175	Printed, Lithographed, Engraved or Stamped Forms, including Pamphlets or Printed Blanks.....
	\$2,500 00
TO	
Supplies, Office Supplies.	
1168	Administration .....
	\$200 00
Purchase of Equipment, Office Equipment.	
1169	Administration .....
	1,800 00
Contingencies.	
1179	Administration .....
	500 00
	\$2,500 00

Which was adopted by the following vote:  
Affirmative—The Mayor, the Deputy and Acting Comptroller, the Acting President of the Board of Aldermen, the Acting President of the Borough of Manhattan and the Presidents of the Boroughs of Brooklyn, The Bronx, Queens and Richmond—16.

The following resolution was offered:  
Resolved, That the Board of Estimate and Apportionment hereby approves of schedules, as revised, for the Board of City Record for the year 1913, as follows:

Contract or Open Order Service, General Plant Service, Purchase, Storage and Distribution of Stationery and Supplies.	
1175	Printed, Lithographed, Engraved or Stamped Forms, including Pamphlets or Printed Blanks.....
	\$525,940 00
Supplies, Office Supplies.	
1168	Administration .....
	1,149 75
Purchase of Equipment, Office Equipment.	
1169	Administration .....
	2,292 00
Contingencies.	
1179	Administration .....
	930 00

Which was adopted by the following vote:  
Affirmative—The Mayor, the Deputy and Acting Comptroller, the Acting President of the Board of Aldermen, the Acting President of the Borough of Manhattan and the Presidents of the Boroughs of Brooklyn, The Bronx, Queens and Richmond—16.

Department of Water Supply, Gas and Electricity—Transfer of Appropriation (Cal. No. 25B).

The Secretary presented the following:  
The City of New York, Department of Water Supply, Gas and Electricity, Commissioner's Office, 13-21 Park Row, New York, October 24, 1913.

Mr. JOSEPH HAAG, Secretary, Board of Estimate and Apportionment:  
Dear Sir—On October 16, the Board of Estimate and Apportionment, at the request of this Department, adopted Resolution 11E of the calendar of that date, transferring out of account No. 510 of 1911, \$250. In posting this transfer it was discovered that the available unencumbered balance had, on October 2, been transferred.

I respectfully request that that resolution be rescinded, and in place thereof that the Board of Estimate and Apportionment transfer the same amount between other appropriations of that year as below:

FROM	
456	Departmental Administration, Contingencies .....
	\$250 00
TO	
572	Borough of Queens, Collection and Storage, Pumping Stations and Standpipes, Repairs and Replacements by Contract or Open Order.....
	\$250 00

Yours truly,  
HENRY S. THOMPSON, Commissioner.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 3, 1913.

To the Board of Estimate and Apportionment:  
Gentlemen—On October 9, 1913, the Commissioner of Water Supply, Gas and Electricity requested transfer of \$250 from Account No. 510 made to his Department for the year 1911, to Account No. 572, for the same year. On October 16, 1913, your Board adopted a resolution approving of the request.

This request did not take account of a transfer from Account No. 510 made a few days previous, which so reduced the balance that the debit transfer cannot be made from that account. On October 24, 1913, the Commissioner requested that the \$250 be taken from Account No. 456, Departmental Administration, Contingencies, made to his Department for the year 1911, in which account there is an available balance.

I recommend the adoption of the attached resolutions, rescinding the resolution adopted by your Board on October 16, 1913, and approving of the Commissioner's amended request. Respectfully,  
WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:  
Resolved, That the following resolution, adopted by the Board of Estimate and Apportionment on October 16, 1913:

"Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated to the Department of Water Supply, Gas and Electricity, for the year 1911, as follows:

FROM	
Boroughs of Manhattan and The Bronx, Distribution, Maintenance of Croton and Bronx Systems.	
510	Repairs and Replacements by Contract or Open Order.....
	\$250 00
TO	
Borough of Queens, Collection and Storage, Pumping Stations and Stand Pipes.	
572	Repairs and Replacements by Contract or Open Order.....
	\$250 00"

—be, and the same is hereby rescinded.  
Which was adopted by the following vote:  
Affirmative—The Mayor, the Deputy and Acting Comptroller, the Acting President of the Board of Aldermen, the Acting President of the Borough of Manhattan and the Presidents of the Boroughs of Brooklyn, The Bronx, Queens and Richmond—16.

The following resolution was offered:  
Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds, appropriated to the Department of Water Supply, Gas and Electricity, for the year 1911, as follows:

FROM	
DEPARTMENTAL ADMINISTRATION.	
456	Contingencies .....
	\$250 00
TO	
WATER SUPPLY, BOROUGH OF QUEENS.	
Collection and Storage, Pumping Stations and Stand Pipes.	
572	Repairs and Replacements by Contract or Open Order.....
	\$250 00

Which was adopted by the following vote:  
Affirmative—The Mayor, the Deputy and Acting Comptroller, the Acting President of the Board of Aldermen, the Acting President of the Borough of Manhattan and the Presidents of the Boroughs of Brooklyn, The Bronx, Queens and Richmond—16.

Board of Coroners, Borough of Manhattan—Transfer of Appropriation (Cal. No. 26).

The Secretary presented the following:  
Board of Coroners, Borough of Manhattan, New York, 70-74 Lafayette Street, October 25, 1913.

Honorable Board of Estimate and Apportionment, No. 277 Broadway, City:

Dear Sir—We respectfully request your honorable Board to transfer the sum of \$130 from our appropriation, Wages, Temporary Employees, Code No. 1984, 1913, to Office Supplies, Code No. 1985, 1913. The reason for this request is to meet the deficiency in our appropriation for office supplies for the balance of this year, same having been exhausted. Respectfully yours,

A. DALESSANDRO, Chief Clerk, Board of Coroners.  
Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, October 31, 1913.

To the Board of Estimate and Apportionment:  
Gentlemen—On October 25, 1913, the Board of Coroners, Borough of Manhattan, requested transfer of \$130 within appropriations for 1913. In connection therewith I report as follows:

It is proposed to transfer from a Personal Service Schedule to a Supply Schedule. This is in conflict with the rule adopted by the Board governing transfers. I therefore recommend that the application be denied. Respectfully,  
WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:  
Resolved, That the Board of Estimate and Apportionment hereby denies the request of the Board of Coroners, Borough of Manhattan, as set forth in a communication dated October 25, 1913, for the transfer of one hundred and thirty dollars (\$130) from account No. 1984 to account No. 1985 for the year 1913.

Which was adopted by the following vote:  
Affirmative—The Mayor, the Deputy and Acting Comptroller, the Acting President of the Board of Aldermen, the Acting President of the Borough of Manhattan and the Presidents of the Boroughs of Brooklyn, The Bronx, Queens and Richmond—16.

The Secretary was directed to transmit a copy of the report of the Comptroller to the Chief Clerk, Board of Coroners, Borough of Manhattan.

Department of Parks, Borough of Brooklyn—Modification of Schedules and Transfer of Appropriation (Cal. No. 27).

The Secretary presented the following:  
The City of New York, Department of Parks, Borough of Brooklyn, Litchfield Mansion, Prospect Park, Borough of Brooklyn, October 23, 1913.

To the Honorable Board of Estimate and Apportionment of The City of New York:  
Gentlemen—Your Honorable Board is respectfully requested to transfer the sum of ninety-nine (\$99) dollars from 1913—1740, Wages, Temporary Employees, Care of Buildings, by changing the line items:

Carpenter, at \$5 per day (200 days).....	\$1,000 00
Unassigned balance .....	4 00
	\$1,004 00

—and inserting in lieu thereof:  
Carpenter, at \$5 per day (181 days)..... \$905 00  
—to 1913-1741, Wages, Temporary Employees, Operation of Stables, by changing the line item:  
Blacksmith, at \$4.50 per day (800 days)..... \$3,600 00  
—and inserting in lieu thereof:  
Blacksmith, at \$4.50 per day (822 days)..... \$3,699 00  
—not changing thereby the total appropriation.

These modifications will provide the necessary funds for the employment of the Blacksmiths in this Department for the balance of the year.

Very truly yours,  
M. J. KENNEDY, Commissioner.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 6, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 23, 1913, the Commissioner of Parks, Borough of Brooklyn, requested modification of two schedules for temporary employees in his department for the year 1913, involving a transfer of \$99. In connection therewith I report as follows:

In Care of Parks and Boulevards, No. 1741, Operation of Stables, the time allowed for Blacksmiths at \$4.50 per day is to be increased by 22 days, to provide for their employment for the remainder of the year. The \$99 necessary is provided by decreasing the amount for Carpenters at \$5 per day in Care of Parks and Boulevards, No. 1740, Care of Buildings, by \$95, and using an unassigned balance of \$4. The following table shows the line changes in detail:

Code No.	Schedule Line.	Schedule Transfer.	
		Increase.	Decrease.
1740	Carpenter, at \$5 per day (200 days).....		\$95 00
	Unassigned balance .....		4 00
1741	Blacksmith, at \$4.50 per day (800 days).....	\$99 00	
		\$99 00	\$99 00

I recommend the adoption of the attached resolutions approving the request. Respectfully,  
WM. A. PRENDERGAST, Comptroller.



The following resolution was offered:  
Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated to the Department of Parks, Borough of Brooklyn, for the year 1913, as follows:

FROM  
*Personal Service, Wages Temporary Employees, Care of Parks and Boulevards.*

1740 Care of Buildings..... \$99 00

TO  
*Personal Service, Wages Temporary Employees, Care of Parks and Boulevards.*

1741 Operation of Stables..... \$99 00

Which was adopted by the following vote:

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

The following resolution was offered:  
Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Parks, Borough of Brooklyn, for the year 1913, as follows:

*Personal Service, Wages Temporary Employees, Care of Parks and Boulevards.*

1740 Care of Buildings—  
Bricklayer, at \$5.60 per day (300 days)..... \$1,680 00  
Mason, at \$5 per day (740 days)..... 3,700 00  
Carpenter, at \$5 per day (181 days)..... 905 00  
Painter, at \$4 per day (2,400 days)..... 9,600 00

\$15,885 00

1741 Operation of Stables—  
Blacksmith, at \$4.50 per day (822 days)..... \$3,699 00  
Blacksmith's Helper, at \$3.50 per day (800 days)..... 2,800 00  
Driver, at \$2.50 per day (7,425 days)..... 18,562 50

\$25,061 50

Which was adopted by the following vote:

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

Department of Correction—Modification of Schedules and Transfer of Appropriation (Cal. No. 28).

The Secretary presented the following:  
Department of Correction of The City of New York, Commissioner's Office, 148 East 20th street, New York, October 22, 1913.

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

Dear Sir—I would respectfully request the honorable, the Board of Estimate and Apportionment to make revision in the following salary schedules as listed below to take effect as of October 1, 1913:

*Present Schedule.*

411 City Prison, Manhattan—  
Warden..... \$3,000 00  
Head Keeper..... 1,800 00  
Physician..... 1,500 00  
Apothecary..... 900 00  
Clerk..... 1,200 00  
Matrons, 3 at \$900..... 2,700 00  
Matrons, 2 at \$600..... 1,200 00  
Keepers, 18 at \$1,200..... 21,600 00  
Keepers, 9 at \$1,050..... 9,450 00  
Keepers, 7 at \$900..... 6,300 00  
Keepers, 9 at \$800..... 7,200 00  
Cook..... 720 00  
Elevatorman..... 600 00  
Orderly, 9 at \$480..... 4,320 00  
Orderly..... 360 00  
Hospital Helper..... 480 00  
Physician..... 1,200 00  
Keepers, 3 at \$800..... 2,400 00  
Unassigned..... 400 00

\$67,330 00

*Proposed Schedule.*

411 City Prison, Manhattan—  
Warden..... \$3,000 00  
Head Keeper..... 1,800 00  
Physician..... 1,500 00  
Apothecary..... 900 00  
Clerk..... 1,200 00  
Matron, 3 at \$900..... 2,700 00  
Matron, 2 at \$600..... 1,200 00  
Keepers, 17 at \$1,200..... 20,400 00  
Keeper, 10 at \$1,050..... 10,500 00  
Keeper, 7 at \$900..... 6,300 00  
Keeper, 9 at \$800..... 7,200 00  
Cook..... 720 00  
Elevatorman..... 600 00  
Orderly, 9 at \$480..... 4,320 00  
Orderly..... 360 00  
Hospital Helper..... 480 00  
Physician..... 1,200 00  
Keepers, 3 at \$800..... 2,400 00

*Present Schedule*

412 City Prison, Brooklyn—  
\*Warden..... \$2,000 00  
Head Keeper..... 1,800 00  
Bookkeeper..... 1,500 00  
Physician..... 1,200 00  
Clerk..... 1,000 00  
Matron..... 1,000 00  
Matron, 2 at \$900..... 1,800 00  
Matron..... 600 00  
Keepers, 10 at \$1,200..... 12,000 00  
Keepers, 3 at \$1,050..... 3,150 00  
Keepers, 2 at \$900..... 1,800 00  
Keepers, 4 at \$800..... 3,200 00  
Orderly, 4 at \$480..... 1,920 00  
Hospital Helper, 3 at \$480..... 1,440 00  
Cook..... 720 00

\$35,130 00

*Proposed Schedule.*

912 City Prison, Brooklyn—  
\*Warden..... \$2,000 00  
Head Keeper..... 1,800 00  
Bookkeeper..... 1,500 00  
Physician..... 1,200 00  
Clerk..... 1,000 00  
Matron..... 1,000 00  
Matron, 2 at \$900..... 1,800 00  
Keepers, 10 at \$1,200..... 12,000 00

Keepers, 3 at \$1,050..... 3,150 00  
Keepers, 2 at \$900..... 1,800 00  
Keepers, 4 at \$800..... 3,200 00  
Orderly, 4 at \$480..... 1,920 00  
Orderly (female)..... 400 00  
Hospital Helper, 3 at \$480..... 1,440 00  
Cook..... 720 00

\$34,930 00

*Present Schedule.*

413 City Prison, Queens—  
\*Warden..... \$2,500 00  
Physician..... 1,200 00  
Clerk..... 750 00  
Matron..... 800 00  
Matron..... 600 00  
Keepers, 2 at \$1,200..... 2,400 00  
Keeper..... 1,050 00  
Keepers, 3 at \$1,000..... 3,000 00  
Keepers, 4 at \$800..... 3,200 00  
Cook..... 600 00  
Orderly (male)..... 1,300 00  
Orderly (female)..... 400 00

\$17,800 00

*Proposed Schedule.*

413 City Prison, Queens—  
Warden..... \$2,500 00  
Physician..... 1,200 00  
Clerk..... 750 00  
Matron..... 800 00  
Matron, 2 at \$600..... 1,200 00  
Keepers, 2 at \$1,200..... 2,400 00  
Keeper..... 1,050 00  
Keepers, 3 at \$1,000..... 3,000 00  
Keepers, 4 at \$800..... 3,200 00  
Cook..... 600 00  
Orderly (male)..... 1,300 00

\$18,000 00

*Present Schedule.*

415 Branch Workhouse, H. I.—  
Warden..... \$2,500 00  
Deputy Warden..... 1,800 00  
Head Keeper..... 1,800 00  
Physician..... 1,200 00  
Matron, 2 at \$900..... 1,800 00  
Matron..... 600 00  
Chaplain, 3 at \$450..... 1,350 00  
Keepers, 6 at \$1,200..... 7,200 00  
Keepers, 3 at \$1,050..... 3,150 00  
Keepers, 2 at \$900..... 1,800 00  
Keepers, 4 at \$800..... 3,200 00  
Cook..... 720 00  
Hospital Helper, 4 at \$600..... 2,400 00  
Hospital Helper, 2 at \$480..... 960 00  
Laundress..... 450 00  
Orderly..... 360 00  
Orderly, 7 at \$240..... 1,680 00  
Orderly, 16 at \$360..... 5,760 00  
Teacher..... 900 00  
Unassigned..... 50 00

\$39,680 00

*Proposed Schedule.*

415 Branch Workhouse, H. I.—  
Warden..... \$2,500 00  
Deputy Warden..... 1,800 00  
Head Keeper..... 1,800 00  
Physician..... 1,200 00  
Matron, 2 at \$900..... 1,800 00  
Matron..... 600 00  
Chaplain, 3 at \$450..... 1,350 00  
Keepers, 5 at \$1,200..... 6,000 00  
Keepers, 3 at \$1,050..... 3,150 00  
Keeper..... 900 00  
Keepers, 6 at \$800..... 4,800 00  
Cook..... 720 00  
Hospital Helper, 4 at \$600..... 2,400 00  
Hospital Helper, 2 at \$480..... 960 00  
Laundress..... 450 00  
Orderly..... 360 00  
Orderly, 7 at \$240..... 1,680 00  
Orderly, 16 at \$360..... 5,760 00  
Teacher..... 900 00  
Unassigned..... 50 00

\$39,180 00

*Present Schedule.*

416 Branch Workhouse, Rikers Island—  
Head Keeper..... \$1,800 00  
Physician..... 1,200 00  
Chaplains, 2 at \$450..... 900 00  
Keepers, 7 at \$1,200..... 8,400 00  
Keepers, 3 at \$900..... 2,700 00  
Keepers, 3 at \$800..... 2,400 00  
Orderly..... 480 00  
Unassigned..... 250 00

Total..... \$18,130 00

*Proposed Schedule.*

416 Branch Workhouse, Rikers Island—  
Head Keeper..... \$1,800 00  
Physician..... 1,200 00  
Chaplains, 2 at \$450..... 900 00  
Keepers, 8 at \$1,200..... 9,600 00  
Keepers, 3 at \$900..... 2,700 00  
Keepers, 2 at \$800..... 1,600 00  
Orderly..... 480 00  
Unassigned..... 250 00

Total..... \$18,530 00

*Present Schedule.*

418 Penitentiary—  
Warden..... \$3,500 00  
Head Keeper..... 1,800 00  
Physician..... 1,200 00  
Clerk, 2 at \$900..... 1,800 00  
Matron, 3 at \$600..... 1,800 00  
Chaplain..... 450 00  
Keepers, 37 at \$1,200..... 44,400 00  
Keepers, 7 at \$1,050..... 7,350 00  
Keepers, 8 at \$900..... 7,200 00  
Keepers, 12 at \$800..... 9,600 00

\*This, in accordance with request of October 16.



Shoemaker .....	900 00
Elevatorman .....	600 00
Hospital Helper .....	600 00
Hospital Helper, 3 at \$480.....	1,440 00
Laundress, 2 at \$450.....	900 00
Trained Nurse .....	360 00
Orderly, 3 at \$360.....	1,080 00
Mechanic's Helper .....	600 00
Teacher, 2 at \$800.....	1,600 00
Unassigned .....	550 00
Total .....	\$87,730 00
<i>Proposed Schedule.</i>	
418 Penitentiary—	
Warden .....	\$3,500 00
Head Keeper .....	1,800 00
Physician .....	1,200 00
Clerk, 2 at \$900.....	1,800 00
Matron, 3 at \$600.....	1,800 00
Chaplain .....	450 00
Keepers, 38 at \$1,200.....	45,600 00
Keepers, 6 at \$1,050.....	6,300 00
Keepers, 9 at \$900.....	8,100 00
Keepers, 11 at \$800.....	8,800 00
Shoemaker .....	900 00
Elevatorman .....	600 00
Hospital Helper .....	600 00
Hospital Helper, 3 at \$480.....	1,440 00
Laundress, 2 at \$450.....	900 00
Trained Nurse .....	360 00
Orderly, 3 at \$360.....	1,080 00
Mechanic's Helper .....	600 00
Teacher, 2 at \$800.....	1,600 00
Unassigned .....	550 00
Total .....	\$87,980 00

In order to provide for the above revisions, I would ask that the necessary transfers of funds be made. Very respectfully,

PATRICK A. WHITNEY, Commissioner.

City of New York, Department of Finance, Bureau of Municipal Investigation and Statistics, November 6, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 22, 1913, the Commissioner of Correction requested modification of six salary schedules in his department for 1913, involving a transfer of \$212.50 within appropriations for the year. In connection therewith I report as follows:

The purpose is to permit the transfer of twelve Keepers employed in the institutions of the department; the transfer of a Matron at \$600 per annum from City Prison, Brooklyn, to City Prison, Queens, and the transfer of a female Orderly.

No increase in salary or in the number of incumbents is involved. A cash transfer of \$212.50 within the accounts is necessary.

The following table shows the line item changes in detail:

Account No.	Schedule Line.	Schedule Transfer.		Cash Transfer.	
		Increase.	Decrease.	Increase.	Decrease.
411	Keeper, 18 at \$1,200.....		\$1,200 00		\$300 00
	Keeper .....	\$1,050 00		\$262 50	
412	Matron, 1 at \$600.....		600 00		150 00
	Orderly (female), 1 at \$400.....	400 00		100 00	
413	Matron, 1 at \$600.....	600 00		150 00	
	Orderly (female), 1 at \$400.....		400 00		100 00
415	Keeper, 6 at \$1,200.....		1,200 00		300 00
	Keeper, 2 at \$900.....		900 00		225 00
	Keeper, 4 at \$800.....	1,600 00		400 00	
416	Keeper, 7 at \$1,200.....	1,200 00		300 00	
	Keeper, 3 at \$800.....		800 00		200 00
418	Keeper, 37 at \$1,200.....	1,200 00		300 00	
418	Keeper, 7 at \$1,050.....		1,050 00		262 50
	Keeper, 8 at \$900.....	900 00		225 00	
	Keeper, 12 at \$800.....		800 00		200 00
		\$6,950 00	\$6,950 00	\$1,737 50	\$1,737 50

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

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated to the Department of Correction for the year 1913, as follows:

FROM	
<i>Personal Service, Salaries, Regular Employees, Prison Service, Care of Plant and Inmates.</i>	
411	City Prison, Manhattan .....
<i>Personal Service, Salaries, Regular Employees, Prison Service, Care of Plant and Inmates.</i>	
412	City Prison, Brooklyn .....
<i>Personal Service, Salaries, Regular Employees, Prison Service, Care of Plant and Inmates, Workhouse.</i>	
415	Harts Island Branch .....
	\$212 50
TO	
<i>Personal Service, Salaries, Regular Employees, Prison Service, Care of Plant and Inmates.</i>	
413	City Prison, Queens .....
<i>Personal Service, Salaries, Regular Employees, Prison Service, Care of Plant and Inmates, Workhouse.</i>	
416	Rikers Island Branch .....
<i>Personal Service, Salaries, Regular Employees, Prison Service, Care of Plant and Inmates.</i>	
418	Penitentiary .....
	\$212 50

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Correction for the year 1913, to be effective as of October 1, 1913, as follows:

*Personal Service, Salaries, Regular Employees, Prison Service, Care of Plant and Inmates.*

	Paid from Tax Levy Appropriation.	Paid from Special Revenue Bonds.	Total.
411 City Prison, Manhattan—			
Warden .....	\$3,000 00		\$3,000 00
Head Keeper .....	1,800 00		1,800 00
Physician .....	1,500 00		1,500 00

	Paid from Tax Levy Appropriation.	Paid from Special Revenue Bonds.	Total.
Resident Physician .....		\$1,200 00	1,200 00
Apothecary .....	900 00		900 00
Clerk .....	1,200 00		1,200 00
Matron, 3 at \$900.....	2,700 00		2,700 00
Matron .....	600 00		600 00
Matron, 1 at \$600 (N. A. S. I.).....	600 00		600 00
Keeper, 17 at \$1,200.....	20,400 00		20,400 00
Keeper, 10 at \$1,050.....	10,500 00		10,500 00
Keeper, 7 at \$900.....	6,300 00		6,300 00
Keeper, 9 at \$800.....	4,800 00	2,400 00	7,200 00
*Keeper, 1 at \$800 (A. S. I. \$200).....	800 00		800 00
*Keeper, 1 at \$800 (N. A. S. I.).....	800 00		800 00
*Keeper, 1 at \$800 (A. S. I. \$100).....	800 00		800 00
Cook .....	720 00		720 00
Elevatorman .....	600 00		600 00
Orderly, 9 at \$480.....	4,320 00		4,320 00
Orderly .....	360 00		360 00
Hospital Helper .....	480 00		480 00
*Balance Unassigned (A. S. I.).....	400 00		400 00

Tax Levy Allowance .....

Special Revenue Bond Allowance.....

\$67,180 00

*Personal Service, Salaries, Regular Employees, Prison Service, Care of Plant and Inmates.*

412 City Prison, Brooklyn—	
Warden .....	\$2,000 00
Head Keeper .....	1,800 00
Bookkeeper .....	1,500 00
Physician .....	1,200 00
Clerk .....	1,000 00
Matron .....	1,000 00
Matron, 2 at \$900.....	1,800 00
Keeper, 10 at \$1,200.....	12,000 00
Keeper, 3 at \$1,050.....	3,150 00
Keeper, 2 at \$900.....	1,800 00
Keeper, 4 at \$800.....	3,200 00
Orderly, 4 at \$480.....	1,920 00
Orderly (female) .....	400 00
Hospital Helper, 3 at \$480.....	1,440 00
Cook .....	720 00
	\$34,930 00

*Personal Service, Salaries, Regular Employees, Prison Service, Care of Plant and Inmates.*

413 City Prison, Queens—	
Warden .....	\$2,500 00
Physician .....	1,200 00
Clerk .....	750 00
Matron .....	800 00
Matron, 2 at \$600.....	1,200 00
Keeper, 2 at \$1,200.....	2,400 00
Keeper .....	1,050 00
Keeper, 3 at \$1,000.....	3,000 00
Keeper, 4 at \$800.....	3,200 00
Cook .....	600 00
Orderly (male) .....	1,300 00
	\$18,000 00

*Personal Service, Salaries, Regular Employees, Prison Service, Care of Plant and Inmates, Workhouse.*

415 Harts Island Branch—	
Warden .....	\$2,500 00
Deputy Warden .....	1,800 00
Head Keeper .....	1,800 00
Physician .....	1,200 00
Matron, 2 at \$900.....	1,800 00
Matron .....	600 00
Chaplain, 3 at \$450.....	1,350 00
Keeper, 5 at \$1,200.....	6,000 00
Keeper, 3 at \$1,050.....	3,150 00
Keeper .....	900 00
Keeper, 5 at \$800.....	4,000 00
Keeper, 1 at \$800 (A. S. I. \$200).....	800 00
Cook .....	720 00
Hospital Helper, 4 at \$600.....	2,400 00
Hospital Helper, 2 at \$480.....	960 00
Laundress .....	450 00
Orderly .....	360 00
Orderly, 7 at \$240.....	1,680 00
Orderly, 16 at \$360.....	5,760 00
Teacher .....	900 00
Balance unassigned (A. S. I.) .....	50 00
	\$39,180 00

*Personal Service, Salaries, Regular Employees, Prison Service, Care of Plant and Inmates, Workhouse.*

416 Rikers Island Branch—	
Head Keeper .....	\$1,800 00
Physician .....	1,200 00
Chaplain, 2 at \$450.....	900 00
Keeper, 8 at \$1,200.....	9,600 00
Keeper, 3 at \$900.....	2,700 00
Keeper .....	800 00
*Keeper, 1 at \$800 (A. S. I. \$100).....	800 00
Orderly .....	480 00
*Balance unassigned (A. S. I.) .....	250 00
	\$18,530 00

*Personal Service, Salaries, Regular Employees, Prison Service, Care of Plant and Inmates.*

418 Penitentiary—	
Warden .....	\$3,500 00
Head Keeper .....	1,800 00
Physician .....	1,200 00
Clerk, 2 at \$900.....	1,800 00
Matron, 2 at \$600.....	1,200 00
*Matron, 1 at \$600 (N. A. S. I.).....	600 00
Chaplain .....	450 00
Keeper, 38 at \$1,200.....	45,600 00
Keeper, 6 at \$1,050.....	6,300 00
Keeper, 9 at \$900.....	8,100 00
Keeper, 10 at \$800.....	8,000 00
*Keeper, 1 at \$800 (A. S. I. \$100).....	800 00
Shoemaker .....	900 00
Elevatorman .....	600 00
Hospital Helper .....	600 00



Hospital Helper, 3 at \$480 .....	1,440 00
Laundress, 2 at \$450 .....	900 00
Trained Nurse .....	360 00
Orderly, 3 at \$360 .....	1,080 00
Mechanic's Helper .....	600 00
Teacher, 2 at \$800 .....	1,600 00
*Balance unassigned (A. S. L.) .....	550 00
	<b>\$87,980 00</b>

Which was adopted by the following vote:

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

#### Fire Department—Modification of Schedule (Cal. No. 29).

The Secretary presented the following:

Fire Department of The City of New York, 157 East 67th Street, October 15, 1913.

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

Sir—I enclose herewith for your information copy of letter dated October 15, 1913, addressed to his Honor the Mayor, as Chairman of the Board of Estimate and Apportionment, requesting modification of salary account of this Department for the year 1913. Respectfully,

JOS. JOHNSON, Fire Commissioner.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, October 31, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 15, 1913, the Fire Commissioner requested modification of one salary schedule, No. 1369, for 1913. In connection therewith I report as follows:

If the request were granted the schedule as modified would not conform to the schedule suggested for the Budget of 1914. I therefore recommend that the request be denied. Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby denies the request of the Fire Commissioner, as set forth in a communication dated October 15, 1913, for the modification of salary schedule No. 1369 for the year 1913.

Which was adopted by the following vote:

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

The Secretary was directed to transmit a copy of the report of the Comptroller to the Fire Commissioner.

#### Board of Education—Approval of Form of Contract, etc. (Cal. No. 30).

The Secretary presented the following:

Board of Education, Park Avenue and 59th Street, New York, October 28, 1913.

Hon. WILLIAM A. PRENDERGAST, Comptroller, The City of New York:

Dear Sir—I have the honor to advise you that at a meeting of the Committee on Buildings held on the 27th inst. it was ordered that you be requested to amend the approximate estimate of cost for improving the premises of Public School 9, Queens, by changing the amount from \$700 to \$850. Respectfully yours,

A. E. PALMER, Secretary, Board of Education.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 6, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 28, 1913, the Board of Education requested approval of a new estimate of cost in the sum of \$850 for improving the premises of Public School 9, Borough of Queens.

On October 2, 1913, the Board of Estimate approved the estimated cost for this work at \$700. On October 20, 1913, bids were received for the work. Ten bids were submitted, the amounts of the four lowest being \$649, \$823, \$844 and \$845. The lowest bid was submitted by Otto Metz, who requested permission to withdraw his bid. This permission was granted, all bids were rejected and the work ordered to be re-advertised at the expense of Mr. Metz.

It is desired now to increase the estimate to \$850, in order that the contract may be awarded at the next bidding. This amount is reasonable, in view of the bids received. There is a sufficient balance in the appropriate fund to pay the increased cost.

I recommend the adoption of the attached resolution, granting the request of the Board of Education. Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment on October 2, 1913, as follows:

"Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution adopted on July 11, 1912, hereby approves the form of contract, specifications, plans and estimates of cost for improving the premises of Public Schools 9 and 88, Borough of Queens, under the jurisdiction of the Department of Education, as follows: Public School 9, estimated cost, seven hundred dollars (\$700); Public School 88, estimated cost, one thousand one hundred dollars (\$1,100). The cost to be charged to the corporate stock fund entitled "C. D. E.—12, School House Fund, Borough of Queens." If no bids are received for such work within such estimated cost, the amount of such estimated cost upon the bids so received may be reconsidered, in its discretion, by the Board of Estimate and Apportionment, provided that any of said bids is within the amount authorized and available for such work."

—be amended to make the estimated cost for Public School 9, eight hundred and fifty dollars (\$850).

Which was adopted by the following vote:

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

#### Department of Docks and Ferries—Approval of Form of Contract, Etc. (Cal. No. 31).

The Secretary presented the following:

Department of Docks and Ferries, City of New York, October 17, 1913.

Hon. A. L. KLINE, Mayor and Chairman of the Board of Estimate and Apportionment:

Sir—I transmit herewith specifications and form of contract No. 1395 for obtaining a supply of 8,000 tons of egg coal. This contract is estimated at \$6 per ton and is a charge against corporate stock funds C. D. D.—27, "Supplies, etc., for Construction and Improvement of Docks."

I request your approval of the specifications, form of contract and estimate as above.

Very truly yours,

R. A. C. SMITH, Commissioner of Docks.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, October 29, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 17, 1913, the Commissioner of Docks requested approval of the form of contract and specifications for furnishing and delivering 8,000 tons of egg coal at an estimated cost of \$6 per ton.

The cost is to be paid from the corporate stock fund of \$298,750, approved by the Board of Estimate and Apportionment July 31, 1913, becoming operative without action by the Board of Aldermen, entitled "C. D. D.—27, Department of Docks and Ferries, Supplies, Etc., for the Construction and Improvement of Docks." On October 24, 1913, an unencumbered balance of \$275,698.69 remained in the fund. The form of contract and specifications are satisfactory and the estimate of cost is reasonable.

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

Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, hereby approves of the form of contract and specifications for furnishing and delivering eight thousand (8,000) tons of egg coal at an estimated

cost of six dollars (\$6) per ton for the use of the Department of Docks and Ferries, the cost to be paid from the corporate stock fund entitled "C. D. D.—27, Department of Docks and Ferries, Supplies, etc., for Construction and Improvement of Docks." If no bids are received for the coal within such estimated cost, the amount of such estimated cost upon the bids received may be reconsidered, in its discretion, by the Board of Estimate and Apportionment, provided that any of said bids is within the amount authorized and available for such work.

Which was adopted by the following vote:

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

#### Department of Water Supply, Gas and Electricity—Approval of Form of Contract, Etc. (Cal. No. 32).

The Secretary presented the following:

The City of New York, Department of Water Supply, Gas and Electricity, Commissioner's Office, 13-21 Park Row, New York, July 24, 1913.

Hon. WILLIAM A. PRENDERGAST, Comptroller, City of New York:

Dear Sir—In compliance with the resolution adopted by the Board of Estimate and Apportionment on July 11, 1912, I transmit herewith for your approval copy of contract, etc., for:

Sec. 1. Furnishing and delivering materials, making excavations, building foundations and erecting a radial brick stack, complete, at the Main Pumping Station, Grant City, Borough of Richmond.

Sec. 2. Furnishing, delivering and installing a boiler plant complete in the Main Pumping Station at Grant City, Borough of Richmond.

Sec. 3. Furnishing materials (except such parts as are furnished by the City), delivering and installing a pumping plant complete in the Main Pumping Station at Grant City, Richmond.

Sec. 4. Furnishing, delivering and installing a generating plant with switchboards, etc., complete, in the Main Pumping Station at Grant City, Richmond.

—the estimated cost of which is as follows:

Section 1 .....	\$4,000 00
Section 2 .....	24,000 00
Section 3 .....	28,000 00
Section 4 .....	17,000 00
	<b>\$73,000 00</b>

—chargeable to C. D. W.—38F. If the above meets with your approval please advise me at your earliest convenience.

Yours truly,

J. W. F. BENNETT, Deputy and Acting Commissioner.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 1, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On July 24, 1913, the Deputy and Acting Commissioner of Water Supply, Gas and Electricity, forwarded for approval form of contract, plans and specifications and estimates of cost for the several items of equipment given below for the Main Pumping Station, Grant City, Borough of Richmond.

Sec. 1. Radial brick smokestack, including foundations..... \$4,000 00

Sec. 2. Boiler plant complete, including superheaters, automatic stokers, feed pumps, meter, etc..... 24,000 00

Sec. 3. Pumping plant, complete, including the dismantling of 3 pumps now in disused stations of the Department, and re-erecting the same with new air pumps, connections and accessories..... 28,000 00

Sec. 4. Electric generating plant, switch board, etc..... 17,000 00

There has been spent upon this Southfield Boulevard Development about \$102,000 for main pumping station, four groups of driven wells with suction lines connecting the wells of each group, land and buildings for four auxiliary pumping stations.

Of the amount now available, \$82,473, the equipment itemized will require about \$73,000; and a further appropriation of \$80,000 has been asked by the Department for electrically driven pumping units at the 4 auxiliary pumping stations, electric transmission line from the main station at Grant City to the auxiliary stations, and a cast iron collecting main to deliver the water raised from the wells at the auxiliary pumping stations to the main station at Grant City, where it will be forced into the service mains of the Borough.

The total cost of this development will therefore be \$260,000, and for that expenditure the City will secure for the Borough of Richmond a water plant capable of furnishing about 3½ million gallons daily addition to the present supply, which in the quarter ending June 30, 1913, averaged 11.3 million gallons daily.

The Southfield boulevard project is expected to furnish 6 million to 7 million gallons daily. As soon as it is available the amount pumped at West New Brighton will be reduced from 3.5 million gallons daily to 2 million gallons, and the reduced pumpage is expected to improve the quality, which is admittedly poor; and the stations at New Springville and Tottenville, which are now operated at an excessive cost per million gallons, will be discontinued. The loss to the system resulting from these shut downs will be about 3 million gallons daily, and the apparent surplus provided at Grant City will take care of the increased consumption of the Borough until the Catskill supply is available, two years hence.

There can be no doubt that the Borough must have more water within two years; and, were it not for the prospect of the Catskill supply, there could be no serious exception to the plans of the Department for the complete Southfield boulevard project. But the practical certainty of the Catskill supply within two years, makes pertinent the inquiry as to the necessity of spending upon this project the entire estimated cost.

In addition to the 3 pumps which belong to the City and which are to be removed and re-erected at Grant City, it would seem that the Department might make use of other idle equipment rather than buy new for this installation, as is proposed in this specification.

Actual examination shows that there are now in disused pumping stations 20 pumps of a total capacity of 63 million gallons daily capacity, which with little or no modification or repair, might be used again.

There are also 22 disused steam boilers of a total capacity of 2,970 horse power, which are capable of further efficient service, together with a large number of boiler feed pumps, water heaters, water weighers, air pumps, gauges, meters, steam and water service pipes which can be used again.

The true interests of the City would seem to demand the use of such items of this equipment as can be utilized at Grant City, not with the idea of a perfect installation but with the distinct idea of a good and serviceable plant for 2 or 3 years use.

It is recommended, therefore, that this form of contract, plan and specification, and estimate of cost be not approved. It is further recommended that the Commissioner of Water Supply, Gas and Electricity be advised to prepare a further plan, modifying the present scheme along the following lines:

1. The removal of two pumps from the Sixth Street Station in Brooklyn, with all accessories and connections, to the new Grant City Station, and the re-erection there of the pumps exactly as arranged in their present location, and thereby avoid the purchase of new equipment, special castings, etc.

2. The removal and installation in the new Grant City Station of a battery of water tube boilers from some discontinued pumping station, of sufficient capacity to supply steam to the 2 pumps above mentioned, with boiler feed pumps and accessories complete.

3. The removal and installation in the two new buildings upon the Southfield boulevard, southerly of Grant City, of the two pumps and engines now in the disused station at Rosedale, L. I., the erection of a cheap and temporary boiler house alongside of each station, and the installation in each of one suitable boiler from discontinued stations, with feed pumps and accessories complete.

4. The connection for direct suction of the wells now in service at Grant City with the pumps to be installed in the new station, and the discontinuance of the old station.

5. The maintenance and operation of the temporary station on the boulevard until the Catskill supply is available.

6. The installation of a collecting main of 10-inch and 16-inch pipe from the most southerly station and wells upon the Southfield boulevard to the new station at Grant City.

7. The erection at Grant City of a steel smokestack, instead of a brick stack. A careful estimate of the cost of the modified proposition as outlined above, based upon a personal examination of the location and of all the disused equipment made



by an Engineer of the Department of Finance, shows that it can be executed at a cost not exceeding \$74,000, an amount well within the funds now available.

The cost of operation of the new Grant City station and two auxiliary stations is estimated at \$60,000 annually.

A modification of the project along these lines can be satisfactorily executed at a saving of at least \$80,000 in cost of installation, and of more than \$10,000 in annual operating cost.

The modified proposition will furnish the Borough with all the water needed until the Catskill supply is available, with some reserve in pumping capacity and in available supply.

The difference between the original and the modified project lies in the amount of reserve furnished in the two cases, and the value of the plant to be discarded after the Catskill water is used.

I recommend, therefore, that the request be denied.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby denies the request of the Commissioner of Water Supply, Gas and Electricity, as set forth in a communication dated July 24, 1913, for the approval of the form of contract, plans, specifications and estimates of cost, aggregating \$73,000, for the equipment of the main pumping station at Grant City, Borough of Richmond.

Which was adopted by the following vote:

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

The Secretary was directed to transmit a copy of the report of the Comptroller to the Commissioner of Water Supply, Gas and Electricity.

#### Department of Water Supply, Gas and Electricity—Approval of Form of Contract, Etc. (Cal. No. 33).

The Secretary presented:

Report of the Comptroller recommending that the request of the Commissioner of Water Supply, Gas and Electricity for approval of the form of contract, plans, specifications and estimate of cost (\$30,500) for furnishing concrete walls, etc., in Shaft 26, Croton Aqueduct, and for a new suction main in boiler room, and other improvements, in the 179th Street Pumping Station, Borough of Manhattan, be denied, for the reason that, in view of the imminent Catskill water supply, this expenditure seems inadvisable. It is also recommended that the resolution adopted by the Board June 26, 1913, authorizing the issue of \$65,000 corporate stock to provide means for the necessary additions to building and equipment at the 179th Street Pumping Station, Manhattan, under the jurisdiction of the Department of Water Supply, Gas and Electricity, be amended, by reducing said amount to \$1,000.

On motion of the Deputy and Acting Comptroller, this matter was laid over one week (November 20, 1913).

#### Board of Education—Approval of Form of Contract, Etc. (Cal. No. 34).

The Secretary presented the following:

Board of Education, Park Avenue and 59th Street, New York, October 29, 1913.

Hon. WILLIAM A. PRENDERGAST, Comptroller, The City of New York:

Dear Sir—On October 27, 1913, bids for furnishing and erecting complete a pipe organ (items 1 and 2) at the Boys' High School, Brooklyn, were opened, the lowest bid for item 1 being \$8,000, and the lowest bid for item 2 being \$273.

The estimated costs for the above-mentioned work as approved by the Board of Estimate and Apportionment are as follows:

Item 1, \$7,700; Item 2, \$300.

The Committee on Buildings accepted the bid of the lowest bidder in the case of item 2, and has instructed me to request you to take such action as may be necessary to amend the estimated cost for item 1, by changing the amount to \$8,000.

Respectfully yours, A. E. PALMER, Secretary, Board of Education.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 6, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 29, 1913, the Board of Education requested approval of a new estimate of cost in the sum of \$8,000 for furnishing and erecting complete a pipe organ (Item 1), at the Boys' High School, Borough of Brooklyn.

On September 15, 1913, the Comptroller approved the estimated cost for this item at \$7,700. On October 27, 1913, bids were received by the Board of Education. The lowest of five bids submitted was that of M. P. Mollor for the sum of \$8,000, which is reasonable.

There is a sufficient balance in the appropriate fund to meet the increased cost.

I recommend the adoption of the attached resolution granting the request of the Board of Education. Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the following report of the Comptroller, dated September 15, 1913, which was approved by the Board of Estimate and Apportionment on October 2, 1913:

"Department of Finance, City of New York, Bureau of Municipal Investigations and Statistics, September 15, 1913.

"Mr. THOMAS W. CHURCHILL, President, Board of Education, Park avenue and 59th street, City:

"Sir—Pursuant to the resolution adopted by the Board of Estimate and Apportionment on July 10, 1913, I hereby approve of the form of contract, specifications, plans and estimates of cost for furnishing and erecting a pipe organ at the Boys' High School, Borough of Brooklyn, as follows:

"Item 1. Estimated cost, seven thousand seven hundred dollars (\$7,700).

"Item 2. Estimated cost, three hundred dollars (\$300).

"The cost of the items is to be charged to the corporate stock fund entitled, "C. D. E.—38 B, School Building Fund, Interior Construction and Equipment, Brooklyn, Subtitle 40."

"In the event that the aggregate sum of the lowest bids received for the two items is equal to or less than the aggregate sum of two items herein approved (although the amount of the lowest bid for one of the items may exceed the amount approved for said item), then the awards for the two items, provided both are awarded, may be made without further approval by the Board of Estimate and Apportionment.

"In the event that the aggregate sum of the lowest bids received for the two items exceeds the aggregate sum of the estimates herein approved, no award for either item shall be made but the amount of such estimated costs, upon the bids so received, may be reconsidered, in its discretion, by the Board of Estimate and Apportionment, or the Comptroller acting in its behalf, provided that either of said bids is within the amount authorized and available for such work.

"Yours truly, WM. A. PRENDERGAST, Comptroller."

—be amended to make the estimated cost for Item 1, eight thousand dollars (\$8,000).

Which was adopted by the following vote:

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

#### President, Borough of Richmond—Authority to Draw Upon Corporate Stock Fund (Cal. No. 35).

The Secretary presented:

Communication from the Acting President, Borough of Richmond, requesting authority to draw upon the corporate stock fund for the construction of a new County Court House in the Borough of Richmond, to the extent of \$9,500, to provide for entering into a contract for excavation for the foundation of the proposed structure.

#### Department of Parks, Boroughs of Manhattan and Richmond—Issue of Special Revenue Bonds (Cal. No. 36).

The Secretary presented:

Resolution of the Board of Aldermen requesting the issue of \$3,000 special revenue bonds (subdivision 8, section 188 of the Charter), for the purpose of making repairs

to the roof of the New York Public Library building, under the direction of the Department of Parks, Boroughs of Manhattan and Richmond.

Which were referred to the Comptroller.

#### Board of Estimate and Apportionment, Efficiency and Budget Advisory Staff—Appointment of Efficiency Examiner (Cal. No. 37).

The Secretary presented the following:

City of New York, Board of Estimate and Apportionment, Office of the Secretary, 277 Broadway, November 11, 1913.

#### Board of Estimate and Apportionment, City of New York:

Gentlemen—We hereby request your approval of the appointment of Mr. Simon T. McNally, of 720 Union avenue, The Bronx, to the position of Efficiency Examiner in the office of the Efficiency and Budget Advisory Staff of the Board, with compensation at the rate of \$125 per month, for a temporary period not to exceed two months, in accordance with the provisions of paragraph 1, rule 12 of the Rules and Classification of the Municipal Civil Service Commission.

This appointment is to be effective as of November 17, 1913. The adoption of the accompanying resolution is recommended. Yours very truly,

DOUGLAS MATHEWSON, Deputy and Acting Comptroller; E. V. FROTHINGHAM, Acting President, Borough of Manhattan; LEWIS H. POUNDS, President, Borough of Brooklyn; CYRUS C. MILLER, President, Borough of The Bronx, Budget Committee.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and authorizes the appointment of Mr. Simon T. McNally, of 720 Union avenue, The Bronx, to the position of Efficiency Examiner in the Efficiency and Budget Advisory Staff of the Board, with compensation at the rate of \$125 per month, for a temporary period not to exceed two months, said appointment to be effective as of November 17, 1913.

Which was adopted by the following vote:

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

#### Department of Finance—Modification of Schedules and Transfer of Appropriation (Cal. No. 38).

The Secretary presented the following:

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 12, 1913.

#### The Honorable Board of Estimate and Apportionment:

Gentlemen—Request is hereby made that the Budget schedule lines supporting the salaries appropriations as made to the Department of Finance for the year 1913 be modified in order to provide for the following changes:

##### Executive and Advisory.

##### 69, Chief Clerk.

First—For the transfer of \$150 from account "69, Chief Clerk," to account "70, Law and Adjustment," for purpose stated under heading of the latter account. The \$150 mentioned is taken from item "Balance Unassigned Available for Salary Increase."

Second—For transferring \$80 from "Balance Unassigned, Not Available for Salary Increase," from account "69, Chief Clerk," to account "78, Audit, Accounts and Awards."

Third—For changing total of schedule lines from \$30,060 to \$29,830.

##### 70, Law and Adjustment.

First—For the promotion of a Clerk from \$1,050 to \$1,200 per annum. The \$150 for the purpose mentioned having been transferred from account "69, Chief Clerk."

Second—For abolishing one position of Examiner at \$5,000 per annum, from November 7, 1913, and transferring \$2,400 of the amount mentioned to account "73, Municipal Investigation and Statistics," for the payment of salary of an Examiner at \$2,400 per annum, to be transferred from Law and Adjustment Division. \$1,666.66 to be placed in Balance Unassigned A. S. I. and \$933.34 in Balance Unassigned N. A. S. I.

Third—For changing total of schedule lines from \$103,670 to \$101,420.

##### 72, Stock and Bond.

First—For the promotion of two Clerks from \$1,350 to \$1,500 per annum each it is proposed to use \$300 of vacant position of Financial Clerk at \$1,200. It is also proposed to use \$750 of the vacant position mentioned for the appointment of an additional Clerk at \$750 per annum, placing \$100 in item "Balance Unassigned Available for Salary Increase" and \$50 in item "Balance Unassigned, Not Available for Salary Increase."

##### 73, Municipal Investigation and Statistics.

First—For the salary of an additional Examiner at \$2,400 per annum, to be transferred from Law and Adjustment Division as of November 7, 1913, the amount necessary to pay the salary mentioned having been transferred from account "70, Law and Adjustment."

Second—For changing total of schedule lines from \$141,510 to \$143,910.

##### Collection.

##### 74, Current Taxes.

For the promotion of a Cashier from \$1,650 to \$1,950 per annum, and of three Clerks at \$750 to \$900 per annum each, it is proposed to use \$750 of the vacant positions of Clerk at \$1,350 and Clerk at \$1,800, placing \$300 in item "Balance Unassigned Available for Salary Increase" and \$300 in item "Balance Unassigned, Not Available for Salary Increase," using \$1,800 to provide for three additional positions of Clerk at \$600 per annum each.

##### 75, Assessments and Arrears.

First—For reducing one position of Clerk, now vacant, from \$1,500 to \$1,200 per annum in order to provide for a Clerk at the latter salary transferred from the Auditing Bureau, Office of the Auditor of Receipts.

Second—For the promotion of a Clerk from \$600 to \$900 per annum it is proposed to use \$300 of the \$1,500 above mentioned.

Third—For the transfer of one position of Financial Clerk with salary at \$1,200 from the Auditing Bureau, Office of the Chief Accountant and Bookkeeper, to the Bureau for the Collection of Assessments and Arrears.

Fourth—For the transfer of one position of Clerk with salary at \$900 from Assessments and Arrears to Auditing Bureau, Office of the Auditor of Receipts.

Fifth—For changing total of schedule lines from \$146,540 to \$146,840.

##### Auditing, Disbursing and Accounting.

##### 77, Inspection.

First—Strike out two positions of Inspector of Repairs and Supplies with respective salaries of \$1,350 and \$1,200, the amount, \$2,550, to be transferred to account "78, Audit, Accounts and Awards," to be used for purposes shown under the heading of that account.

Second—For changing total of schedule lines from \$101,980 to \$99,430.

##### 78, Audit, Accounts and Awards.

First—For the transfer of one position of Financial Clerk at \$1,200 from the office of the Chief Accountant and Bookkeeper to the Bureau for the Collection of Assessments and Arrears.

Second—For reducing one position of Expert Accountant from \$2,400 to \$2,100 for the purpose of making an appointment at that salary and using the \$300 balance for the promotion of an Accountant from \$1,800 to \$2,100.

Third—For the transfer of one position of Clerk with a salary at \$900 from the Bureau for the Collection of Assessments and Arrears to the Auditing Bureau, Office of the Auditor of Receipts.

Fourth—For reducing one position of Clerk at \$1,200, now vacant, to \$900, using the difference, \$300, for promoting an Examining Inspector from \$1,500 to \$1,800.

Fifth—For the purpose of:

(a) Reinstating a Stenographer and Typewriter at \$1,200.....	\$1,200 00
(b) Providing for the salary of a Bookkeeper transferred from	
Stock and Bond Division at .....	1,650 00
(c) Promoting a Financial Clerk from \$1,650 to \$1,800, an increase of	150 00
And an Examining Inspector from \$1,500 to \$1,800, an increase of	300 00

Total ..... \$3,300 00

—it is proposed to use \$2,550 transferred from account "77, Inspection," \$80 from item "Balance Unassigned Not Available for Salary Increase" in account "69, Chief Clerk."



\$370 from item "Balance Unassigned Not Available for Salary Increase" in account "78, Audit, Accounts and Awards," and \$300 obtained by abolishing one vacant position of Clerk at that salary.

Sixth—Change total of schedule lines from \$441,310 to \$443,640.

Resolutions, one providing for modifications of Budget Schedule Lines, and one providing for transfer of funds, are transmitted herewith for adoption.

Respectfully, DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

New York, November 12, 1913.

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

Dear Sir—I herewith protest against any change in the Budget lines of the Finance Department which may have for its object the reduction of my salary from \$5,000 to \$2,400 per annum and the change in my position from Examiner in Charge, Division of Claims, to the Bureau of Municipal Investigation and Statistics.

Yours truly, FRANK J. PRIAL.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Finance for the year 1913, as follows:

FROM	
<i>Executive and Advisory.</i>	
69 Chief Clerk.....	\$38 33
70 Law and Adjustment.....	335 00
<i>Auditing, Disbursing and Accounting.</i>	
77 Inspection .....	425 00
	\$798 33
TO	
<i>Executive and Advisory.</i>	
73 Municipal Investigation and Statistics.....	\$360 00
<i>Collection.</i>	
75 Assessments and Arrears.....	50 00
<i>Auditing, Disbursing and Accounting.</i>	
78 Audit, Accounts and Awards.....	388 33
	\$798 33

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the following modifications of the Schedule of Salaries supporting the appropriations made to the Department of Finance for the year 1913, entitled and as follows:

<i>Executive and Advisory, 69, Chief Clerk.</i>	
*Clerk (Chief) (A. S. I. \$1,283.33) .....	\$3,150 00
*Clerk (A. S. I. \$1,283.33) .....	3,150 00
Clerk .....	2,400 00
Clerk .....	1,800 00
Clerk .....	1,350 00
*Clerk (A. S. I. \$500) .....	1,200 00
*Clerk (A. S. I. \$450) .....	1,050 00
Clerk .....	540 00
*Clerk, 3 at \$480 .....	1,440 00
*Clerk, 2 at \$300 .....	600 00
*Clerk (N. A. S. I.) .....	300 00
Stenographer and Typewriter .....	1,200 00
Typewriting Copyist (N. A. S. I.) .....	600 00
Telephone Operator (3 at \$1,050) .....	3,150 00
*Laborer, 2 at \$900 (A. S. I. \$650) .....	1,800 00
*Cleaner (A. S. I. \$180), 2 at \$540 .....	1,080 00
Bookbinder .....	1,350 00
Bookbinder, 3 at \$1,200 .....	3,600 00
Balance unassigned (A. S. I.) .....	50 00
Balance unassigned (N. A. S. I.) .....	20 00
	\$29,830 00

<i>Executive and Advisory, 70, Law and Adjustment.</i>	
Auditor of Accounts .....	\$6,000 00
Auditor of Accounts, 2 at \$4,000 .....	8,000 00
Auditor of Accounts .....	3,000 00
Deputy Auditor of Accounts .....	2,500 00
Examiner (out from November 7) .....	5,000 00
Examiner .....	2,550 00
Examiner, 5 at \$2,100 .....	10,500 00
*Examiner (A. S. I. \$1,100) .....	2,100 00
Examiner, 4 at \$1,800 .....	7,200 00
*Examiner, 2 at \$1,650 .....	3,300 00
*Examiner, 4 at \$1,500 (A. S. I. \$2,000) .....	6,000 00
Examiner .....	1,200 00
*Examiner (A. S. I. \$100) .....	1,200 00
Examining Inspector, 2 at \$1,650 .....	3,300 00
Examining Inspector, 3 at \$1,500 .....	4,500 00
*Clerk (A. S. I. \$650) .....	1,950 00
Clerk .....	1,350 00
*Clerk (A. S. I. \$550) .....	1,350 00
*Clerk (A. S. I. \$400) .....	1,200 00
*Clerk (A. S. I. \$500) .....	1,200 00
Clerk, 2 at \$750 .....	1,500 00
*Clerk (A. S. I. \$180) .....	540 00
*Clerk (A. S. I. \$160) .....	480 00
Clerk, 3 at \$300 .....	900 00
Financial Clerk .....	1,200 00
*Law Clerk (A. S. I. \$1,066) .....	2,600 00
Law Clerk .....	1,800 00
Law Clerk, 2 at \$1,200 .....	2,400 00
Medical Examiner .....	4,000 00
Stenographer and Typewriter .....	1,500 00
Stenographer and Typewriter, 4 at \$1,350 .....	5,400 00
Stenographer and Typewriter, 3 at \$1,200 .....	3,600 00
*Stenographer and Typewriter, 3 at \$1,050 (A. S. I. \$1,250) .....	3,150 00
Messenger .....	1,350 00
Balance unassigned (N. A. S. I.) from November 7 .....	933 34
Balance unassigned (A. S. I.) from November 7 .....	1,666 66
	\$101,420 00

<i>Executive and Advisory, 72, Stock and Bond.</i>	
Chief Stock and Bond Clerk .....	\$5,000 00
Clerk .....	3,000 00
Clerk .....	1,800 00
Clerk, 3 at \$1,650 .....	4,950 00
*Clerk (A. S. I. \$600 each), 2 at \$1,500 .....	3,000 00
Clerk (A. S. I. \$500) .....	1,200 00
*Clerk (N. A. S. I.) .....	750 00
Clerk (A. S. I. \$240) .....	540 00
*Clerk, 2 at \$300 .....	600 00
*Clerk, 3 at \$300 (N. A. S. I.) .....	900 00
Financial Clerk .....	1,650 00
Financial Clerk, 2 at \$1,350 .....	2,700 00
Financial Clerk, 2 at \$1,200 .....	2,400 00
Stenographer and Typewriter .....	1,500 00
Stenographer and Typewriter (A. S. I. \$50) .....	750 00
Bank Messenger .....	1,200 00

*Bookkeeper (A. S. I. \$600) .....	1,500 00
*Bookkeeper, 2 at \$1,350 .....	2,700 00
Bookkeeper, 2 at \$1,200 .....	2,400 00
Stock and Bond Clerk, 3 at \$2,100 .....	6,300 00
Stock and Bond Clerk .....	1,950 00
Balance unassigned (N. A. S. I.) .....	50 00
Balance unassigned (A. S. I.) .....	100 00
	\$46,940 00

#### Executive and Advisory, 73, Municipal Investigation and Statistics.

Supervising Statistician and Examiner .....	\$6,000 00
Expert Accountant .....	4,000 00
Expert Accountant, 2 at \$3,500 .....	7,000 00
Expert Accountant .....	3,000 00
Expert Accountant .....	2,500 00
*Auditor of Accounts (N. A. S. I.) .....	3,500 00
Auditor of Accounts, 3 at \$3,000 .....	9,000 00
*Auditor of Accounts (A. S. I. \$1,333.33) .....	3,000 00
*Auditor of Accounts (A. S. I. \$1,000) .....	3,000 00
*Accountant (N. A. S. I.) .....	1,350 00
*Examiner (A. S. I. \$1,160 each), 2 at \$3,500 .....	7,000 00
*Examiner (A. S. I. \$1,166.66) .....	3,500 00
Examiner, 3 at \$3,000 .....	9,000 00
Examiner .....	2,850 00
*Examiner (A. S. I. \$730) .....	2,400 00
*Examiner (N. A. S. I.) .....	2,400 00
*Examiner (N. A. S. I.) from November 7 .....	2,400 00
Examiner .....	2,100 00
*Examiner (A. S. I. \$280) .....	1,950 00
*Examiner (A. S. I. \$550) .....	1,650 00
*Examiner (A. S. I. \$300) .....	1,500 00
Clerk, 2 at \$2,100 .....	4,200 00
*Clerk (A. S. I. \$1,450) .....	2,100 00
*Clerk (A. S. I. \$400 each), 2 at \$1,950 .....	3,900 00
Clerk, 2 at \$1,500 .....	3,000 00
*Clerk (A. S. I. \$300) .....	1,500 00
*Clerk (N. A. S. I.) .....	1,350 00
*Clerk .....	1,050 00
*Clerk (N. A. S. I.) .....	1,050 00
*Clerk (A. S. I. \$390) .....	750 00
*Clerk (A. S. I. \$120) .....	480 00
*Clerk (N. A. S. I.) .....	480 00
Clerk .....	300 00
*Financial Clerk (A. S. I. \$410) .....	1,950 00
Principal Assistant Engineer .....	6,000 00
*Assistant Engineer (A. S. I. \$2,676) .....	5,000 00
*Assistant Engineer (A. S. I. \$1,166.66) .....	4,500 00
Assistant Engineer .....	3,600 00
*Assistant Engineer (A. S. I. \$1,670) .....	3,500 00
Assistant Engineer, 2 at \$3,000 .....	6,000 00
*Assistant Engineer (A. S. I. \$1,000) .....	3,000 00
Assistant Engineer .....	2,400 00
Stenographer and Typewriter .....	1,200 00
*Stenographer and Typewriter, 2 at \$1,050 (N. A. S. I.) .....	2,100 00
*Stenographer and Typewriter, 2 at \$900 (A. S. I. \$300 each) .....	1,800 00
*Stenographer and Typewriter (A. S. I. \$150) .....	750 00
*Stenographer and Typewriter (N. A. S. I.) .....	750 00
*Tabulating Machine Operator (N. A. S. I.) .....	900 00
*Photographer (A. S. I. \$1,200) .....	1,200 00
	\$143,910 00

#### Collection, 74, Current Taxes.

Receiver of Taxes .....	\$6,000 00
Deputy Receiver of Taxes, 2 at \$4,000 .....	8,000 00
Deputy Receiver of Taxes, 2 at \$3,750 .....	7,500 00
Deputy Receiver of Taxes, 3 at \$2,500 .....	7,500 00
Deputy Receiver of Taxes, 3 at \$2,100 .....	6,300 00
Cashier .....	2,500 00
Cashier .....	2,100 00
*Cashier (A. S. I. \$850) .....	1,950 00
*Cashier (A. S. I. \$556.67) .....	1,800 00
Cashier, 2 at \$1,650 .....	3,300 00
Cashier, 10 at \$1,500 .....	15,000 00
*Cashier (A. S. I. \$500) .....	1,500 00
*Cashier (A. S. I. \$600) .....	1,500 00
Bookkeeper .....	2,250 00
Bookkeeper .....	1,800 00
Bookkeeper .....	1,500 00
Bookkeeper .....	1,200 00
Clerk, 3 at \$1,950 .....	5,850 00
Clerk, 2 at \$1,800 .....	3,600 00
Clerk, 5 at \$1,650 .....	8,250 00
Clerk, 12 at \$1,500 .....	18,000 00
*Clerk (A. S. I. \$300) .....	1,500 00
Clerk, 7 at \$1,350 .....	9,450 00
Clerk, 10 at \$1,200 .....	12,000 00
*Clerk (A. S. I. \$500) .....	1,200 00
Clerk, 6 at \$1,050 .....	6,300 00
Clerk, 3 at \$900 .....	2,700 00
*Clerk (A. S. I. \$400 each), 3 at \$900 .....	2,700 00
*Clerk (A. S. I. \$400) .....	900 00
*Clerk (A. S. I. \$400 each), 3 at \$900 .....	2,700 00
Clerk, 17 at \$750 .....	12,750 00
Clerk, 6 at \$600 .....	3,600 00
*Clerk (A. S. I. \$200) .....	600 00
*Clerk (N. A. S. I.) 3 at \$600 .....	1,800 00
*Clerk (N. A. S. I.) .....	600 00
*Clerk (N. A. S. I.) .....	600 00
*Clerk (N. A. S. I.), 3 at \$600 .....	1,800 00
Clerk, 2 at \$540 .....	1,080 00
Clerk (A. S. I. \$180) .....	480 00
Financial Clerk .....	1,950 00
Financial Clerk .....	1,800 00
Financial Clerk .....	1,500 00
*Stenographer and Typewriter (A. S. I. \$700), 2 at \$900 .....	1,800 00
*Stenographer and Typewriter (A. S. I. \$300) .....	900 00
Bank Messenger, 2 at \$1,200 .....	2,400 00
Messenger .....	1,350 00
Messenger .....	1,200 00
Messenger .....	1,050 00
*Messenger (A. S. I. \$433.32) .....	900 00
Adding and Billing Machine Operator, 8 at \$900 .....	7,200 00
*Balance unassigned (N. A. S. I.) .....	300 00
*Balance unassigned (A. S. I.) .....	300 00
	\$192,810 00

#### Collection, 75, Assessments and Arrears.

Collector of Assessments and Arrears .....	\$4,500 00
Deputy Collector of Assessments and Arrears .....	4,000 00
Deputy Collector of Assessments and Arrears .....	3,500 00
Deputy Collector of Assessments and Arrears, 2 at \$2,250 .....	4,500 00
Deputy Collector of Assessments and Arrears .....	2,000 00
Cashier .....	2,100 00
*Cashier (A. S. I. \$700) .....	2,100 00
Cashier .....	1,650 00
Cashier, 2 at \$1,500 .....	3,000 00
Accountant .....	1,800 00



Bookkeeper	1,950 00	Bookkeeper, 17 at \$1,200	20,400 00
Bookkeeper	1,500 00	Examiner	2,550 00
*Bookkeeper (A. S. I. \$550)	1,350 00	*Examiner (A. S. I., \$850)	2,250 00
Bookkeeper, 5 at \$1,200	6,000 00	*Examiner (A. S. I., \$850)	2,250 00
*Bookkeeper (A. S. I. \$500)	1,200 00	Examiner, 3 at \$2,100	6,300 00
*Bookkeeper (N. A. S. I.)	1,200 00	Examiner, 2 at \$1,950	3,900 00
*Bookkeeper (A. S. I. \$600), 2 at \$1,200	2,400 00	Examiner, 2 at \$1,800	3,600 00
Clerk	2,250 00	Examiner, 3 at \$1,650	4,950 00
Clerk, 2 at \$1,800	3,600 00	*Examiner (A. S. I., \$550)	1,650 00
Clerk, 4 at \$1,650	6,600 00	Examiner, 2 at \$1,500	3,000 00
Clerk, 6 at \$1,500	9,000 00	Examiner	1,050 00
Clerk, 10 at \$1,350	13,500 00	Examiner of Accounts of Institutions	3,000 00
*Clerk (A. S. I. \$550)	1,350 00	*Examining Inspector (A. S. I., \$1,800), 2 at \$2,100	4,200 00
Clerk, 7 at \$1,200	8,400 00	*Examining Inspector (A. S. I., \$800)	1,800 00
*Clerk (A. S. I. \$200)	1,200 00	*Examining Inspector (A. S. I., \$800)	1,800 00
Clerk, 3 at \$1,050	3,150 00	*Examining Inspector (A. S. I., \$500)	1,500 00
*Clerk (A. S. I. \$350)	1,050 00	Clerk	4,500 00
Clerk, 2 at \$900	1,800 00	Clerk	2,650 00
*Clerk (A. S. I. \$500)	900 00	Clerk, 2 at \$2,400	4,800 00
*Clerk (A. S. I. \$740), 2 at \$750	1,500 00	Clerk	2,250 00
Clerk (27 at \$600)	16,200 00	Clerk, 4 at \$2,100	8,400 00
*Clerk (A. S. I. \$760), 3 at \$480	1,440 00	Clerk, 2 at \$1,950	3,900 00
*Clerk (N. A. S. I.)	480 00	*Clerk (A. S. I., \$850)	1,950 00
Clerk	300 00	Clerk, 3 at \$1,800	5,400 00
*Clerk	300 00	Clerk, 6 at \$1,650	9,900 00
Financial Clerk	1,650 00	*Clerk (A. S. I., \$650)	1,650 00
*Financial Clerk (A. S. I. \$400)	1,200 00	*Clerk (A. S. I., \$650)	1,650 00
Financial Clerk	1,050 00	Clerk, 7 at \$1,500	10,500 00
*Searcher (A. S. I. \$1,437.50), 3 at \$1,350	4,050 00	*Clerk (A. S. I., \$600)	1,500 00
Searcher, 3 at \$1,200	3,600 00	*Clerk (A. S. I., \$300)	1,500 00
*Searcher (A. S. I. \$500)	1,200 00	Clerk, 2 at \$1,350	2,700 00
Searcher, 7 at \$1,050	7,350 00	Clerk, 4 at \$1,200	4,800 00
*Searcher (A. S. I. \$200)	900 00	*Clerk (A. S. I., \$350)	1,050 00
*Stenographer and Typewriter (A. S. I. \$700)	1,500 00	*Clerk (A. S. I., \$350)	1,050 00
Bank Messenger, 3 at \$1,200	3,600 00	*Clerk (A. S. I., \$250)	1,050 00
Bookbinder	1,200 00	*Clerk (A. S. I., \$900), 2 at \$1,050	2,100 00
*Bookbinder (A. S. I. \$100)	1,200 00	Clerk, 7 at \$1,050	7,350 00
*Balance unassigned (A. S. I.)	50 00	*Clerk (Card Indexer) (A. S. I., \$450)	1,050 00
*Balance unassigned (N. A. S. I.)	520 00	*Clerk (A. S. I., \$450)	1,050 00
	146,840 00	*Clerk (N. A. S. I.)	900 00
Auditing, Disbursing and Accounting, 77, Inspection.			
Examiner	4,000 00	*Clerk (A. S. I., \$300)	900 00
Examiner	1,650 00	Clerk	900 00
*Examiner (A. S. I. \$800), 2 at \$1,200	2,400 00	*Clerk (N. A. S. I.)	900 00
Examiner	1,050 00	*Clerk (N. A. S. I.), 3 at \$900	2,700 00
Examining Inspector, 12 at \$1,500	18,000 00	*Clerk (A. S. I., \$430)	750 00
Examining Inspector	1,350 00	Clerk	750 00
Inspector of Repairs and Supplies	2,550 00	*Clerk (N. A. S. I.), 2 at \$600	1,200 00
Inspector of Repairs and Supplies, 2 at \$1,800	3,600 00	Clerk, 2 at \$540	1,080 00
*Inspector of Repairs and Supplies (A. S. I. \$650)	1,650 00	*Clerk (A. S. I., \$480), 2 at \$540	1,080 00
Inspector of Repairs and Supplies, 3 at \$1,500	4,500 00	*Clerk (A. S. I., \$220)	540 00
Inspector of Repairs and Supplies, 6 at \$1,200	7,200 00	*Clerk (A. S. I., \$240)	540 00
*Inspector of Regulating, Grading and Paving (A. S. I. \$800)	1,800 00	*Clerk (N. A. S. I.)	300 00
Inspector of Regulating, Grading and Paving	1,500 00	Clerk, 4 at \$300	1,200 00
Inspector of Regulating, Grading and Paving	1,350 00	*Clerk (N. A. S. I.)	300 00
Inspector of Regulating, Grading and Paving	1,200 00	Disbursing Clerk	2,250 00
*Inspector of Regulating, Grading and Paving (A. S. I. \$400)	1,200 00	*Financial Clerk (A. S. I., \$800)	2,100 00
*Inspector of Regulating, Grading and Paving (A. S. I. \$400)	1,200 00	*Financial Clerk (A. S. I., \$700)	1,800 00
Inspector of Sewer Construction	1,350 00	Financial Clerk	1,350 00
Inspector of Sewer Construction	1,200 00	*Financial Clerk (A. S. I., \$550)	1,350 00
*Inspector of Sewer Construction (A. S. I. \$400)	1,200 00	*Financial Clerk (A. S. I., \$300)	1,200 00
Inspector of Sewers	1,800 00	Stenographer and Typewriter	1,650 00
Veterinarian	1,800 00	Stenographer and Typewriter	1,500 00
Assistant Engineer	3,000 00	Stenographer and Typewriter, 2 at \$1,350	2,700 00
Assistant Engineer	2,400 00	*Stenographer and Typewriter (A. S. I., \$100)	1,200 00
Assistant Engineer, 4 at \$2,100	8,400 00	Stenographer and Typewriter, 3 at \$1,200	3,600 00
Assistant Engineer	1,800 00	*Stenographer and Typewriter (A. S. I., \$400)	900 00
*Assistant Engineer (A. S. I. \$400)	1,800 00	*Stenographer and Typewriter (A. S. I., \$50)	750 00
*Transitman and Computer (A. S. I. \$650)	1,650 00	Typewriting Copyist	1,050 00
*Stenographer and Typewriter (A. S. I. \$900), 2 at \$1,050	2,100 00	*Typewriting Copyist (A. S. I., \$400)	900 00
Clerk	2,100 00	*Typewriting Copyist (A. S. I., \$350)	750 00
*Clerk (A. S. I. \$565)	1,800 00	*Typewriting Accountant (A. S. I., \$550)	1,350 00
*Clerk (A. S. I. \$550)	1,650 00	Typewriting Accountant, 5 at \$1,200	6,000 00
Clerk	1,500 00	*Typewriting Accountant (A. S. I., \$250)	1,050 00
*Clerk (A. S. I. \$450)	1,350 00	Searcher (A. S. I., \$650)	1,650 00
*Clerk (A. S. I. \$400)	1,200 00	Bank Messenger, 3 at \$1,200	3,600 00
*Clerk (A. S. I. \$350)	1,050 00	Messenger	1,200 00
Clerk	900 00		443,640 00
*Clerk (A. S. I. \$200)	900 00		
*Clerk (A. S. I. \$180)	480 00		
Clerk with Special Knowledge as Cataloguer	750 00		
*Searcher (A. S. I. \$350)	1,050 00		
	99,430 00		
Auditing, Disbursing and Accounting, 78, Audit, Accounts and Awards.			
Chief Auditor of Accounts	6,000 00		
Examiner	6,000 00		
Chief Accountant and Bookkeeper	4,000 00		
Accountant	4,000 00		
*Accountant (A. S. I. \$1,333.33)	4,000 00		
Bookkeeper, 2 at \$4,000	8,000 00		
Auditor of Accounts, 2 at \$4,000	8,000 00		
Auditor of Accounts, 2 at \$3,500	7,000 00		
Auditor of Accounts, 8 at \$3,000	24,000 00		
Deputy Auditor of Accounts	2,500 00		
*Deputy Auditor of Accounts (N. A. S. I.)	2,100 00		
*Expert Accountant (A. S. I. \$1,166.66)	3,500 00		
Expert Accountant, 4 at \$2,500	10,000 00		
*Expert Accountant (A. S. I. \$1,000)	2,400 00		
Expert Accountant, 3 at \$2,100	6,300 00		
*Expert Accountant (A. S. I. \$700), 3 at \$2,100	6,300 00		
*Expert Accountant (A. S. I. \$700)	2,100 00		
*Expert Accountant (A. S. I. \$400)	1,800 00		
*Accountant (A. S. I. \$1,000)	3,000 00		
Accountant, 27 at \$2,400	64,800 00		
*Accountant (A. S. I. \$2,360), 3 at \$2,400	7,200 00		
*Accountant (N. A. S. I.)	2,100 00		
*Accountant (A. S. I. \$900)	2,100 00		
*Accountant (A. S. I. \$600)	1,800 00		
Accountant	1,650 00		
Statistician	2,100 00		
*Statistician (A. S. I. \$600)	1,800 00		
Bookkeeper	3,000 00		
Bookkeeper, 2 at \$2,400	4,800 00		
Bookkeeper	2,250 00		
Bookkeeper, 2 at \$2,100	4,200 00		
Bookkeeper	1,950 00		
Bookkeeper	1,800 00		
*Bookkeeper (A. S. I. \$300)	1,650 00		
Bookkeeper, 3 at \$1,650	4,950 00		
Bookkeeper	1,500 00		
*Bookkeeper (A. S. I., \$600)	1,500 00		
*Bookkeeper (A. S. I., \$3,850), 7 at \$1,350	9,450 00		
Bookkeeper, 3 at \$1,350	4,050 00		
*Bookkeeper (A. S. I., \$1,100), 2 at \$1,350	2,700 00		
*Bookkeeper (A. S. I., \$500), 2 at \$1,200	2,400 00		

Which was adopted by the following vote:

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

#### Court of General Sessions and Supreme Court—Modification of Schedule 3782 (Cal. No. 39).

The Secretary presented the following:

Court of General Sessions of the Peace, County of New York, Clerk's Office, October 24, 1913.

Hon. WILLIAM A. PRENDERGAST, Comptroller of The City of New York, 280 Broadway, New York City:

Dear Sir—I have been informed by your office that the fund of \$25,000, appropriated for Code No. 3732, 1913, Fees of Stenographer for transcribing minutes of trials in the Court of General Sessions and Supreme Court, and providing for the expense of preparing and printing minutes and judgment rolls in the Court of General Sessions and Supreme Court, as provided by chapter 81, Laws of 1888, and chapter 379, Laws of 1889, has been expended. This is a miscellaneous New York County fund, and charges are made against it by other Departments.

I understand that before any bills for Stenographers, for minutes, or for printers, for printing murder cases, can be forwarded to your office for payment, funds must be provided.

Before the expiration of the year 1913 at least three murder cases in the first degree will have to be printed for the Court of Appeals. Said printing will cost approximately \$1,500. The amount required for the payment of Stenographers' bills for the remainder of the year will amount to approximately \$3,500.

Request is, therefore, made for funds to the amount of \$5,000 for the payment of said bills.

At present a number of Stenographers' bills are ready for transmission to your Department. Have the kindness to notify me to which fund they should be charged.

Very respectfully yours, EDWARD R. CARROLL, Clerk of Court.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 12, 1913.

#### To the Board of Estimate and Apportionment:

Gentlemen—On October 24, 1913, the Clerk of the Court of General Sessions requested \$5,000 in special revenue bonds, to replenish appropriation account No. 3732, Budget 1913, fees of Stenographer for transcribing minutes of trials and for the preparing and the printing of the minutes and judgment rolls of the Court, as provided for by chapter 81, Laws of 1888, and chapter 379, Laws of 1889. In connection therewith I report as follows:

Chapter 81 of the Laws of 1888 provides that the Stenographer of the Court of General Sessions shall be entitled to receive fees of 10 cents for each folio of transcripts of the stenographic notes of the testimony of criminal proceedings and furnished to the District Attorney, or to the Clerk of the Court, for record on appeal in cases of conviction for murder. The expenses are made a mandatory County charge, to be paid by the Comptroller out of the public funds.

Chapter 379, Laws of 1889, provides that, when a judgment of death is rendered, the Clerk of the Court of General Sessions must prepare and print the number of



copies of the stenographic minutes and judgment roll which are required by the rules of the Court of Appeals. The expense is made a mandatory County charge, payable on the certificate of the Clerk of the Court, approved by the Judge presiding at the trial.

The 1913 Budget allowance for No. 3732 was \$25,000. On November 7 the unexpended balance was \$50.67, and the overdrafts on the account amounted to \$1,600.

The Clerk of the Court states that the liabilities and estimated expenditures chargeable to the account will total \$5,000, including \$3,500 for fees for Stenographer and \$1,500 for printing copies of stenographic minutes for three murder cases now on appeal.

The request involves expenditures that are a mandatory County charge, and provision to the necessary extent of \$5,000 will be made by the Comptroller, pursuant to the provisions of subdivision 7 of section 188 of the Greater New York Charter. I recommend the adoption of the attached resolution modifying the proper schedule to include the amount necessary to grant the request.

Respectfully, DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for Miscellaneous, New York County, for the year 1913, as follows:

*Personal Service, Fees and Commissions.*

3732 Fees of Stenographer for transcribing Minutes of Trials in the Court of General Sessions and Supreme Court, and providing for the expense of Preparing and Printing Minutes and Judgment Rolls in the Court of General Sessions and Supreme Court, as provided by chapter 81, Laws of 1888, and chapter 379, Laws of 1889:

Schedule Total .....	\$30,000 00
Tax Levy Allowance .....	\$25,000 00
Special Revenue Bond Allowance.....	5,000 00
Total allowance .....	\$30,000 00

Which was adopted by the following vote:

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

*Department of Parks, Borough of The Bronx—Modification of Schedules and Transfer of Appropriation (Cal. No. 40).*

The Secretary presented the following:

The City of New York, Department of Parks, Office of Commissioner for the Borough of The Bronx, Zbrowski Mansion, Claremont Park, October 11, 1913. Honorable ARDOLPH L. KLINE, Mayor, and Chairman, Board of Estimate and Apportionment, City Hall, New York City:

Sir—Application is hereby made to modify wages of temporary employees for wage schedule to be paid from corporate stock funds by striking therefrom the following schedule, which was approved by your honorable Board on March 13, 1913, and April 10, 1913:

C. D. P.—303C. Department of Parks, Borough of The Bronx, Improving Shore Front and Bathing Beaches, Pelham Bay Park.	
1632 Laborers, at \$2.50 per day (1,173 days) .....	\$2,932 50
1675 Double Teams, at \$5 per day (94 days) .....	470 00
1632 Painters, at \$4 per day (54 days) .....	216 00
	\$3,618 50

*Schedule as Revised.*

*Wages, Temporary Employees, Care of Parks and Boulevards.*

	Paid from Tax Levy Appropriation.	Paid from Corporate Stock Fund.	Total.
1632 General—			
Bricklayer, at \$5.60 per day (240 days) ....	\$1,344 00		\$1,344 00
Painter, at \$4 per day (854 days) .....	3,200 00	\$216 00	3,416 00
Pipefitter, at \$5.50 per day (50 days) ....	275 00		275 00
Laborer, at \$2.50 per day (43,800 days) ...	99,000 00	10,500 00	109,500 00
Auto Lawn Mower Engineer, at \$3.50 per day (1,000 days) .....	3,500 00		3,500 00
Blaster, at \$4 per day (211 days) .....	800 00	44 00	844 00
Plumber, at \$5.50 per day (50 days) ....		275 00	275 00
Schedule total .....	\$108,119 00	\$11,035 00	\$119,154 00
Tax levy allowance .....			\$108,119 00
Corporate stock allowance .....			11,035 00
Total allowance .....			\$119,154 00

*Schedule as Revised.*

*Contract or Open Order Service, Transportation, Hire of Horses and Vehicles with Drivers, Care of Parks and Boulevards.*

	Paid from Tax Levy Appropriation.	Paid from Corporate Stock Fund.	Total.
1675 Driver with Horse and Vehicle, at \$3 per day (2,587 days) .....	\$7,599 00	\$162 00	\$7,761 00
Driver with Team and Vehicle, at \$5 per day (6,337 days) .....	30,400 00	1,285 00	31,685 00
Schedule total .....	\$37,999 00	\$1,447 00	\$39,446 00
Tax levy allowance .....			\$37,999 00
Corporate stock allowance .....			1,447 00
Total allowance .....			\$39,446 00

After investigation it is found advisable to do the work contemplated under Code C. D. P.—303C, Improving Shore Front and Bathing Beaches, Pelham Bay Park, by contract, and, as plans and specifications are now being prepared, to be submitted to your honorable Board for approval, as to estimate of cost, etc., the rescindment of this schedule is requested. Respectfully,

T. J. HIGGINS, Commissioner of Parks, Borough of The Bronx.

The City of New York, Department of Parks, Office of Commissioner for the Borough of The Bronx, Zbrowski Mansion, Claremont Park, October 16, 1913. Honorable ARDOLPH L. KLINE, Mayor, and Chairman, Board of Estimate and Apportionment, City Hall, New York City:

Sir—Application is hereby made for the revision of several accounts allowed to this Department for the year 1913.

1632, Personal Service, Wages, Temporary Employees, Care of Parks and Boulevards, General.	
DEDUCT FROM	
Pipe Fitter at \$5.50 per day (48 days) .....	\$264 00
Auto Lawn Mower Engineer at \$3.50 per day (216 days) .....	756 00
	\$1,020 00
ADD TO	
Laborer at \$2.50 per day (788 days) .....	\$1,970 00

The amount added to make up as follows:

From Code 1632—	
Line Pipefitter .....	\$264 00
Auto Lawn Mower Engineer .....	756 00
	\$1,020 00
1636 Line Laborer .....	950 00
	\$1,970 00

*Schedule as Revised.*

	Paid from Tax Levy Appropriation.	Paid from Corporate Stock Fund.	Total.
Bricklayer at \$5.60 per day (240 days) .....	\$1,344 00		\$1,344 00
Painter at \$4 per day (854 days) .....	3,200 00	\$216 00	3,416 00
Pipe Fitter at \$5.50 per day (2 days) .....	11 00		11 00
Laborer at \$2.50 per day (44,588 days) .....	100,970 00	10,500 00	111,470 00
Auto Lawn Mower Engineer at \$3.50 per day (784 days) .....	2,744 00		2,744 00
Blaster at \$4 per day (211 days) .....	800 00	44 00	844 00
Plumber at \$5.50 per day (50 days) .....		275 00	275 00
Schedule total .....	\$109,069 00	\$11,035 00	\$120,104 00
Tax Levy Allowance .....			\$109,069 00
Corporate Stock Allowance .....			11,035 00
			\$120,104 00

*1633, Personal Service, Wages, Temporary Employees, Care of Parks and Boulevards, Care of Roads, Paths and Driveways.*

*ADD TO*

Laborer at \$2.50 per day (5,236 days) .....	\$13,090 00
Steam Engineer at \$4.75 per day (120 days) .....	570 00
	\$13,660 00

The amount added to make up as follows:

To Line Laborer.

From Code 1634 Line Laborer .....	\$8,940 00
From Code 1635 Pruner and Climber .....	4,150 00
	\$13,090 00

To Line Steam Engineer.

From Code 1634 Line Laborer .....	\$475 00
From Code 1636 Laborer .....	95 00
	570 00
	\$13,660 00

*Schedule as Revised.*

Rammer at \$4 per day (100 days) .....	\$400 00
Paver at \$5 per day (100 days) .....	500 00
Laborer at \$2.50 per day (23,236 days) .....	58,090 00
Steam Engineer at \$4.50 per day (286 days) .....	1,287 00
Steam Engineer at \$4.75 per day (417 days) .....	1,980 75
Stoker at \$3 per day (1,190 days) .....	3,570 00
Balance unassigned .....	2 25
	\$65,830 00

*1634, Personal Service, Wages, Temporary Employees, Care of Parks and Boulevards, Care of Buildings.*

*ADD TO*

Stoker at \$3 per day (300 days) .....	\$900 00
The amount added to make up as follows:	
From line Laborer of this Code .....	\$900 00
	\$900 00

*DEDUCT FROM*

Laborer at \$2.50 per day (4,126 days) .....	\$10,315 00
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*Schedule as Revised.*

Stoker at \$3 per day (784 days) .....	\$2,352 00
Laborer at \$2.50 per day (3,874 days) .....	9,685 00
	\$12,037 00

*1635, Personal Service, Wages, Temporary Employees, Care of Parks and Boulevards, Care of Trees in City Streets.*

*DEDUCT FROM*

Pruner and Climber at \$2.50 per day (1,660 days) .....	\$4,150 00
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*Schedule as Revised.*

Engineman at \$3.50 per day (400 days) .....	\$1,400 00
Pruner and Climber at \$2.50 per day (4,420 days) .....	11,050 00
Laborer at \$2.50 per day (1,900 days) .....	4,750 00
	\$17,200 00

*1636, Personal Service, Wages, Temporary Employees, Care of Parks and Boulevards, Care of Bathhouses and Comfort Stations.*

*DEDUCT FROM*

Laborer at \$2.50 per day (418 days) .....	\$1,045 00
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*Schedule as Revised.*

Cleaner at \$1.75 per day (1,028 days) .....	\$1,799 00
Laborer at \$2.50 per day (3,982 days) .....	9,955 00
	\$11,754 00

1. The transfer to Code 1632, Care of Parks and Boulevards, General Line Laborer, is to provide sufficient funds to Care for the Trees, Shrubs, Flowers and Lawns for the balance of the year. In this care would be included cutting of grass, removal of leaves, cutting out the underbrush, the trimming of trees and the removal of a large number of dead trees.

2. The transfer to Code 1633, Care of Parks and Boulevards, Care of Roads, Paths and Driveways, Line Laborer and Steam Engineer, is to provide sufficient funds to complete the repairs to roadways, paths and driveways. The materials are on hand and additional materials contracted for and the roads are badly in need of repairs.

Respectfully, T. J. HIGGINS, Commissioner of Parks, Borough of The Bronx.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 11, 1913.

*To the Board of Estimate and Apportionment:*

Gentlemen—On October 11 and 16, 1913, the Commissioner of Parks, Borough of The Bronx, requested modification of six schedules in his Department for the year 1913 involving a transfer of \$14,610. In connection therewith I report as follows:

In Wages, Temporary Employees, Care of Parks and Boulevards, No. 1632, the time allowed for Laborers at \$2.50 per day and for Painters at \$4 per day is to be reduced 1,173 days and 54 days, respectively. In Transportation, Hire of Horses and Vehicles, No. 1675, Driver, with Team and Vehicle, at \$5 per day, the time allowed is to be reduced by 94 days. These lines are chargeable to the corporate stock fund for improving the shore front and bathing beaches in Pelham Bay Park. This work was to be performed by departmental labor, but the Commissioner now states that after examination of the conditions existing there he is of the opinion that better results will be obtained if the work is let by contract.

In No. 1632 it is also proposed to increase the tax levy allowance for Laborers at \$2.50 per day by 788 days to provide for their employment for the remainder of the year for the care of trees, shrubs, flowers and lawns. The necessary amount, \$1,970, is provided by decreasing the days for Pipefitter by 48 and Auto Lawn Mower Engineer by 216 in No. 1632, and Laborer in No. 1636 by 380.



In Wages, Temporary Employees, Care of Parks and Boulevards, No. 1633, Care of Roads, Paths and Driveways, the time allowed for Laborers at \$2.50 per day and for Steam Engineers at \$4.75 per day is to be increased by 5,236 days and 120 days, respectively, to provide for their employment to complete repairs to roadways, paths and driveways now under way. The necessary amount, \$13,660, is provided by decreasing the time for Laborers in No. 1634, Care of Buildings, by 3,766 days; for Pruners and Climbers in No. 1635, Care of Trees in City Streets, by 1,660 days, and for Laborers in No. 1636, Care of Bath Houses and Comfort Stations, by 38 days.

In Wages, Temporary Employees, No. 1634, Care of Buildings, the time for Stokers at \$3 per day is to be increased by 300 days to provide for their employment for the remainder of the year. The amount necessary, \$900, is provided by reducing the time for Laborers by 360 days.

The following table shows the line changes in detail:

Code No.	Schedule Line.	Tax Levy. Schedule Transfer.		Corporate Stock. Schedule Transfer.	
		Increase.	Decrease.	Increase.	Decrease.
1632	Painter, at \$4 per day (908 days) .....				\$216 00
	Pipefitter, at \$5.50 per day (50 days) .....		\$264 00		
	Laborer, at \$2.50 per day (44,973 days) .....	\$1,970 00			2,932 50
	Auto Lawn Mower Engineer, at \$3.50 per day (1,000 days) .....		756 00		
1633	Laborer, at \$2.50 per day (18,000 days) .....	13,090 00			
	Steam Engineer, at \$4.75 per day (297 days) .....	570 00			
1634	Stoker, at \$3 per day (484 days) .....	900 00			
	Laborer, at \$2.50 per day (8,000 days) .....		10,315 00		
1635	Pruner and Climber, at \$2.50 per day (6,080 days) .....		4,150 00		
1636	Laborer, at \$2.50 per day (4,400 days) .....		1,045 00		
1675	Driver with Team and Vehicle, at \$5 per day (6,431 days) ..				470 00
		\$16,530 00	\$16,530 00		\$3,618 50

I recommend the adoption of the attached resolutions approving the request. Respectfully, DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated to the Department of Parks, Borough of The Bronx, for the year 1913, as follows:

FROM

Wages, Temporary Employees, Care of Parks and Boulevards.

1634	Care of Buildings .....	\$9,415 00
1635	Care of Trees in City Streets .....	4,150 00
1636	Care of Bath Houses and Comfort Stations .....	1,045 00
		\$14,610 00

TO

Wages, Temporary Employees, Care of Parks and Boulevards.

1632	General .....	\$950 00
1633	Care of Roads, Paths and Driveways .....	13,660 00
		\$14,610 00

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Parks, Borough of The Bronx, for the year 1913, as follows:

Personal Service, Wages, Temporary Employees, Care of Parks and Boulevards.

	Paid from Tax Levy Appropriation.	Paid from Corporate Stock Fund.	Total.
1632 General—			
Bricklayer, at \$5.60 per day (240 days) .....	\$1,344 00		\$1,344 00
Painter, at \$4 per day (854 days) .....	3,200 00	\$216 00	3,416 00
Pipefitter, at \$5.50 per day (2 days) .....	11 00		11 00
Laborers, at \$2.50 per day (44,588 days) ..	100,970 00	10,500 00	111,470 00
Auto Lawn Mower Engineer, at \$3.50 per day (784 days) .....	2,744 00		2,744 00
Blaster, at \$4 per day (211 days) .....	800 00	44 00	844 00
Plumber, at \$5.50 per day (50 days) .....		275 00	275 00
Schedule total .....			\$120,104 00
Tax Levy Allowance .....			\$109,069 00
Corporate Stock Allowance .....			11,035 00
			\$120,104 00

1633	Care of Roads, Paths and Driveways—	
	Rammer, at \$4 per day (100 days) .....	\$400 00
	Paver, at \$5 per day (100 days) .....	500 00
	Laborer, at \$2.50 per day (23,236 days) .....	58,090 00
	Steam Engineer, at \$4.50 per day (286 days) .....	1,287 00
	Steam Engineer, at \$4.75 per day (417 days) .....	1,980 75
	Stoker, at \$3 per day (1,190 days) .....	3,570 00
	Balance Unassigned .....	2,250 00
		\$65,830 00

1634	Care of Buildings—	
	Stoker, at \$3 per day (784 days) .....	\$2,352 00
	Laborer, at \$2.50 per day (3,874 days) .....	9,685 00
		\$12,037 00

1635	Care of Trees in City Streets—	
	Engineman, at \$3.50 per day (400 days) .....	\$1,400 00
	Pruner and Climber, at \$2.50 per day (4,420 days) .....	11,050 00
	Laborer, at \$2.50 per day (1,900 days) .....	4,750 00
		\$17,200 00

1636	Care of Bath Houses and Comfort Stations—	
	Cleaner, at \$1.75 per day (1,028 days) .....	\$1,799 00
	Laborer, at \$2.50 per day (3,982 days) .....	9,955 00
		\$11,754 00

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

	Paid from Tax Levy Appropriation.	Paid from Corporate Stock Fund.	Total.
1675 General—			
Driver, with horse and vehicle, \$3 per day (2,587 days) .....	\$7,599 00	\$162 00	\$7,761 00
Driver, with team and vehicle, \$5 per day (6,337 days) .....	30,400 00	1,285 00	31,685 00
Schedule total .....			\$39,446 00
Tax Levy allowance .....			\$37,999 00
Corporate Stock allowance .....			1,447 00
Total allowance .....			\$39,446 00

Which was adopted by the following vote:

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

President, Borough of Queens—Modification of Schedule (Cal. No. 41).

The Secretary presented the following:  
The City of New York, Office of the President of the Borough of Queens, Long Island City, October 14, 1913.

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

Gentlemen—Application is hereby made for revision within the Budget lines of the Engineering Division, Bureau of Highways, President of the Borough of Queens, as follows:

PRESENT SCHEDULE.

Personal Service, Salaries, Temporary Employees, Care of Highways.

3123½	Engineering and Inspection, Corporate Stock and Special and Trust Fund Force—	
	Assistant Engineer at \$1,800 (12 months) .....	\$1,800 00
	Draftsman, at \$1,500 (12 months) .....	1,500 00
	Transitman, at \$1,650 (18 months) .....	2,475 00
	Rodman, at \$1,050 (18 months) .....	1,575 00
	Axeman, at \$900 (18 months) .....	1,350 00
	Stenographer and Typewriter, at \$900 (6 months) .....	450 00
	Typewriting Copyist, at \$720 (6 months) .....	360 00
Schedule Total .....		\$9,510 00
Corporate Stock Allowance .....		\$4,755 00
Special and Trust Fund Allowance .....		4,755 00
		\$9,510 00

PROPOSED SCHEDULE.

Personal Service, Salaries, Temporary Employees, Care of Highways.

3123½	Engineering and Inspection, Corporate Stock and Special and Trust Fund Force—	
	Assistant Engineer, at \$1,800 (13 months) .....	\$1,950 00
	Draftsman, at \$1,500 (15 months) .....	1,975 00
	Transitman, at \$1,650 (21 months) .....	2,887 50
	Rodman, at \$1,050 (18 months) .....	1,575 00
	Axeman, at \$900 (21 months) .....	1,575 00
	Stenographer and Typewriter, at \$900 (7 months) .....	325 00
	Typewriting Copyist, at \$720 (7 months) .....	420 00
Schedule Total .....		\$10,907 50
Corporate Stock Allowance .....		\$3,000 00
Special and Trust Fund Allowance .....		7,907 50
		\$10,907 50

Respectfully,

MAURICE E. CONNOLLY, President of the Borough of Queens.

City of New York, Department of Finance, Bureau of Municipal Investigation and Statistics, November 13, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 14, 1913, the President of the Borough of Queens requested modification of temporary salary schedule in his office for the year 1913. In connection therewith I report as follows:

The request is in Care of Highways, No. 3123½, Engineering and Inspection.

It is proposed to increase the number of months of Assistant Engineer from 12 months to 13 months; Draftsman, from 12 months to 15 months; Transitman, from 18 months to 21 months; Axeman, from 18 months to 21 months; Stenographer and Typewriter, from 6 months to 7 months, and Typewriting Copyist, from 6 months to 7 months.

This modification is requested to provide for the employment of the present temporary force for the balance of the year. The preparation of assessment lists as well as the giving of lines and grades, is considerably behind, so that the continuance of this force is necessary. The work upon which they will be engaged is all assessment, and consequently is a recoverable expense.

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

Respectfully, DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves schedules, as revised, for the office of the President of the Borough of Queens, for the year 1913, as follows:

Salaries Temporary Employees, Care of Highways.

3123½	Engineering and Inspection, Corporate Stock and Special and Trust Fund Force—	
	Assistant Engineer, at \$1,800 (13 months) .....	\$1,950 00
	Draftsman, at \$1,500 (15 months) .....	1,875 00
	Transitman, at \$1,650 (21 months) .....	2,887 50
	Rodman, at \$1,050 (18 months) .....	1,575 00
	Axeman, at \$900 (21 months) .....	1,575 00
	Stenographer and Typewriter, at \$900 (7 months) .....	325 00
	Typewriting Copyist, at \$720 (7 months) .....	420 00
Schedule total .....		\$10,807 50
Corporate Stock allowance .....		\$2,900 00
Special and Trust Fund allowance .....		7,907 50
Total allowance .....		\$10,807 50

Which was adopted by the following vote:

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

Department of Bridges—Modification of Schedules (Cal. No. 42).

The Secretary presented the following:  
City of New York, Department of Bridges, Municipal Building, Manhattan, N. Y., October 22, 1913.

Hon. WILLIAM A. FRENDEGAST, Comptroller, The City of New York, 280 Broadway, New York City:



Sir—I have to request a modification of the schedules supporting the Budget appropriation made for the Department of Bridges for the year 1913, effective as of October 10, 1913, as follows:

*Personal Service, Wages, Temporary Employees, No. 154C, Construction.*

Change line items:	
Inspector of Masonry, at \$5 per day (500 days).....	\$2,500 00
Painter or Bridge Painter, at \$4 per day (16,000 days).....	64,000 00
Carpenter, at \$5 per day (270 days).....	1,350 00
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	\$67,850 00

—to read:

Inspector of Masonry, at \$5 per day (660 days).....	\$3,300 00
Painter or Bridge Painter, at \$4 per day (15,925 days).....	63,700 00
Carpenter, at \$5 per day (170 days).....	850 00
	<hr/>
	\$67,850 00

*Personal Service, Wages, Temporary Employees, Care of Bridges, All Bridges, No. 155, General.*

Change line items:	
Bridge Mechanic or Riveter, at \$5 per day (290 days).....	\$1,450 00
Carpenter or Ship Carpenter, at \$5 per day (460 days).....	2,300 00
Elevator Attendants, at \$2.75 per day (80 days).....	220 00
Laborers, at \$3 per day (41 days).....	123 00
Laborers, at \$2.50 per day (200 days).....	500 00
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	\$4,593 00

—to read:

Bridge Mechanic or Riveter, at \$5 per day (400 days).....	\$2,000 00
Carpenter or Ship Carpenter, at \$5 per day (299 days).....	1,495 00
Elevator Attendants, at \$2.75 per day (100 days).....	275 00
Laborers, at \$3 per day (66 days).....	198 00
Laborers, at \$2.50 per day (250 days).....	625 00
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	\$4,593 00

*Personal Service, Wages, Temporary Employees, Brooklyn Bridge, 157B, General, Bridge Revenue Force.*

Change line items:	
Bridge Mechanic or Riveter, at \$5 per day (215 days).....	\$1,075 00
Wireman or Electrician, at \$4.50 per day (130 days).....	585 00
Laborer, at \$2.50 per day (75 days).....	187 50
	<hr/>
	\$1,847 50

—to read:

Bridge Mechanic or Riveter, at \$5 per day (245 days).....	\$1,225 00
Wireman or Electrician, at \$4.50 per day (80 days).....	360 00
Laborer, at \$2.50 per day (105 days).....	262 50
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	\$1,847 50

*Personal Service, Wages, Temporary Employees, Williamsburg Bridge, 159, General.*

Change line items:	
Painter or Bridge Painter, at \$4 per day (35 days).....	\$140 00
Carpenter or Ship Carpenter, at \$5 per day (20 days).....	100 00
Paver, at \$5 per day (15 days).....	75 00
Watchman, at \$2.50 per day (30 days).....	75 00
Laborer, at \$2.50 per day (100 days).....	250 00
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	\$640 00

—to read:

Painter or Bridge Painter, at \$4 per day (45 days).....	\$180 00
Carpenter or Ship Carpenter, at \$5 per day (30 days).....	150 00
Paver, at \$5 per day (10 days).....	50 00
Watchman, at \$2.50 per day (10 days).....	25 00
Laborer, at \$2.50 per day (94 days).....	235 00
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	\$640 00

The modification request affecting schedule 154C, "Construction," is to provide temporary time for the employment of Inspectors of Masonry on the Approaches of the Manhattan Bridge, the contracts for which are now in process of operation.

The other modifications are requested because of inadequate time allowance.

Respectfully, WM. H. SINNOTT, Deputy and Acting Commissioner.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 10, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 22, 1913, the Commissioner of Bridges requested modifications of 1913 schedules in his Department, as follows:

*Personal Service, Wages, Temporary Employees, 154C, Construction.*

Change line items:	
Inspector of Masonry, at \$5 per day (500 days).....	\$2,500 00
Painter, or Bridge Painter, at \$4 per day (16,000 days).....	64,000 00
Carpenter, at \$5 per day (270 days).....	1,350 00
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	\$67,850 00

—to read:

Inspector of masonry, at \$5 per day (660 days).....	\$3,300 00
Painter, or Bridge Painter, at \$4 per day (15,925 days).....	63,700 00
Carpenter, at \$5 per day (170 days).....	850 00
	<hr/>
	\$67,850 00

*Personal Service, Wages, Temporary Employees, Care of Bridges, All Bridges, No. 155, General.*

Change line items:	
Bridge Mechanic or Riveter, at \$5 per day (290 days).....	\$1,450 00
Carpenter, or Ship Carpenter, at \$5 per day (460 days).....	2,300 00
Elevator Attendants, at \$2.75 per day (80 days).....	220 00
Laborers, at \$3 per day (41 days).....	123 00
Laborers, at \$2.50 per day (200 days).....	500 00
	<hr/>
	\$4,593 00

—to read:

Bridge Mechanic or Riveter, at \$5 per day (400 days).....	\$2,000 00
Carpenter, or Ship Carpenter, at \$5 per day (299 days).....	1,495 00
Elevator Attendants, at \$2.75 per day (100 days).....	275 00
Laborers, at \$3 per day (66 days).....	198 00
Laborers, at \$2.50 per day (250 days).....	625 00
	<hr/>
	\$4,593 00

*Personal Service, Wages, Temporary Employees, Brooklyn Bridge, No. 157B, General, Bridge Revenue Force.*

Change line items:	
Bridge Mechanic or Riveter, at \$5 per day (215 days).....	\$1,075 00
Wireman or Electrician, at \$4.50 per day (130 days).....	585 00
Laborer, at \$2.50 per day (75 days).....	187 50
	<hr/>
	\$1,847 50

—to read:

Bridge Mechanic or Riveter, at \$5 per day (245 days).....	\$1,225 00
Wireman or Electrician, at \$4.50 per day (80 days).....	360 00
Laborer, at \$2.50 per day (105 days).....	262 50
	<hr/>
	\$1,847 50

*Personal Service, Wages, Temporary Employees, Williamsburg Bridge, No. 159, General.*

Change line items:	
Painter, or Bridge Painter, at \$4 per day (35 days).....	\$140 00

Carpenter, or Ship Carpenter, at \$5 per day (20 days).....	100 00
Paver, at \$5 per day (15 days).....	75 00
Watchman, at \$2.50 per day (30 days).....	75 00
Laborer, at \$2.50 per day (100 days).....	250 00
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	\$640 00

—to read:

Painter, or Bridge Painter, at \$4 per day (45 days).....	\$180 00
Carpenter, or Ship Carpenter, at \$5 per day (30 days).....	150 00
Paver, at \$5 per day (10 days).....	50 00
Watchman, at \$2.50 per day (10 days).....	25 00
Laborer, at \$2.50 per day (94 days).....	235 00
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	\$640 00

The Commissioner states that the modification affecting schedule No. 154C is to provide temporary time for the employment of Inspectors of Masonry on the approaches of the Manhattan Bridge, the contracts for which are now in process of operation.

The other modifications are requested because of inadequate time allowance.

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

Respectfully, DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, hereby approves the schedules, as revised, for the Department of Bridges for the year 1913, effective as of October 10, 1913, as follows:

*Personal Service, Wages, Temporary Employees.*

154C Construction—	
Inspector of Masonry, at \$5 per day (660 days).....	\$3,300 00
Painter or Bridge Painter, at \$4 per day (15,925 days).....	63,700 00
Carpenter, at \$5 per day (170 days).....	850 00
Engineman, at \$4.50 per day (400 days).....	1,800 00
Laborer, at \$2.50 per day (856 days).....	2,140 00
Riveter, Bridge Mechanic or Housesmith, at \$5 per day (9,600 days).....	48,000 00
Watchman, at \$2.50 per day (800 days).....	2,000 00
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Schedule total .....	\$121,790 00
Corporate stock allowance .....	121,790 00

*Personal Service, Wages, Temporary Employees, Care of Bridges, All Bridges.*

155 General—	
Engineman, at \$4.50 per day (371 days).....	\$1,669 50
Stoker, at \$3 per day (225 days).....	675 00
Oiler, at \$3 per day (42 days).....	126 00
Wireman or Electrician, at \$4.50 per day (560 days).....	2,520 00
Painter, at \$4 per day (3,106 days).....	12,424 00
Bridge Mechanic or Riveter, at \$5 per day (400 days).....	2,000 00
Carpenter or Ship Carpenter, at \$5 per day (299 days).....	1,495 00
Machinist, at \$4.50 per day (60 days).....	270 00
Machinist's Helper, at \$3 per day (30 days).....	90 00
Blacksmith, at \$4.50 per day (10 days).....	45 00
Blacksmith's Helper, at \$3 per day (10 days).....	30 00
Elevator Attendant, at \$2.75 per day (100 days).....	275 00
Watchman, at \$2.50 per day (11 days).....	27 50
Laborer, at \$2.50 per day (250 days).....	625 00
Laborer, at \$3 per day (66 days).....	198 00
Laborer, at \$2.75 per day (12 days).....	33 00
Mechanic's Helper, at \$3 per day (10 days).....	30 00
Driver, at \$2.50 per day (102 days).....	255 00
Attendant, at \$2.50 per day (10 days).....	25 00
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	\$22,813 00

*Personal Service, Wages, Temporary Employees, Care of Bridges, Brooklyn Bridge, General.*

157B Bridge Revenue Force—	
Machinist, at \$4.50 per day (60 days).....	\$270 00
Machinist's, Blacksmith's and Mason's Helper, at \$3 per day (60 days).....	180 00
Engineman, at \$4.50 per day (10 days).....	45 00
Stoker, at \$3 per day (10 days).....	30 00
Bridge Mechanic or Riveter, at \$5 per day (245 days).....	1,225 00
Carpenter or Ship Carpenter, at \$5 per day (50 days).....	250 00
Blacksmith, at \$4.50 per day (10 days).....	45 00
Wireman or Electrician, at \$4.50 per day (80 days).....	360 00
Brick Mason (Layer), at \$5.00 per day (10 days).....	50 00
Stonemason, at \$5 per day (10 days).....	50 00
Rigger, at \$3.75 per day (12 days).....	45 00
Painter, at \$4 per day (20 days).....	80 00
Driver, at \$2.50 per day (25 days).....	62 50
Watchman, at \$3 per day (10 days).....	30 00
Watchman, at \$2.50 per day (12 days).....	30 00
Attendant, at \$2.50 per day (84 days).....	210 00
Laborer, at \$3 per day (20 days).....	60 00
Laborer, at \$2.75 per day (10 days).....	27 50
Laborer, at \$2.50 per day (105 days).....	262 50
	<hr/>
Schedule total .....	\$3,318 50
Bridge revenue allowance .....	3,318 50

*Personal Service, Wages, Temporary Employees, Care of Bridges, Williamsburg Bridge.*

159 General—	
Bridge Mechanic, at \$5 per day (66 days).....	\$330 00
Painter or Bridge Painter, at \$4 per day (45 days).....	180 00
Wireman or Electrician, at \$4.50 per day (9 days).....	40 50
Carpenter or Ship Carpenter, at \$5 per day (30 days).....	150 00
Paver, at \$5 per day (10 days).....	50 00
Rammer, at \$4 per day (6 days).....	24 00
Attendant, at \$2.50 per day (15 days).....	37 50
Cleaner, at \$2 per day (9 days).....	18 00
Watchman, at \$2.50 per day (10 days).....	25 00
Laborer, at \$3 per day (12 days).....	36 00
Laborer, at \$2.50 per day (94 days).....	235 00
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	\$1,126 00

Which was adopted by the following vote:

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

*Bellevue and Allied Hospitals—Modification of Schedules and Transfer of Appropriation (Cal. No. 43).*

The Secretary presented the following:

Bellevue and Allied Hospitals, Office of the Board of Trustees, 1st avenue and 26th street, New York, October 8, 1913.

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

Sir—The Trustees of Bellevue and Allied Hospitals have the honor to request the Board of Estimate and Apportionment to amend the schedules of salaries and wages of this Department for the year 1913, in accordance with the following, the change to take effect as of October 1, 1913:

373 Stationary Engineers, 2551 days, at \$4.50 per day.....	\$11,479 50
Firemen, 2,553 days, at \$3 per day.....	7,659 00
Plumber, 303 days, at \$5.50 per day.....	1,666 50
	<hr/>
	\$20,805 00



376 Stationary Engineers, 1,099 days, at \$4.50 per day.....	\$4,945 50
Firemen, 1,097 days, at \$3 per day.....	3,291 00
	\$8,236 50
377 Trained Nurse, at \$3 per day (1,592 days).....	\$4,776 00
378 Stationary Engineers, 98 days, at \$4.50 per day.....	\$441 00
Firemen, 96 days, at \$3 per day.....	288 00
	\$729 00
380 Stationary Engineers, 44 days, at \$4.50 per day.....	\$198 00
Firemen, 54 days, at \$3 per day.....	162 00
	\$360 00
381 Stationary Engineers, 54 days, at \$4.50 per day.....	\$243 00
Firemen, 54 days, at \$3 per day.....	162 00
	\$405 00

To meet these modifications, it is requested that transfers of funds be made as follows:

373 Wages, Regular Employees.....	\$24 00
376 Wages, Regular Employees.....	\$24 00
377 Wages, Temporary Employees.....	\$24 00
378 Wages, Temporary Employees.....	6 00
380 Wages, Temporary Employees.....	30 00
	\$60 00
381 Wages, Temporary Employees.....	\$60 00

Respectfully, J. K. PAULDING, Secretary, Board of Trustees.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 11, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 8, 1913, the Trustees of Bellevue and Allied Hospitals requested the modification of five schedules of wages, regular and temporary employees, in that department for the year 1913. On November 7, 1913, the Board of Trustees orally amended the request by substituting one schedule, wages, temporary employees, for two schedules, wages, regular employees. In connection therewith I report as follows:

It is proposed to readjust four schedules of wages, temporary employees, to provide for the payment of two employees on leave, performing military duty. One of the men joined the National Guard subsequent to the preparation of the Budget schedules for 1913, and for whom is required \$54 of the \$60 involved in the transfer. The following table shows the line item changes in detail:

*Wages, Temporary Employees.*

Ac-count No.	Schedule Line.	Schedule Transfer.	
		Decrease.	Increase.
377	Trained Nurse, at \$3 per day (1,592 days).....	\$24 00	
378	Fireman, at \$3 per day (96 days).....	6 00	
380	Stationary Engineer, at \$4.50 per day (44 days).....	36 00	
	Fireman, at \$3 per day (54 days).....		\$6 00
381	Stationary Engineer, at \$4.50 per day (54 days).....		54 00
	Fireman, at \$3 per day (54 days).....		6 00
		\$66 00	\$66 00

I recommend the adoption of the attached resolutions granting the request. Respectfully, DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated to the Department of Bellevue and Allied Hospitals for the year 1913, as follows:

377 Personal Service, Wages, Temporary Employees, Hospital Service, Bellevue Hospital, Operation of Hospital.....	\$24 00
378 Personal Service, Wages, Temporary Employees, Hospital Service, Bellevue Hospital, Care of Buildings and Grounds.....	6 00
380 Personal Service, Wages, Temporary Employees, Hospital Service, Harlem Hospital, Care of Buildings and Grounds.....	30 00
	\$60 00

Which was adopted by the following vote:  
Affirmative—The Mayor, the Deputy and Acting Comptroller, the Acting President of the Board of Aldermen, the Acting President of the Borough of Manhattan and the Presidents of the Boroughs of Brooklyn, The Bronx, Queens and Richmond—16.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Bellevue and Allied Hospitals for the year 1913, to be effective as of October 1, 1913, as follows:

*BELLEVUE AND ALLIED HOSPITALS.*

*Personal Service, Wages, Temporary Employees, Hospital Service, Bellevue Hospital.*

377 Operation of Hospital— Trained Nurse, at \$3 per day (1,592 days).....	\$4,776 00
Personal Service, Wages, Temporary Employees, Hospital Service, Bellevue Hospital.	
378 Care of Buildings and Grounds— Stationary Engineer, at \$4.50 per day (98 days).....	\$441 00
Fireman, at \$3 per day (96 days).....	288 00
	\$729 00

*Personal Service, Wages, Temporary Employees, Hospital Service, Harlem Hospital.*

380 Care of Buildings and Grounds— Stationary Engineer, at \$4.50 per day (44 days).....	\$198 00
Fireman, at \$3 per day (54 days).....	162 00
	\$360 00

*Personal Service, Wages, Temporary Employees, Hospital Service, Fordham Hospital.*

381 Care of Buildings and Grounds— Stationary Engineer, at \$4.50 per day (54 days).....	\$243 00
Fireman, at \$3 per day (54 days).....	162 00
	\$405 00

Which was adopted by the following vote:

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

*President, Borough of Queens—Modification of Schedule (Cal. No. 44).*

The Secretary presented the following:

The City of New York, Office of the President of the Borough of Queens, Long Island City, October 9, 1913.  
Hon. ARDOLPH L. KLINE, Chairman, Board of Estimate and Apportionment, City of New York:

Dear Sir—Pursuant to the provisions of chapter 237 of the Greater New York Charter, application is hereby made for the revision of funds allotted to the President of the Borough of Queens, to wit:

PRESIDENT OF THE BOROUGH OF QUEENS.

*Personal Service, Salaries, Regular Employees, Administration.*

	Present.	Proposed.
3106 Executive—		
President of the Borough.....	5,000 00	\$5,000 00
Secretary of the Borough.....	4,000 00	4,000 00
Secretary to the President.....	3,000 00	3,000 00
Commissioner of Public Works.....	4,000 00	4,000 00
Assistant Commissioner of Public Works.....	3,000 00	3,000 00
Consulting Engineer.....	7,200 00	7,200 00
Clerk to the President.....	3,000 00	3,000 00
Stenographer to the President.....	1,500 00	1,500 00
Confidential Inspector.....	1,800 00	1,800 00
Secretary to the Commissioner of Public Works.....	1,800 00	1,800 00
Clerk, 2 at \$1,800.....	3,600 00	3,600 00
Clerk, 1 at \$1,200 (A. S. I. \$600).....	1,200 00	1,200 00
Stenographer and Typewriter (male), 1 at \$1,350 (A. S. I. \$550).....	1,350 00	1,500 00
Inspector of Complaints.....	1,200 00	1,200 00
Automobile Engineman, 1 at \$1,200 (A. S. I. \$500).....	1,200 00	1,200 00
Balance unassigned (A. S. I.).....	150 00	
	\$44,500 00	\$44,500 00

The unassigned balance of \$150 in Code No. 3106 was purposely set aside for the increase in salary of Robert H. Farrell, Stenographer and Typewriter, and \$1,350 to be increased to \$1,500, pending the establishment of the grade. Said grade was established by resolution of the Board of Estimate and Apportionment at its meeting held October 9, 1913. Yours very truly,

JOSEPH FLANAGAN, Commissioner of Public Works, and Acting President of the Borough of Queens.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 13, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 9, 1913, the Acting President of the Borough of Queens requested modification of salary schedule in his office for the year 1913. In connection therewith I report as follows:

In Administration, No. 3106, Executive, the line “\*Stenographer and Typewriter (male) \$1,350 (A. S. I. \$550)” is changed to read “\*Stenographer and Typewriter (male) \$1,500 (A. S. I. \$700).”

This modification is to provide for increasing the salary of Robert H. Farrell, Stenographer and Typewriter to the Commissioner of Public Works. The Balance Unassigned (A. S. I.) \$150 is being used for this increase.

The line changes in detail are as follows:

	Schedule Transfer.		Cash Transfer.	
	Increase.	Decrease.	Increase.	Decrease.
*Stenographer and Typewriter (male) at \$1,350 (A. S. I. \$550)....		\$1,350 00		\$225 00
*Stenographer and Typewriter (male) at \$1,500 (A. S. I. \$700)....	\$1,500 00		\$250 00	
Balance unassigned (A. S. I., \$150) ..		150 00		25 00
	\$1,500 00	\$1,500 00	\$250 00	\$250 00

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

Respectfully, DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the office of the President of the Borough of Queens, for the year 1913, to be effective as of November 1, 1913, as follows:

*Salaries Regular Employees, Administration.*

3106 Executive—	
President of the Borough.....	\$5,000 00
Secretary of the Borough.....	4,000 00
Secretary to the President.....	3,000 00
Commissioner of Public Works.....	4,000 00
Assistant Commissioner of Public Works.....	3,000 00
Consulting Engineer.....	7,200 00
Clerk to the President.....	3,000 00
Stenographer to the President.....	1,500 00
Confidential Inspector.....	1,800 00
Secretary to the Commissioner of Public Works.....	1,800 00
Clerk, 2 at \$1,800.....	3,600 00
Clerk.....	1,500 00
*Clerk, 1 at \$1,200 (A. S. I., \$600).....	1,200 00
*Stenographer and Typewriter (Male), 1 at \$1,500 (A. S. I., \$700) ..	1,500 00
Inspector of Complaints.....	1,200 00
*Automobile Engineman, 1 at \$1,200 (A. S. I., \$500).....	1,200 00
	\$44,500 00

Which was adopted by the following vote:

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

*President, Borough of Brooklyn—Modification of Schedules and Transfer of Appropriation (Cal. No. 45).*

The Secretary presented the following:

The City of New York, Office of the President of the Borough of Brooklyn, Brooklyn, October 31, 1913.

Hon. WILLIAM A. PRENDERGAST, Comptroller, No. 280 Broadway, New York:

Dear Sir—I respectfully request that you recommend to the Board of Estimate and Apportionment the following transfers of appropriation:

	FROM
	<i>Supplies, Fuel Supplies, Care of Public Buildings and Offices, Heat Light and Power.</i>
2971 Baths and Comfort Stations.....	\$50 00
Laundry, Cleaning and Disinfecting Supplies, Care of Public Buildings and Offices, Janitorial Services, Cleaning and Attendance.	
2982 Baths and Comfort Stations.....	10 00
General Plant Supplies, Care of Public Buildings and Offices.	
2997 Executive.....	20 00
Fuel Supplies, Care of Highways,	
2968 Roadways, Viaducts and Streets.....	500 00
Materials, Highway Materials, Care of Highways.	
3034 Roadways, Viaducts and Streets.....	500 00
3035 Asphalt Plant.....	3,000 00
Contract or Open Order Service, General Repairs, Care of Sewers.	
3051 Cleaning and Repairing.....	500 00
General Plant Service, Care of Sewers.	
3086 Cleaning and Repairing.....	4,300 00
3085 Engineering and Inspection.....	200 00
Total.....	\$9,080 00



TO		
<i>Supplies, Fuel Supplies, Care of Public Buildings and Offices, Heat Light and Power.</i>		
2970 Office Buildings	.....	\$50 00
<i>Office Supplies, Care of Public Buildings and Offices.</i>		
2976 Executive	.....	1,600 00
<i>Janitorial Service, Cleaning and Attendance.</i>		
2977 Office Buildings	.....	270 00
<i>Laundry, Cleaning and Disinfecting Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.</i>		
2981 Office Buildings	.....	340 00
<i>General Plant Supplies, Care of Public Buildings and Offices.</i>		
2998 Repairing Office Buildings	.....	10 00
<i>Purchase of Equipment—Motor Vehicles and Equipment, Care of Public Buildings and Offices.</i>		
3017 Executive	.....	181 00
<i>General Plant Equipment, Care of Public Buildings and Offices.</i>		
3030 Baths and Comfort Stations	.....	60 00
<i>Materials—General Plant Materials, Care of Public Buildings and Offices, Repairing.</i>		
3040 Office Buildings	.....	283 00
3041 Baths and Comfort Stations	.....	218 00
<i>Contract or Open Order Service—General Repairs, Care of Public Buildings and Offices, Repairing.</i>		
3052 Office Buildings	.....	80 00
3053 Public Buildings and Offices	.....	161 00
<i>Shoeing and Boarding Horses, Including Veterinary Services—Care of Public Buildings and Offices, Repairing.</i>		
3069 Office Buildings	.....	179 00
<i>General Plant Service—Care of Public Buildings and Offices, Repairing.</i>		
3087 Office Buildings	.....	887 00
3088 Baths and Comfort Stations	.....	629 00
<i>Light, Heat and Power.</i>		
3089 Office Buildings	.....	32 00
<i>Contingencies—Care of Public Buildings and Offices.</i>		
3102 Executive	.....	600 00
<i>Materials—Sewer Materials, Care of Sewers.</i>		
3037 Cleaning and Repairing	.....	3,300 00
<i>Supplies—General Plant Supplies, Care of Sewers.</i>		
2995 Engineering and Inspection	.....	200 00

Total.....\$9,080 00

These transfers are necessary in order to enable us to carry on the work of the Bureau of Public Buildings and Offices for remainder of the year, and to adjust two appropriations of the Bureau of Sewers in one of which there is a surplus, and in the other a deficit.

As we are holding up a large quantity of work awaiting action on these transfers, we would greatly appreciate it if you will have this recommendation made as soon as possible. Yours very truly,

GEO. W. TILLSON, Acting Commissioner of Public Works.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 11, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 31, 1913, the President of the Borough of Brooklyn requested transfer of \$9,080 within appropriations to his office for the year 1913. In connection therewith I report as follows:

The proposed transfer is from Supplies, Fuel Supplies, Care of Public Buildings and Offices, Heat, Light and Power, No. 2971, Baths and Comfort Stations, \$50; Supplies, Laundry, Cleaning and Disinfecting Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance, No. 2982, Baths and Comfort Stations, \$10; Supplies, General Plant Supplies, Care of Public Buildings and Offices, No. 2997, Executive, \$20; Supplies, Fuel Supplies, Care of Highways, No. 2968, Roadways, Viaducts and Streets, \$500; Materials, Highway Materials, Care of Highways, No. 3034, Roadway, Viaducts and Streets, \$500; Materials, Highway Materials, Care of Highways, No. 3035, Asphalt Plant, \$3,000; Contract or Open Order Service, General Repairs, Care of Sewers, No. 3051, Cleaning and Repairing, \$500; Contract or Open Order Service, General Plant Service, Care of Sewers, No. 3085, Engineering and Inspection, \$200; Contract or Open Order Service, General Plant Service, Care of Sewers, No. 3086, Cleaning and Repairing, \$4,300; to Supplies, Fuel Supplies, Care of Public Buildings and Offices, Heat, Light and Power, No. 2970, Office Buildings, \$50; Supplies, Office Supplies, Care of Public Buildings and Offices, No. 2976, Executive, \$1,600; Supplies, Office Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance, No. 2977, Office Buildings, \$270; Supplies, Laundry, Cleaning and Attendance, No. 2981, Office Buildings, \$340; Supplies, General Plant Supplies, Care of Public Buildings and Offices, Repairing, No. 2998, Office Buildings, \$10; Purchase of Equipment, Motor Vehicles and Equipment, Care of Public Buildings and Offices, No. 3017, Executive, \$181; Purchase of Equipment, General Plant Equipment, Care of Public Buildings and Offices, No. 3030, Baths and Comfort Stations, \$60; Materials, General Plant Materials, Care of Public Buildings and Offices, Repairing, No. 3040, Office Buildings, \$283; No. 3041, Baths and Comfort Stations, \$218; Contract or Open Order Service, General Repairs, Care of Public Buildings and Offices, Repairing, No. 3052, Office Buildings, \$80; No. 3053, Public Baths and Comfort Stations, \$161; Contract or Open Order Service, Shoeing and Boarding Horses, Including Veterinary Services, Care of Public Buildings and Offices, Repairing, No. 3069, Office Buildings, \$179; Contract or Open Order Service, General Plant Service, Care of Public Buildings and Offices, Repairing, No. 3087, Office Buildings, \$887; No. 3088, Baths and Comfort Stations, \$629; Contract or Open Order Service, General Plant Service, Care of Public Buildings and Offices, Heat, Light and Power, No. 3089, Office Buildings, \$32; Contingencies, Care of Public Buildings and Offices, No. 3102, Executive, \$600; Materials, Sewer Materials, Care of Sewers, No. 3037, Cleaning and Repairing, \$3,300; Supplies, General Plant Supplies, Care of Sewers, No. 2995, Engineering and Inspection, \$200.

The proposed transfers in the Bureau of Public Buildings and Offices are necessary to enable that Bureau to carry on its work for the remainder of this year. In the Bureau of Sewers, the proposed transfer from No. 3086 to 3037 is made to provide a sufficient amount in the proper account to allow a contract to be awarded for a break in a sewer at Navy and Tillary streets, Brooklyn.

There are sufficient funds in the accounts from which transfers are made to permit of the debit transfers.

I recommend the adoption of the attached resolutions granting the request. Respectfully, DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 237 of the Greater New York Charter, the Board of Estimate and Apportionment hereby approves transfer of funds appropriated to the office of the President of the Borough of Brooklyn for the year 1913, as follows:

FROM		
<i>Supplies, Fuel Supplies, Care of Public Buildings and Offices, Heat, Light and Power.</i>		
2971 Baths and Comfort Stations	.....	\$50 00
<i>Supplies, Laundry, Cleaning and Disinfecting Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.</i>		
2982 Baths and Comfort Stations	.....	10 00
<i>Supplies, General Plant Supplies, Care of Public Buildings and Offices.</i>		
2997 Executive	.....	20 00
<i>Supplies, Fuel Supplies, Care of Highways.</i>		
2968 Roadways, Viaducts and Streets	.....	500 00
<i>Materials, Highway Materials, Care of Highways.</i>		
3034 Roadways, Viaducts and Streets	.....	500 00
3035 Asphalt Plant	.....	3,000 00
<i>Contract or Open Order Service, General Repairs, Care of Sewers.</i>		
3051 Cleaning and Repairing	.....	500 00

Contract or Open Order Service, General Plant Service, Care of Sewers.		
3085 Engineering and Inspection	.....	200 00
3086 Cleaning and Repairing	.....	4,300 00
		\$9,080 00

TO		
<i>Supplies, Fuel Supplies, Care of Public Buildings and Offices, Heat, Light and Power.</i>		
2970 Office Buildings	.....	\$50 00
<i>Supplies, Office Supplies, Care of Public Buildings and Offices.</i>		
2976 Executive	.....	1,600 00
<i>Supplies, Office Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.</i>		
2977 Office Buildings	.....	270 00
<i>Supplies, Laundry, Cleaning and Disinfecting Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning, and Attendance.</i>		
2981 Office Buildings	.....	340 00
<i>Supplies, General Plant Supplies, Care of Public Buildings and Offices, Repairing.</i>		
2998 Office Buildings	.....	10 00
<i>Purchase of Equipment, Motor Vehicles and Equipment, Care of Public Buildings and Offices.</i>		
3017 Executive	.....	181 00
<i>Purchase of Equipment, General Plant Equipment, Care of Public Buildings and Offices.</i>		
3030 Baths and Comfort Stations	.....	60 00
<i>Materials, General Plant Materials, Care of Public Buildings and Offices, Repairing.</i>		
3040 Office Buildings	.....	283 00
3041 Baths and Comfort Stations	.....	218 00
<i>Contract or Open Order Service, General Repairs, Care of Public Buildings and Offices, Repairing.</i>		
3052 Office Buildings	.....	80 00
3053 Public Baths and Comfort Stations	.....	161 00
<i>Contract or Open Order Service, Shoeing and Boarding Horses, Including Veterinary Service, Care of Public Buildings and Offices, Repairing.</i>		
3069 Office Buildings	.....	179 00
<i>Contract or Open Order Service, General Plant Service, Care of Public Buildings and Offices, Repairing.</i>		
3087 Office Buildings	.....	887 00
3088 Baths and Comfort Stations	.....	629 00
<i>Heat, Light and Power.</i>		
3089 Office Buildings	.....	32 00
<i>Contingencies, Care of Public Buildings and Offices.</i>		
3102 Executive	.....	600 00
<i>Materials, Sewer Materials, Care of Sewers.</i>		
3037 Cleaning and Repairing	.....	3,300 00
<i>Supplies, General Plant Supplies, Care of Sewers.</i>		
2995 Engineering and Inspection	.....	200 00
		\$9,080 00

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the office of the President of the Borough of Brooklyn, for the year 1913, as follows:

Supplies, Fuel Supplies, Care of Highways.		
2968 Roadways, Viaducts and Streets	.....	\$9,565 00
<i>Supplies, Fuel Supplies, Care of Public Buildings and Offices, Heat, Light and Power.</i>		
2970 Office Buildings	.....	22,122 00
<i>Supplies, Fuel Supplies, Care of Public Buildings and Offices, Heat, Light and Power.</i>		
2971 Baths and Comfort Stations	.....	35,008 00
<i>Supplies, Office Supplies, Care of Public Buildings and Offices.</i>		
2976 Executive	.....	6,100 00
<i>Supplies, Office Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.</i>		
2977 Office Buildings	.....	3,108 00
<i>Supplies, Laundry, Cleaning and Disinfecting Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.</i>		
2981 Office Buildings	.....	2,496 00
<i>Supplies, Laundry, Cleaning and Disinfecting Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.</i>		
2982 Baths and Comfort Stations	.....	10,364 00
<i>Supplies, General Plant Supplies, Care of Sewers.</i>		
2995 Engineering and Inspection	.....	1,305 00
<i>Supplies, General Plant Supplies, Care of Public Buildings and Offices.</i>		
2997 Executive	.....	80 00
<i>General Plant Supplies, Care of Public Buildings and Offices, Repairing.</i>		
2998 Office Buildings	.....	164 00
<i>Purchase of Equipment, Motor Vehicles and Equipment, Care of Public Buildings and Offices.</i>		
3017 Executive	.....	931 00
<i>Purchase of Equipment, General Plant Equipment, Care of Public Buildings and Offices.</i>		
3030 Baths and Comfort Stations	.....	767 00
<i>Materials, Highway Materials, Care of Highways.</i>		
3034 Roadways, Viaducts and Streets	.....	92,831 24
		\$88,831 24
Tax Levy Allowance		4,000 00
Revenue Bond Allowance		
		\$92,831 24

Materials, Highway Materials, Care of Highways.		
3035 Asphalt Plant	.....	\$56,396 00
<i>Materials, Sewer Materials, Care of Sewers.</i>		
3037 Cleaning and Repairing	.....	18,894 50
<i>Materials, General Plant Materials, Care of Public Buildings and Offices, Repairing.</i>		
3040 Office Buildings	.....	1,708 00
<i>Materials, General Plant Materials, Care of Public Buildings and Offices, Repairing.</i>		
3041 Baths and Comfort Stations	.....	904 00
<i>Contract or Open Order Service, General Repairs, Care of Sewers.</i>		
3051 Cleaning and Repairing	.....	1,500 00
<i>Contract or Open Order Service, General Repairs, Care of Public Buildings and Offices, Repairing.</i>		
3052 Office Buildings	.....	1,555 00
<i>Contract or Open Order Service, General Repairs, Care of Public Buildings and Offices, Repairing.</i>		
3053 Public Baths and Comfort Stations	.....	611 00
<i>Contract or Open Order Service, Shoeing and Boarding Horses, Including Veterinary Service, Care of Public Buildings and Offices, Repairing.</i>		
3069 Office Buildings	.....	1,791 00



<i>Contract or Open Order Service, General Plant Service, Care of Public Buildings and Offices, Repairing.</i>		
3087 Office Buildings.....	16,437 00	
<i>Contract or Open Order Service, General Plant Service, Care of Public Buildings and Offices, Repairing.</i>		
3088 Baths and Comfort Stations.....	10,305 38	
<i>Contract or Open Order Service, General Plant Service, Care of Public Buildings and Offices, Heat, Light and Power.</i>		
3089 Office Buildings.....	532 00	
<i>Contingencies, Care of Public Buildings and Offices.</i>		
3102 Executive.....	5,300 00	
<i>Contract or Open Order Service, General Plant Service, Care of Sewers.</i>		
3085 Engineering and Inspection.....		
<i>Contract or Open Order Service, General Plant Service, Care of Sewers.</i>		
3086 Cleaning and Repairing.....	10,250 00	

Which was adopted by the following vote:

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

*President, Borough of The Bronx—Modification of Schedules (Cal. No. 46).*

The Secretary presented the following:

City of New York, President of the Borough of The Bronx, 3d Avenue and 177th Street, Office of the President, October 27, 1913.

*To the Honorable the Board of Estimate and Apportionment:*

Gentlemen—Request is hereby respectfully made for a modification of the schedule lines supporting the appropriation made to the office of the President of the Borough of The Bronx for the year 1913, as of October 1, entitled:

*Personal Service.*

2846 Wages Temporary Employees, Care of Highways—	
Foreman, at \$5 per day, 159 days.....	\$795 00
Foreman, at \$4 per day, 7,429 days.....	29,716 00
Carpenter, at \$4.50 per day, 488 days.....	2,196 00
Paver, at \$5 per day, 3,750 days.....	18,750 00
Rammer, at \$4 per day, 1,870 days.....	7,480 00
Painter, at \$4 per day, 755 days.....	3,020 00
Engineer, at \$4.50 per day, 1,671 days.....	7,519 50
Flagger, at \$4.50 per day, 750 days.....	3,375 00
Fireman, at \$3 per day, 580 days.....	1,740 00
Laborer, at \$2.75 per day, 1,908 days.....	5,247 00
Laborer, at \$2.50 per day, 87,693 days.....	219,232 50

\$299,071 00

Tax Levy allowance.....	\$287,631 00
Special and Trust Fund allowance.....	11,440 00

\$299,071 00

The only change in the above modification is that of the line "Foreman at \$4 per day" from 7,229 days to 7,429.

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

City of New York, President of the Borough of The Bronx, 3d Avenue and 177th Street, Office of the President, October 27, 1913.

*To the Honorable the Board of Estimate and Apportionment:*

Gentlemen—Request is hereby respectfully made for a modification of the schedule lines supporting the appropriation made to the office of the President of the Borough of The Bronx for the year 1913, as of October 1, 1913, entitled:

*Transportation, Hire of Horses and Vehicles with Drivers.*

2904 Care of Highways, Roadways, Viaducts and Streets—	
Driver with horse and vehicle at \$3 per day, 665 days.....	\$1,995 00
Driver with team and vehicle at \$5 per day, 15,581 days.....	77,905 00

\$79,900 00

Tax Levy allowance.....	\$77,500 00
Special and Trust Fund allowance.....	2,400 00

\$79,900 00

The change from the present schedule consists of:

Decrease—Driver with horse and vehicle at \$3 per day, from 800 to 665, 135 days; equals, \$405.

Increase—Driver with team and vehicle at \$5 per day, from 15,500 to 15,581, 81 days; equals, \$405.

The above changes are necessary in order to adjust the schedule to the existing conditions, and to provide for the work contemplated for the rest of the year.

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

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 10, 1913.

*To the Board of Estimate and Apportionment:*

Gentlemen—On October 27, 1913, the President of the Borough of The Bronx requested modification of two schedules for the year 1913. In connection therewith I report as follows:

In Personal Service, Wages, Temporary Employees, No. 2846 TS, Care of Highways, Roadways, Viaducts and Streets, it is proposed to change the lines:

Foreman, at \$5 per day (306 days).....	\$1,530 00
Foreman, at \$4 per day (7,134 days).....	28,536 00
Carpenter, at \$4.50 per day (1,300 days).....	5,850 00
Paver, at \$5 per day (5,750 days).....	18,750 00
Rammer, at \$4 per day (1,870 days).....	7,480 00
Painter, at \$4 per day (1,000 days).....	4,000 00
Engineer, at \$4.50 per day (1,840 days).....	8,280 00
Flagger, at \$4.50 per day (720 days).....	3,240 00
Fireman, at \$3 per day (612 days).....	1,836 00
Laborer, at \$2.75 per day (3,000 days).....	8,250 00
Laborer, at \$2.50 per day (84,527 plus days).....	211,319 00

\$299,071 00

—to read:

Foreman, at \$5 per day (159 days).....	\$795 00
Foreman, at \$4 per day (7,429 days).....	29,716 00
Carpenter, at \$4.50 per day (488 days).....	2,196 00
Paver, at \$5 per day (3,750 days).....	18,750 00
Rammer, at \$4 per day (1,870 days).....	7,480 00
Painter, at \$4 per day (755 days).....	3,020 00
Engineer, at \$4.50 per day (1,671 days).....	7,519 50
Flagger, at \$4.50 per day (750 days).....	3,375 00
Fireman, at \$3 per day (580 days).....	1,740 00
Laborer, at \$2.75 per day (1,908 days).....	5,247 00
Laborer, at \$2.50 per day (87,693 days).....	219,232 50

\$299,071 00

Tax Levy allowance.....	\$287,631 00
Special and Trust Fund allowance.....	11,440 00

\$299,071 00

In Contract or Open Order Service, Transportation, Hire of Horses and Vehicles with Drivers, No. 2904 TS, Care of Highways, Roadways, Viaducts and Streets, it is proposed to change the lines:

Driver with horse and vehicle, at \$3 per day (800 days).....	\$2,400 00
Driver with team and vehicle, at \$5 per day (15,500 days).....	77,500 00

\$79,900 00

—to read:

Driver with horse and vehicle, at \$3 per day (665 days).....	\$1,995 00
Driver with team and vehicle, at \$5 per day (15,581 days).....	77,905 00

\$79,900 00

Tax Levy allowance.....	\$77,500 00
Special and Trust Fund allowance.....	2,400 00

\$79,900 00

The purpose of the request is to readjust lines to provide a proper working force for the remainder of the year. No additional appropriation is required.

I recommend the adoption of the attached resolution granting the requests. Respectfully, DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the office of the President of the Borough of The Bronx for the year 1913, to be effective as of October 1, 1913, as follows:

*Personal Service.*

2846 Wages, Temporary Employees, Care of Highways—	
Foreman, at \$5 per day (159 days).....	\$795 00
Foreman, at \$4 per day (7,429 days).....	29,716 00
Carpenter, at \$4.50 per day (488 days).....	2,196 00
Paver, at \$5 per day (3,750 days).....	18,750 00
Rammer, at \$4 per day (1,870 days).....	7,480 00
Painter, at \$4 per day (755 days).....	3,020 00
Engineer, at \$4.50 per day (1,671 days).....	7,519 50
Flagger, at \$4.50 per day (750 days).....	3,375 00
Fireman, at \$3 per day (580 days).....	1,740 00
Laborer, at \$2.75 per day (1,908 days).....	5,247 00
Laborer, at \$2.50 per day (87,693 days).....	219,232 50

\$299,071 00

Tax Levy Allowance.....	287,631 00
Special and Trust Fund Allowance.....	11,440 00

\$299,071 00

*Transportation, Hire of Horses and Vehicles with Drivers.*

2904 Care of Highways, Roadways, Viaducts and Streets—	
Driver with Horse and Vehicle, at \$3 per day (665 days).....	\$1,995 00
Driver with Team and Vehicle, at \$5 per day (15,581 days).....	77,905 00

\$79,900 00

Tax Levy Allowance.....	77,500 00
Special and Trust Fund Allowance.....	2,400 00

\$79,900 00

Which was adopted by the following vote:

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

*Department of Docks and Ferries—Modification of Schedules and Transfer of Appropriation (Cal. No. 47).*

The Secretary presented the following:

Department of Docks and Ferries, City of New York, October 18, 1913.

Hon. A. L. KLINE, Mayor and Chairman Board of Estimate and Apportionment:

Sir—At a meeting of the Board of Aldermen held July 15, 1913, a resolution was adopted as follows:

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a stated meeting held June 26, 1913:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in all City Departments of the grades of positions, in addition to those heretofore established, as follows:

	Rate per day.	Number of Incumbents.
Sheet Metal Worker.....	\$5 00	Unlimited
Roofer (Metal).....	5 00	Unlimited
Tinsmith.....	5 00	Unlimited
Roofer.....	5 00	Unlimited
Tinsmith and Roofer.....	5 00	Unlimited
Tinner.....	5 00	Unlimited

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salaries of said positions as set forth therein.

The resolution was returned by his Honor the Mayor September 23, 1913, without his approval or disapproval, and thus took effect under the provisions of section 40 of the Greater New York Charter as if the Mayor had approved it.

In order to place the new rate of \$5 per day in effect, I request that this Department's wage schedules in the 1913 Budget be modified as follows, to take effect October 1, 1913:

*Personal Service, Wages Regular Employees, General Maintenance, Engineering.*

241TC Tax Levy and Corporate Stock Force—

Drop:

Plumber's Helper, 1 at \$3 per day (303 days).....	\$909 00
Tinsmith and Roofer, 4 at \$4.75 per day (303 days).....	5,757 00
Balance unassigned (A. W. I.).....	10 10
Balance unassigned (N. A. W. I.).....	2,020 00

Add:

Tinsmith and Roofer, 3 at \$5 per day (303 days).....	4,545 00
Balance unassigned (A. W. I.).....	186 85
Balance unassigned (N. A. W. I.).....	3,585 50

This will decrease the total amount of the schedule to \$947,665.50 and the Tax Levy Allowance to \$236,291.43, a reduction in both cases of \$378.75.

*Personal Service, Wages Regular Employees, General Maintenance, Repairing.*

242TC Tax Levy and Corporate Stock Force—

Drop:

Roofer, 1 at \$4.75 per day (303 days).....	\$1,439 25
Tinsmith and Roofer, 1 at \$4.75 per day (303 days).....	1,439 25
Tinsmith, 1 at \$4.75 per day (303 days).....	1,439 25

Add:

Roofer, 1 at \$5 per day (303 days).....	1,515 00
Tinsmith and Roofer, 1 at \$5 per day (303 days).....	1,515 00
Tinsmith, 1 at \$5 per day (303 days).....	1,515 00

This will increase the total amount of the schedule to \$160,902.25 and the Tax Levy Allowance to \$80,746.55, an addition in both cases of \$227.25.

*Personal Service, Wages Regular Employees, Docks, etc.*

243 Maintenance—

Drop:

Tinsmith and Roofer, 1 at \$4.75 per day (303 days).....	\$1,439 25
Add:	
Tinsmith and Roofer, 1 at \$5 per day (303 days).....	1,515 00

This will increase the total amount of the schedule to \$89,724.80, an increase of \$75.75.

*Personal Service, Wages Regular Employees, Ferries.*

244 Maintenance—

Drop:

Tinsmith and Roofer, 1 at \$4.75 per day (303 days).....	\$1,439 25
Add:	
Tinsmith and Roofer, 1 at \$5 per day (303 days).....	1,515 00



This will increase the total amount of the schedule to \$64,482.50, an increase of \$75.75.

*Personal Service, Wages, Temporary Employees, General Maintenance.*

247 Engineering—

Drop:

Laborer, at \$2.50 per day (2,424 days)..... \$6,060 00  
Tinsmith and Roofer, at \$4.75 per day (70 days)..... 332 50

Add:

Laborer, at \$2.50 per day (2,417 days)..... 6,042 50  
Tinsmith and Roofer, at \$5 per day (70 days)..... 350 00

This will make no change in the total amount of the schedule.

*Personal Service, Wages Temporary Employees, Repairing.*

248TC Tax Levy and Corporate Stock Force—

Drop:

Carpenter, at \$5 per day (1,700 days)..... \$8,500 00  
Tinsmith and Roofer, at \$4.75 per day (280 days)..... 1,330 00

Add:

Carpenter, at \$5 per day (1,686 days)..... 8,430 00  
Tinsmith and Roofer, at \$5 per day (280 days)..... 1,400 00

This will make no change in the total amount of the schedule.

Yours very truly, R. A. C. SMITH, Commissioner of Docks.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 10, 1913.

*To the Board of Estimate and Apportionment:*

Gentlemen—On October 18 the Commissioner of Docks requested modification of six wage schedules and transfer of \$378.75 within appropriations for 1913. In connection therewith I report as follows:

On July 15, 1913, the Board of Aldermen adopted the following resolution:

Whereas, the Board of Estimate and Apportionment adopted the following resolution at a stated meeting held June 26, 1913:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in all City departments of the grades of positions, in addition to those heretofore established, as follows:

	Rate Per Day.	Number of Incumbents.
Sheet Metal Worker .....	\$5 00	Unlimited
Roofer (Metal) .....	5 00	Unlimited
Tinsmith .....	5 00	Unlimited
Roofer .....	5 00	Unlimited
Tinsmith and Roofer .....	5 00	Unlimited
Tinner .....	5 00	Unlimited

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salaries of said positions as set forth therein.

The resolution was returned by his Honor the Mayor September 23, 1913, without his approval or disapproval, and thus took effect under the provisions of section 40 of the Greater New York Charter as if the Mayor had approved it.

In order to place the new rate of \$5 per day in effect, the following modifications are requested:

In Personal Service, Wages, Regular Employees, General Maintenance, Engineering, 241TC, Tax Levy and Corporate Stock Force, it is proposed to change the lines:

Plumber's Helper, 1 at \$3 per day (303 days)..... \$909 00  
Tinsmith and Roofer, 4 at \$4.75 per day (303 days)..... 5,757 00

Balance unassigned (A. W. I.)..... 10 10

Balance unassigned (N. A. W. I.)..... 2,020 00

—to read:

Tinsmith and Roofer, 3 at \$5 per day (303 days)..... 4,545 00  
Balance unassigned (A. W. I.)..... 186 85

Balance unassigned (N. A. W. I.)..... 3,585 50

This will decrease the total amount of the schedule to \$947,665 50 and the tax levy allowance to \$236,291.43, a reduction in both cases of \$378.75.

In Personal Service, Wages, Regular Employees, General Maintenance, Repairing, 242TC, Tax Levy and Corporate Stock Force, it is proposed to change the lines:

Roofer, 1 at \$4.75 per day (303 days)..... \$1,439 25  
Tinsmith and Roofer, 1 at \$4.75 per day (303 days)..... 1,439 25  
Tinsmith, 1 at \$4.75 per day (303 days)..... 1,439 25

—to read:

Roofer, 1 at \$5 per day (303 days)..... 1,515 00  
Tinsmith and Roofer, 1 at \$5 per day (303 days)..... 1,515 00  
Tinsmith, 1 at \$5 per day (303 days)..... 1,515 00

This will increase the total amount of the schedule to \$160,902.25 and the tax levy allowance to \$80,746.55, an addition in both cases of \$227.25.

In Personal Service, Wages, Regular Employees, Docks, etc., 243, Maintenance, it is proposed to change the line:

Tinsmith and Roofer, 1 at \$4.75 per day (303 days)..... \$1,439 25

—to read:

Tinsmith and Roofer, 1 at \$5 per day (303 days)..... \$1,515 00

This will increase the total amount of the schedule to \$89,724.80, an increase of \$75.75.

In Personal Service, Wages, Regular Employees, 244, Ferries, Maintenance, it is proposed to change the line:

Tinsmith and Roofer, 1 at \$4.75 per day (303 days)..... \$1,439 25

—to read:

Tinsmith and Roofer, 1 at \$5 per day (303 days)..... \$1,515 00

This will increase the total amount of the schedule to \$64,482.50, an increase of \$75.75.

In Personal Service, Wages, Temporary Employees, 247, General Maintenance, Engineering, it is proposed to change the lines:

Laborer at \$2.50 per day (2,424 days)..... \$6,060 00  
Tinsmith and Roofer at \$4.75 per day (70 days)..... 332 50

—to read:

Laborer at \$2.50 per day (2,417 days)..... \$6,042 50  
Tinsmith and Roofer at \$5 per day (70 days)..... 350 00

This will make no change in the total amount of the schedule.

In Personal Service, Wages, Temporary Employees, Repairing, 248TC, Tax Levy and Corporate Stock Force, it is proposed to change the lines:

Carpenter at \$5 per day (1,700 days)..... \$8,500 00  
Tinsmith and Roofer at \$4.75 per day (280 days)..... 1,330 00

—to read:

Carpenter at \$5 per day (1,686 days)..... \$8,430 00  
Tinsmith and Roofer at \$5 per day (280 days)..... 1,400 00

This will make no change in the total amount of the schedule.

It will be necessary to transfer \$378.75 from Schedule No. 241 and to distribute it as follows: \$227.25 to Schedule No. 242, \$75.75 to Schedule No. 243, \$75.75 to Schedule No. 244; \$378.75.

The request is made to comply with the policy of the Board of Estimate and Apportionment.

I recommend the adoption of the attached resolution granting the request. Respectfully,  
DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated to the Department of Docks and Ferries for the year 1913, as follows:

FROM	
<i>Personal Service, Wages, Regular Employees, General Maintenance.</i>	
241TC Engineering, Tax Levy and Corporate Stock Force.....	\$378 75
TO	
<i>Personal Service, Wages, Regular Employees, Repairing.</i>	
242TC Tax Levy and Corporate Stock Force.....	\$227 25
<i>Personal Service, Wages, Regular Employees, Docks, Piers, Bulkheads and Marginal Streets.</i>	
243 Maintenance .....	75 75

*Personal Service, Wages Regular Employees, Ferries.*

244 Maintenance ..... 75 75

\$378 75

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves schedule, as revised, for the Department of Docks and Ferries for the year 1913, to be effective as of October 1, 1913, as follows:

*Personal Service, Wages, Regular Employees, General Maintenance,*

*Engineering.*

241TC Tax Levy and Corporate Stock Force—

Blacksmith, 2 at \$4.50 per day (303 days)..... \$2,727 00  
Blacksmith Helper, 2 at \$3 per day (303 days)..... 1,818 00  
Boatman, 3 at \$3 per day (303 days)..... 2,727 00  
Deckhand, 15 at \$3 per day (303 days)..... 13,635 00  
Diver, 7 at \$10 per day (303 days)..... 21,210 00  
Diver's Tender, 7 at \$3.50 per day (303 days)..... 7,423 50  
Dock Builder, 250 at \$4 per day (303 days)..... 303,000 00  
Laborer, 153 at \$2.50 per day (365 days)..... 139,612 50  
Laborer, 143 at \$2.50 per day (303 days)..... 108,322 50  
Laborer, 30 at \$3 per day (365 days)..... 32,850 00  
Laborer, 1 at \$4 per day (303 days)..... 1,212 00  
Engineer (Pile Driver or Stationary), 34 at \$4.50 per day (303 days)..... 46,359 00  
Foreman Blacksmith, 1 at \$5 per day (303 days)..... 1,515 00  
Foreman Dock Builder, 17 at \$4.50 per day (303 days)..... 23,179 50  
Foreman Laborer, 6 at \$4 per day (365 days)..... 8,760 00  
Foreman Laborer, 15 at \$4 per day (303 days)..... 18,180 00  
Foreman Paver, 1 at \$5 per day (303 days)..... 1,515 00  
Foreman Rigger, 2 at \$4.50 per day (303 days)..... 2,727 00  
Foreman Rigger, 3 at \$4.50 per day (303 days)..... 4,090 00  
Foreman Ship Carpenter, 1 at \$5 per day (303 days)..... 1,515 00  
Foreman Stonemason, 1 at \$5 per day (303 days)..... 1,515 00  
Inspector of Pier Building, 13 at \$5 per day (303 days)..... 19,695 00  
Machinist's Helper, 1 at \$3 per day (303 days)..... 909 00  
Marine Sounder, 54 at \$3 per day (313 days)..... 50,706 00  
Marine Stoker, 9 at \$3.50 per day (303 days)..... 9,544 50  
Mason, 1 at \$4.80 per day (303 days)..... 1,454 40  
Mason's Helper, 2 at \$3 per day (303 days)..... 1,818 00  
Painter, 3 at \$4 per day (303 days)..... 3,636 00  
Paver, 16 at \$5 per day (303 days)..... 24,240 00  
Pipefitter, 1 at \$5.50 per day (303 days)..... 1,666 50  
Pipefitter's Helper, 1 at \$3 per day (303 days)..... 909 00  
Rammer, 7 at \$4 per day (303 days)..... 8,484 00  
Rigger, 7 at \$4 per day (303 days)..... 8,484 00  
Sawfiler, 4 at \$4 per day (303 days)..... 4,848 00  
Scowman, 4 at \$3 per day (303 days)..... 3,636 00  
Ship Carpenter, 5 at \$4 per day (303 days)..... 6,060 00  
Sounder, 1 at \$3 per day (303 days)..... 909 00  
Stoker, 14 at \$3.50 per day (303 days)..... 14,847 00  
Stonemason, 11 at \$4.50 per day (303 days)..... 14,998 50  
Tinsmith and Roofer, 3 at \$5 per day (303 days)..... 4,545 00  
Watchman, 21 at \$2.25 per day (365 days)..... 17,246 25  
Wireman, 1 at \$4.50 per day (303 days)..... 1,363 50  
Unassigned balance (A. W. I.)..... 186 85  
Unassigned balance (N. A. W. I.)..... 3,585 50

Schedule Total ..... \$947,665 50

Tax Levy Allowance ..... 236,291 43

Corporate Stock Allowance ..... 711,374 07

Total Allowance ..... \$947,665 50

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves schedule, as revised, for the Department of Docks and Ferries, for the year 1913, to be effective as of October 1, 1913, as follows:

*Personal Service, Wages Temporary Employees, Repairing.*

242TC Tax Levy and Corporate Stock Force—

Foreman Blacksmith, 1 at \$5 per day, 303 days..... \$1,515 00  
Foreman Boilermaker, 1 at \$4.50 per day, 303 days..... 1,363 50  
Foreman Machinist, 2 at \$5 per day, 303 days..... 3,030 00  
Foreman Rigger, 1 at \$4.50 per day, 303 days..... 1,363 50  
Foreman Ship Carpenter, 1 at \$5 per day, 303 days..... 1,515 00  
Foreman Ship Caulker, 1 at \$4.50 per day, 303 days..... 1,363 50  
Boat Builder, 2 at \$4 per day, 303 days..... 2,424 00  
Blacksmith, 4 at \$4.50 per day, 303 days..... 5,454 00  
Blacksmith's Helper, 5 at \$3 per day, 303 days..... 4,545 00  
Boatman, 1 at \$3 per day, 303 days..... 909 00  
Boilermaker, 5 at \$3.50 per day, 303 days..... 5,302 50  
Carpenter, 6 at \$5 per day, 303 days..... 9,090 00  
Laborer, 3 at \$3 per day, 365 days..... 3,285 00  
Laborer, 2 at \$3 per day, 303 days..... 1,818 00  
Laborer, 5 at \$2.50 per day, 365 days..... 4,562 50  
Laborer, 12 at \$2.50 per day, 303 days..... 9,090 00  
Deckhand, 1 at \$3 per day, 303 days..... 909 00  
Engineer (Pile Driver or Stationary), 2 at \$4.50 per day, 303 days..... 2,727 00  
Housesmith, 1 at \$5 per day, 303 days..... 1,515 00  
Machinist, 15 at \$4.50 per day, 303 days..... 20,452 50  
Machinist's Helper, 10 at \$3 per day, 303 days..... 9,090 00  
Painter, 5 at \$4 per day, 303 days..... 6,060 00  
Pipefitter, 3 at \$5.50 per day, 303 days..... 4,999 50  
Pipefitter's Helper, 1 at \$3 per day, 303 days..... 909 00  
Plumber, 1 at \$5.50 per day, 303 days..... 1,666 50  
Plumber's Helper, 1 at \$3 per day, 303 days..... 909 00  
Roofer, 1 at \$5 per day, 303 days..... 1,515 00  
Rigger, 4 at \$4 per day, 303 days..... 4,848 00  
Stoker, 5 at \$3.50 per day, 303 days..... 5,302 50  
Ship Carpenter, 20 at \$4 per day, 303 days..... 24,240 00  
Ship Caulker, 8 at \$4 per day, 303 days..... 9,696 00  
Saw Filer, 1 at \$4 per day, 303 days..... 1,212 00  
Tinsmith and Roofer, 1 at \$5 per day, 303 days..... 1,515 00  
Watchman, 3 at \$2.25 per day, 365 days..... 2,463 75  
Wireman, 1 at \$4.50 per day, 303 days..... 1,363 50  
Wood Sawyer, 1 at \$4.50 per day, 303 days..... 1,363 50  
Tinsmith, 1 at \$5 per day, 303 days..... 1,515 00

Schedule Total ..... \$160,902 25

Tax Levy Allowance..... \$80,746 55

Corporate Stock Allowance..... 80,155 70

Total Allowance ..... \$160,902 25



Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves schedule, as revised, for the Department of Docks and Ferries, for the year 1913, to be effective as of October 1, 1913, as follows:

*Personal Service, Wages Regular Employees, Docks, Piers, Bulkheads and Marginal Streets.*

243 Maintenance—	
Foreman Laborer, 3 at \$4 per day, 365 days.....	\$4,380 00
Laborer, 12 at \$3 per day, 365 days.....	13,140 00
Laborer, 27 at \$3 per day, 303 days.....	24,543 00
Laborer, 22 at \$2.50 per day, 365 days.....	20,075 00
Laborer, 3 at \$2.50 per day, 303 days.....	2,272 50
Watchman, 13 at \$2.25 per day, 365 days.....	10,676 25
Carpenter, 3 at \$5 per day, 303 days.....	4,545 00
Laborer, 1 at \$4 per day, 303 days.....	1,212 00
Cleaner, Female, 8 at \$1.75 per day, 303 days.....	4,242 00
Painter, 1 at \$4 per day, 303 days.....	1,212 00
Tinsmith and Roofer, 1 at \$5 per day, 303 days.....	1,515 00
Wireman, 1 at \$4.50 per day, 303 days.....	1,363 50
Unassigned balance, A. W. I.....	1 05
Unassigned balance, N. A. W. I.....	547 50
	\$89,724 80

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves schedule, as revised, for the Department of Docks and Ferries, for the year 1913, to be effective as of October 1, 1913, as follows:

*Personal Service, Wages Regular Employees, Ferries.*

244 Maintenance—	
Foreman Dock Builder, 1 at \$4.50 per day (303 days).....	\$1,363 50
Foreman House Painter, 1 at \$5 per day (303 days).....	1,515 00
Blacksmith, 1 at \$4.50 per day (303 days).....	1,363 50
Blacksmith's Helper, 1 at \$3 per day (303 days).....	909 00
Carpenter, 3 at \$5 per day (303 days).....	4,545 00
Dock Builder, 8 at \$4 per day (303 days).....	9,696 00
Machinist, 7 at \$4.50 per day (365 days).....	11,497 50
Machinist's Helper, 5 at \$3 per day (365 days).....	5,475 00
Painter, 5 at \$4 per day (303 days).....	6,060 00
Pipefitter, 3 at \$5.50 per day (365 days).....	6,022 50
Pipefitter's Helper, 3 at \$3 per day (365 days).....	3,285 00
Rigger, 2 at \$4 per day (365 days).....	2,920 00
Ship Carpenter, 4 at \$4 per day (303 days).....	4,848 00
Tinsmith and Roofer, 1 at \$5 per day (303 days).....	1,515 00
Wireman, 1 at \$4.50 per day (365 days).....	1,642 50
Laborer, 2 at \$2.50 per day (365 days).....	1,825 00
	\$64,482 50

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves schedule, as revised, for the Department of Docks and Ferries for the year 1913, to be effective as of October 1, 1913, as follows:

*Personal Service, Wages Regular Employees, General Maintenance.*

247 Engineering—	
Blacksmith, at \$4.50 per day (5 days).....	\$22 50
Blacksmith's Helper, at \$3 per day (5 days).....	15 00
Deckhands, at \$3 per day (39 days).....	117 00
Dockbuilder, at \$4 per day (4,000 days).....	16,000 00
Laborers, at \$2.50 per day (2,417 days).....	6,042 50
Engineer (Pile Driver or Stationary), at \$4.50 per day (303 days) ..	1,363 50
Foreman Blacksmith, at \$5 per day (3 days).....	15 00
Foreman Dock Builder, at \$4.50 per day (303 days).....	1,363 50
Foreman Laborer, at \$4 per day (303 days).....	1,212 00
Foreman Rigger, at \$4.50 per day (3 days).....	13 50
Foreman Scowman, at \$4 per day (5 days).....	20 00
Inspector Pier Building, at \$5 per day (507 days).....	2,535 00
Marine Sounder, at \$3 per day (100 days).....	300 00
Marine Stoker, at \$3.50 per day (44 days).....	154 00
Mason, at \$4.80 per day (5 days).....	24 00
Mason's Helper, at \$3 per day (5 days).....	15 00
Painter, at \$4 per day (303 days).....	1,212 00
Paver, at \$5 per day (303 days).....	1,515 00
Pipefitter, at \$5.50 per day (10 days).....	55 00
Pipefitter's Helper, at \$3 per day (10 days).....	30 00
Rammer, at \$4 per day (303 days).....	1,212 00
Rigger, at \$4 per day (15 days).....	60 00
Scowman, at \$3 per day (15 days).....	45 00
Ship Carpenter, at \$4 per day (25 days).....	100 00
Stoker, at \$3.50 per day (40 days).....	140 00
Tinsmith and Roofer, at \$5 per day (70 days).....	350 00
Wireman, at \$4.50 per day (5 days).....	22 50
Boilermaker, at \$3.50 per day (499 days).....	1,746 50
Ship Caulker, at \$4 per day (500 days).....	2,000 00
Unassigned .....	2 00
	\$37,702 50

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves schedules, as revised, for the Department of Docks and Ferries for the year 1913, to be effective as of October 1, 1913, as follows:

*Personal Service, Wages Regular Employees.*

248TC Repairing, Tax Levy and Corporate Stock Force—	
Foreman Boilermaker, at \$4.50 per day (15 days).....	\$67 50
Foreman Machinists, at \$5 per day (30 days).....	150 00
Foreman Rigger, at \$4.50 per day (10 days).....	45 00
Foreman Ship Carpenter, at \$5 per day (318 days).....	1,590 00
Foreman Ship Caulker, at \$4.50 per day (5 days).....	22 50
Blacksmith, at \$4.50 per day (880 days).....	3,960 00
Blacksmith's Helper, at \$3 per day (580 days).....	1,740 00
Boilermaker, at \$3.50 per day (3,900 days).....	13,650 00
Carpenters, at \$5 per day (1,686 days).....	8,430 00
Laborer, at \$2.50 per day (3,500 days).....	8,750 00
Laborer, at \$3 per day (50 days).....	150 00
Engineer (Pile Driver or Stationary), at \$4.50 per day (250 days) ..	1,125 00

Housesmith, at \$5 per day (325 days).....	1,625 00
Letterer, at \$4.50 per day (890 days).....	4,005 00
Machinist, at \$4.50 per day (8,430 days).....	37,935 00
Machinist's Helper, at \$3 per day (6,000 days).....	18,000 00
Painter, at \$4 per day (800 days).....	3,200 00
Pipefitter, at \$5.50 per day (600 days).....	3,300 00
Pipefitter's Helper, at \$3 per day (700 days).....	2,100 00
Plumber, at \$5.50 per day (4 days).....	22 00
Plumber's Helper, at \$3 per day (350 days).....	1,050 00
Rigger, at \$4 per day (950 days).....	3,800 00
Saw Filer, at \$4 per day (300 days).....	1,200 00
Ship Carpenter, at \$4 per day (8,555 days).....	34,220 00
Ship Caulker, at \$4 per day (3,000 days).....	12,000 00
Stoker, at \$3.50 per day (440 days).....	1,540 00
Tinsmith and Roofer, at \$5 per day (280 days).....	1,400 00
Wireman, at \$4.50 per day (20 days).....	90 00

Schedule Total ..... \$165,167 00

Tax Levy Allowance ..... 82,583 50  
Corporate Stock Allowance ..... 82,583 50

Total Allowance ..... \$165,167 00

Which was adopted by the following vote:

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

*Examining Board of Plumbers—Request for Authority to Destroy Certain Documents (Cal. No. 48).*

The Secretary presented:

Report of the Acting Corporation Counsel relative to the request of the Examining Board of Plumbers for authority, pursuant to section 1545A of the Charter, for the destruction of certain records in said office. The Corporation Counsel advises that the records for the year 1912 should be preserved for a further period, and certifies that the destruction of the records for the years 1906 to 1911, inclusive, will in no wise affect the interest of The City of New York in any pending, anticipated, or contemplated claim or proceeding against said City.

(On November 6, 1913, the request of the Chairman of the Examining Board of Plumbers, for authority as above, was referred to the Corporation Counsel.)

Which was referred to the Comptroller.

*Board of Estimate and Apportionment, Standard Testing Laboratory—Monthly Report and Coal Register for Month of October (Cal. No. 49).*

The Secretary presented the following, which was ordered printed in the minutes and filed.

Board of Estimate and Apportionment, City of New York, Standard Testing Laboratory, 125-127 Worth Street, New York, November 10, 1913.

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

Dear Sir—I beg to hand you herewith two copies of monthly report and tabulated statement of the Standard Testing Laboratory; also an extract from our coal register, for the month ending October 31, 1913, for transmittal to the Board of Estimate and Apportionment.

I would kindly request that this report be printed in the minutes of the Board, together with the extract from the coal register.

I am asking to have the short extract from the coal register printed on account of the many inquiries I am receiving about it, and I trust that you will find it possible to have this done with future reports. Yours very truly,

(Statement on file.) OTTO H. KLEIN, Director.

Board of Estimate and Apportionment, City of New York, Standard Testing Laboratory, New York, November 1, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman, Board of Estimate and Apportionment, 277 Broadway, New York City:

Sir—I herewith beg to submit in tabulated form a report of the work performed by the Standard Testing Laboratory, Board of Estimate and Apportionment, during the month of October, 1913, together with a departmental summary.

There were submitted for analysis and examination during the month of October 313 samples of supplies and materials of construction, the majority of which were obtained by the regular corps of Samplers attached to the Standard Testing Laboratory.

Of the samples examined under specifications or standards, 51.89 per cent. complied with the requirements, while 48.11 per cent. failed to comply. The materials represented by the latter class were either rejected or an appropriate deduction was recommended to cover their deficiencies.

The routine examinations during the month are comprehensively given in the attached schedules.

The former quarters of the Standard Testing Laboratory, No. 127 Franklin street, had to be vacated in order to make room for subway improvements, and the Standard Testing Laboratory is now located in a City-owned building, Nos. 125-27 Worth street, where it occupies more commodious quarters than formerly. During the moving the analytical work was only interrupted for one day.

The research work was carried on as usual during the month, as time and limited staff would permit, and consisted of the following:

Board of City Record—Investigation as to the quality of bond, ledger and book papers, also the study of rubber erasers.

Commission on Standardization—For the purpose of preparing suitable standard specifications, the following work of research was conducted and tentative specifications prepared:

Corks, enamelware, filter paper, rubber stoppers, textile fabrics, waterproofing cement, waterproof sheeting, steel surgical instruments, study as to the distinction between drop forged steel and hand forged steel instruments, bacteriological study as to the strengths of disinfectants.

Department of Docks and Ferries—Research work was conducted on lubricating engine oils and also conferences held with the manufacturers of lubricants.

Department of Finance—Research work on soft soap to be used for harness soap. Examination and study as to the composition and value of sponge. Comparative analysis as to the chemical composition of steel used in garden implements.

Fire Department—Examination of brass valves and study on the chemical composition of four samples of rubber fire hose.

Department of Street Cleaning—Investigation and plant inspection as to the manufacture of rubber hose, also supervision of the inspection of rubber hose delivered to this Department.

President, Borough of Manhattan—Examination of coal and ash in reference to boiler efficiency tests.

Research as to testing inflammable gases produced through gasoline waste for the Superintendent of Buildings.

For your information a synopsis of the coal register for the month of October, 1913, is also respectfully enclosed, showing a total saving to the City of \$2,562.45 during that month.

Respectfully submitted. OTTO H. KLEIN, Director.

(Statement on file.)

*President, Borough of Manhattan—Issue of Corporate Stock (Cal. No. 50).*

Mr. Carl Koelsch appeared in favor of the proposition.

The Secretary presented the following:

City of New York, Office of the President of the Borough of Manhattan, City Hall, November 10, 1913.

Honorable DOUGLAS MATHEWSON, Deputy and Acting Comptroller, New York City:

Dear Sir—At the time the Board of Estimate and Apportionment voted the transfer of \$38,500 for the reconstruction of floors and other improvements at Washington Market, it was agreed that the cost of a refrigerating plant required by the Board of Health, which is to be installed at the same time, and which would amount to \$25,000, would be covered by an issue of corporate stock. The Bureau of Public Buildings and Offices informs me that the work is of such a character that the reconstruction



of the floors and the installation of the refrigerating plant must proceed at the same time. I had proposed asking the Corporate Stock Committee to make an immediate report in the matter; but neglected to do so. It seems, now, that they are holding all the work until the corporate stock issue has been authorized. May I ask, therefore, whether you will have a report and resolution put on the calendar for next Thursday's meeting of the Board? The amount required (\$25,000) is wholly for the installation of a refrigerating plant, and may be so described.

You will recall that the association of stand owners agreed to pay a higher annual rate of rental, the amount of increase to be equivalent to interest and sinking fund charges upon the entire investment now made, both through the budget and corporate stock. I presume this can be adjusted later through your Bureau of City Markets.

Yours very truly,  
GEORGE McANENY, President, Borough of Manhattan.  
Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 11, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On November 10, 1913, the President of the Borough of Manhattan requested \$25,000 corporate stock for the purpose of installing a refrigerating plant in Washington Market. In connection therewith we report as follows:

The Board of Health has inspected the Market and requires that the refrigerating plant be installed. On October 16, your Board authorized a transfer of \$38,500 for the purpose of making repairs to Washington Market, to comply with the Health regulation. In that report, it was stated that a refrigerating plant is one of the things necessary, but it was then suggested by the President of the Borough of Manhattan that the money should be provided for this purpose from corporate stock rather than through budget funds. The President is ready to proceed with the repairs for which funds were transferred, but the appropriate time to install the refrigerating plant is while the repairs are being made, and it is therefore desirable that the corporate stock for the refrigerating plant be authorized at once.

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

Respectfully,  
DOUGLAS MATHEWSON, Deputy and Acting Comptroller; E. V. FROTHINGHAM, Acting President, Borough of Manhattan; LEWIS H. POUNDS, President, Borough of Brooklyn; CYRUS C. MILLER, President, Borough of The Bronx, Corporate Stock Budget Committee.

My recommendation is based on the understanding that extra rent is to be paid for the repairs and security given for the rent. CYRUS C. MILLER.

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 an amount not exceeding twenty-five thousand dollars (\$25,000), to provide means for installing a refrigerating plant in Washington Market, Borough of Manhattan, under the jurisdiction of the President of the Borough of Manhattan, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller be and is hereby authorized to issue corporate stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, the proceeds thereof to the amount of the par value of the stock to be applied to the purposes aforesaid.

Which was adopted by the following vote:

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

Department of Street Cleaning—Transfer of Appropriation (Cal. No. 51).

The Secretary presented:

Report of the Comptroller in the matter of the request of the Commissioner of Street Cleaning for a transfer of \$51,328.35 within appropriations for 1913, to provide funds for appropriate accounts to meet conditions for the remainder of the present year and modification of schedules.

Which was withdrawn by the Deputy and Acting Comptroller.

President, Borough of Manhattan—Modification of Schedules and Transfer of Appropriation (Cal. No. 52).

The Secretary presented the following:

Office of the President, Borough of Manhattan, November 10, 1913.

To the Honorable Board of Estimate and Apportionment, 277 Broadway, New York City:

Gentlemen—Request is hereby made for the following transfer of funds from appropriations made to this Department entitled:

PRESIDENT, BOROUGH OF MANHATTAN, 1913.		
Supplies, Office Supplies.		
2749	Care of Highways, Executive.....	\$26 40
Supplies, Motor Vehicle Supplies.		
2755	Administration, Executive.....	25 00
Purchase of Equipment, Office Equipment.		
2763	Care of Highways, Executive.....	150 00
Purchase of Equipment, Office Equipment.		
2772	Care of Supreme Court.....	75 00
Purchase of Equipment, Motor Vehicles and Equipment.		
2773	Administration, Executive.....	650 00
Purchase of Equipment, General Plant Equipment.		
2779	Care of Highways, Executive.....	50 00
Purchase of Equipment, General Plant Equipment.		
2784	Repairing, Baths and Comfort Stations.....	73 60
Purchase of Equipment, General Plant Equipment, Janitorial Service, Etc.		
2786	Baths and Comfort Stations.....	200 00
Contract or Open Order Service, General Repairs.		
2798	Roadways, Viaducts and Stone Pavements.....	200 00
Contract or Open Order, General Repairs, Highways.		
2803	Sidewalks, Street Signs and Encumbrances.....	200 00
Storage of Motor Vehicles.		
2811	Administration, Executive.....	350 00
General Plant Service.		
2821	Administration, Executive.....	50 00
General Plant Service.		
2822	Care Public Buildings and Offices, Executive.....	300 00
2826	Contingencies, Highways, Executive.....	150 00
Total		\$2,500 00

—to the appropriations made to this Department entitled:

PRESIDENT, BOROUGH OF MANHATTAN, 1913.		
Supplies, Laundry, Cleaning and Disinfecting Supplies.		
2753	Janitorial Service, Cleaning, Etc., Office Buildings.....	\$500 00
Supplies, Laundry, Cleaning and Disinfecting Supplies.		
2754	Janitorial Service, Cleaning, Etc., Baths and Comfort Stations.....	350 00
Materials, Building Materials, Care Public Buildings and Offices.		
2792	Repairing, Office Buildings.....	600 00
Materials, Building Materials.		
2793	Repairing, Baths and Comfort Stations.....	400 00
Materials, General Plant Materials, Care Public Buildings and Offices.		
2794	Heat, Light and Power, Office Buildings.....	200 00
Materials, General Plant Materials, Care Public Buildings and Offices.		
2795	Heat, Light and Power, Baths and Comfort Stations.....	200 00
Contract or Open Order Service, General Repairs, Care of Sewers.		
2804	Cleaning and Repairing.....	250 00
Total		\$2,500 00

The transfers are necessary to provide additional funds for appropriations that have become exhausted. Very truly yours,

GEORGE McANENY, President, Borough of Manhattan.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 11, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On November 10, 1913, the President of the Borough of Man-

hattan requested transfer of \$2,500 within appropriations for 1913. In connection therewith I report as follows:

It is proposed to transfer:

FROM		
Supplies, Office Supplies, Care of Highways.		
2749	Executive.....	\$26 40
Supplies, Motor Vehicle Supplies, Administration.		
2755	Executive.....	25 00
Purchase of Equipment, Office Equipment, Care of Highways.		
2763	Executive.....	150 00
Purchase of Equipment, Office Equipment, Supervision of Building Construction and Alteration.		
2772	Care of Supreme Court.....	75 00
Purchase of Equipment, Motor Vehicles and Equipment, Administration.		
2773	Executive.....	650 00
Purchase of Equipment, General Plant Equipment, Care of Highways.		
2779	Executive.....	50 00
Purchase of Equipment, General Plant Equipment, Care of Public Buildings and Offices, Repairing.		
2784	Baths and Comfort Stations.....	73 60
Purchase of Equipment, General Plant Equipment, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.		
2786	Baths and Comfort Stations.....	200 00
Contract or Open Order Service, General Repairs, Care of Highways.		
2798	Roadways, Viaducts and Stone Pavements.....	200 00
Contract or Open Order Service, General Repairs, Care of Highways.		
2803	Sidewalks, Street Signs and Encumbrances.....	200 00
Contract or Open Order Service, Storage of Motor Vehicles, Administration.		
2811	Executive.....	350 00
Contract or Open Order Service, General Plant Service, Administration.		
2821	Executive.....	50 00
Contract or Open Order Service, General Plant Service, Care of Public Buildings and Offices.		
2822	Executive.....	300 00
Contingencies, Care of Highways.		
2826	Executive.....	150 00
		\$2,500 00

TO

Supplies, Laundry, Cleaning and Disinfecting Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.		
2753	Office Buildings.....	\$500 00
Supplies, Laundry, Cleaning and Disinfecting Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.		
2754	Baths and Comfort Stations.....	350 00
Materials, Building Materials, Care of Public Buildings and Offices, Repairing.		
2792	Office Buildings.....	600 00
Materials, Building Materials, Care of Public Buildings and Offices, Repairing.		
2793	Baths and Comfort Stations.....	400 00
Materials, General Plant Materials, Care of Public Buildings and Offices, Heat, Light and Power.		
2794	Office Buildings.....	200 00
Materials, General Plant Materials, Care of Public Buildings and Offices, Heat, Light and Power.		
2795	Baths and Comfort Stations.....	200 00
Contract or Open Order Service, General Repairs, Care of Sewers.		
2804	Cleaning and Repairing.....	250 00
		\$2,500 00

The purpose of the transfer is to provide funds in appropriate accounts to meet conditions for the remainder of the present year.

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

Respectfully, DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated to the office of the President, Borough of Manhattan, for the year 1913, as follows:

FROM		
Supplies, Office Supplies, Care of Highways.		
2749	Executive.....	\$26 40
Supplies, Motor Vehicle Supplies, Administration.		
2755	Executive.....	25 00
Purchase of Equipment, Office Equipment, Care of Highways.		
2763	Executive.....	150 00
Purchase of Equipment, Office Equipment, Supervision of Building Construction and Alteration.		
2772	Care of Supreme Court.....	75 00
Purchase of Equipment, Motor Vehicles and Equipment, Administration.		
2773	Executive.....	650 00
Purchase of Equipment, General Plant Equipment, Care of Highways.		
2779	Executive.....	50 00
Purchase of Equipment, General Plant Equipment, Care of Public Buildings and Offices, Repairing.		
2784	Baths and Comfort Stations.....	73 60
Purchase of Equipment, General Plant Equipment, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.		
2786	Baths and Comfort Stations.....	200 00
Contract or Open Order Service, General Repairs, Care of Highways.		
2798	Roadways, Viaducts and Stone Pavements.....	200 00
Contract or Open Order Service, General Repairs, Care of Highways.		
2803	Sidewalks, Street Signs and Encumbrances.....	200 00
Contract or Open Order Service, Storage of Motor Vehicles, Administration.		
2811	Executive.....	350 00
Contract or Open Order Service, General Plant Service, Administration.		
2821	Executive.....	50 00
Contract or Open Order Service, General Plant Service, Care of Public Buildings and Offices.		
2822	Executive.....	300 00
Contingencies, Care of Highways.		
2826	Executive.....	150 00
		\$2,500 00

TO

Supplies, Laundry, Cleaning and Disinfecting Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.		
2753	Office Buildings.....	\$500 00
Supplies, Laundry, Cleaning and Disinfecting Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.		
2754	Baths and Comfort Stations.....	350 00



Materials, Building Materials, Care of Public Buildings and Offices, Repairing.	
2792 Office Buildings .....	600 00
Materials, Building Materials, Care of Public Buildings and Offices, Repairing.	
2793 Baths and Comfort Stations .....	400 00
Materials, General Plant Materials, Care of Public Buildings and Offices, Heat, Light and Power.	
2794 Office Buildings .....	200 00
Materials, General Plant Materials, Care of Public Buildings and Offices, Heat, Light and Power.	
2795 Baths and Comfort Stations .....	200 00
Contract or Open Order Service, General Repairs, Care of Sewers.	
2804 Cleaning and Repairing .....	250 00
	<b>\$2,500 00</b>

Which was adopted by the following vote:

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

The following resolution was offered:

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

Supplies, Office Supplies, Care of Highways.	
2740 Executive .....	\$103 60
Supplies, Motor Vehicle Supplies, Administration.	
2755 Executive .....	1,975 00
Purchase of Equipment, Office Equipment, Care of Highways.	
2763 Executive .....	555 00
Purchase of Equipment, Office Equipment, Supervision of Building Construction and Alteration.	
2772 Care of Supreme Court .....	4,950 00
Tax Levy Allowance .....	\$3,450 00
Special Revenue Bond Allowance .....	1,500 00
	<b>\$4,950 00</b>

Purchase of Equipment, Motor Vehicles and Equipment, Administration.	
2773 Executive .....	5,925 00
Purchase of Equipment, General Plant Equipment, Care of Highways.	
2779 Executive .....	120 00
Purchase of Equipment, General Plant Equipment, Care of Public Buildings and Offices, Repairing.	
2784 Baths and Comfort Stations .....	651 40
Purchase of Equipment, General Plant Equipment, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.	
2786 Baths and Comfort Stations .....	800 00
Contract or Open Order Service, General Repairs, Care of Highways.	
2798 Roadways, Viaducts and Stone Pavements .....	1,700 00
Contract or Open Order Service, General Repairs, Care of Highways.	
2803 Sidewalks, Street Signs and Encumbrances .....	1,000 00
Contract or Open Order Service, Storage of Motor Vehicles, Administration.	
2811 Executive .....	2,100 00
Contract or Open Order Service, General Plant Service, Administration.	
2821 Executive .....	650 00
Contract or Open Order Service, General Plant Service, Care of Public Buildings and Offices.	
2822 Executive .....	3,700 00
Contingencies, Care of Highways.	
2826 Executive .....	245 00
Supplies, Laundry, Cleaning and Disinfecting Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.	
2753 Office Buildings .....	2,732 14
Supplies, Laundry, Cleaning and Disinfecting Supplies, Care of Public Buildings and Offices, Janitorial Service, Cleaning and Attendance.	
2754 Baths and Comfort Stations .....	2,050 00
Materials, Building Materials, Care of Public Buildings and Offices, Repairing.	
2792 Office Buildings .....	8,100 00
Materials, Building Materials, Care of Public Buildings and Offices, Repairing.	
2793 Baths and Comfort Stations .....	5,400 00
Materials, General Plant Materials, Care of Public Buildings and Offices, Heat, Light and Power.	
2794 Office Buildings .....	3,700 00
Materials, General Plant Materials, Care of Public Buildings and Offices, Heat, Light and Power.	
2795 Baths and Comfort Stations .....	3,700 00
Contract or Open Order Service, General Repairs, Care of Sewers.	
2804 Cleaning and Repairing .....	5,675 00

Which was adopted by the following vote:

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

President, Borough of Brooklyn—Modification of Schedules and Transfer of Appropriation (Cal. No. 53).

The Secretary presented the following:

The City of New York, Office of the President of the Borough of Brooklyn, Brooklyn, October 28, 1913.

Hon. WILLIAM A. PRENDERGAST, Comptroller, City of New York:

Dear Sir—Will you kindly have your Bureau of Statistics prepare a report recommending to the Board of Estimate and Apportionment the following transfer of appropriations:

FROM	
Highways, Purchase of Equipment, General Plant Equipment, Care of Highways.	
3024 Incumbrances .....	\$100 00
TO	
Administration, Purchase of Equipment, Motor Vehicles and Equipment.	

3014 Executive .....	\$100 00
As the appropriation in the latter fund is exhausted, and as we are very much in need of new tires, your early consideration of this matter is earnestly requested.	
Respectfully, GEO. W. TILLSON, Acting Commissioner of Public Works.	

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 11, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 28, 1913, the President of the Borough of Brooklyn requested a transfer of \$100 within appropriations to his office for the year 1913. In connection therewith I report as follows:

The proposed transfer is from Purchase of Equipment, General Plant Equipment, Care of Highways, No. 3024, Incumbrances, to Purchase of Equipment, Motor Vehicles and Equipment, Administration, No. 3014, Executive.

The purpose of the transfer is to provide funds in No. 3014 for the purchase of new tires. The 1913 appropriation for the latter account has been exhausted.

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

Respectfully, DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated to the office of the President of the Borough of Brooklyn for the year 1913, as follows:

FROM	
Purchase of Equipment, General Plant Equipment, Care of Highways.	
3024 Incumbrances .....	\$100 00
TO	
Purchase of Equipment, Motor Vehicles and Equipment, Administration.	
3014 Executive .....	100 00

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the office of the President of the Borough of Brooklyn, for the year 1913, as follows:

Purchase of Equipment, Motor Vehicles and Equipment, Administration.	
3014 Executive .....	\$415 20
Purchase of Equipment, General Plant Equipment, Care of Highways.	
3024 Incumbrances .....	

Which was adopted by the following vote:

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

The following Financial matters, not on the Calendar for this day, were considered by unanimous consent:

Meetings of the Board During Thanksgiving and Christmas Weeks (No. 54).

The Deputy and Acting Comptroller moved that the meetings of the Board to be held during Thanksgiving and Christmas weeks be held on Wednesday, November 26, and Wednesday, December 24, 1913.

Which motion was adopted by the following vote:

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

President, Borough of Queens—Approval of Schedules and Transfer of Appropriation (No. 55).

(The report of the Transit Conference Committee in this matter is printed on pages 8013-8014 of the minutes of the meeting held October 23, 1913.)

The Secretary presented the following:

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 13, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—At a meeting held on October 23, 1913, your Board adopted a resolution presented by the Transit Conference Committee, approving the plan for relief from present dangerous traffic conditions near the intersection of Thomson avenue and the Long Island Railroad at Winfield, Borough of Queens, due to the temporary elimination of the grade crossings and recommending that the President of the Borough of Queens be granted an appropriation not exceeding six thousand dollars (\$6,000). This was to provide funds to grade and pave a detour from Thomson avenue to Laurel Hill boulevard, skirting the right of way of the Long Island Railroad Company, and through Hicks avenue, to avoid a dangerous condition without further delay. At the same meeting the Comptroller was directed to find the necessary funds to meet these expenses. I report as follows:

The circumstances which make this transfer necessary did not exist and could not have been foreseen at the time when the 1913 Budget was prepared. It is a contingency that has arisen during the year. Conditions being dangerous, it is desirable that prompt action be taken. Funds can be provided by transferring the six thousand dollars (\$6,000):

FROM	
MISCELLANEOUS, CITY.	
Fixed Charges and Contributions, Advertising.	
2534 Advertising, not otherwise provided for, including arrearages .....	\$6,000 00
TO	
Contingencies, Care of Highways.	

3273 Roadways, Viaducts and Streets .....	\$6,000 00
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I consent to the transfer of funds from No. 2534 and recommend the adoption of the attached resolution.

Respectfully, DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated for the year 1913, as follows:

FROM	
MISCELLANEOUS, CITY.	
Fixed Charges and Contributions, Advertising.	
2534 Advertising, not otherwise provided for, including arrearages .....	\$6,000 00
TO	
PRESIDENT, BOROUGH OF QUEENS.	
Contingencies, Care of Highways.	
3273 Roadways, Viaducts and Streets .....	\$6,000 00

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves schedule, as revised, for Miscellaneous—City, for the year 1913, as follows:

Fixed Charges and Contributions, Advertising.	
2534 Advertising, not otherwise provided for, including arrearages .....	\$152,197 00

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves schedule, as revised for the office of the President of the Borough of Queens, for the year 1913, as follows:

Contingencies.	
3273 Care of Highways—	
Permits .....	\$216 00
Roadways, Viaducts and Streets .....	6,000 00
	<b>\$6,216 00</b>

Which was adopted by the following vote:

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

Department of Bridges—Retirement of Certain Employees (No. 56).

The Secretary presented:

Communications (2) from the Commissioner of Bridges, requesting the retirement, pursuant to chapter 669, Laws of 1911, of the following employees in his department: Henry Lepper, Steam Engineman, Peter Matthews, Laborer.

Which was referred to the Committee on Salaries and Grades, consisting of the Comptroller and the President of the Board of Aldermen.



*Department of Docks and Ferries—Issue of Corporate Stock (No. 57).*  
The Secretary presented:  
Communication from the Commissioner of Docks, requesting the issue of \$26,000 corporate stock to meet the expense of building the extension of Pier No. 45, North River, by contract.  
Which was referred to the Corporate Stock Budget Committee, consisting of the Comptroller and the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx.

*President, Borough of Richmond—Establishment of Position of Rodman (No. 58).*  
The Secretary presented:  
Communication from the President of the Borough of Richmond, requesting the establishment in his office of the grade of position of Rodman at \$1,500 per annum, for one incumbent.  
Which was referred to the Committee on Salaries and Grades, consisting of the Comptroller and the President of the Board of Aldermen.

*Sheriff, New York County—Issue of Special Revenue Bonds (No. 59).*  
The Secretary presented:  
Resolution of the Board of Aldermen, amending its resolution of July 16, 1913, requesting the issue of \$332.11 special revenue bonds (subdivision 8, section 188 of the Charter) to provide for deficiencies in the 1913 budget appropriation for the office of the Sheriff of New York County, by substituting the figures 1912 for the figures 1913.  
(On October 2, 1913, the Board returned the above resolution to the Board of Aldermen for correction, on the recommendation of the Comptroller.)

*Tenement House Department—Permission to Destroy Old Records (No. 60).*  
The Secretary presented:  
Communication from the Commissioner, Tenement House Department, submitting opinion of the Corporation Counsel, certifying, pursuant to section 1545A of the Charter, that certain papers and records in said department may be destroyed, and requesting that the Board consent to the destruction of said papers, as set forth in the above opinion.  
Which were referred to the Comptroller.

*President, Borough of Richmond—Issue of Corporate Stock (No. 61).*  
The Secretary presented:  
Communication from the President of the Borough of Richmond, relative to the authorization of corporate stock, approximating \$500,000 for the erection of the new County Court House in Richmond County.

*New York Sewer Plan Commission—Issue of Corporate Stock (No. 62).*  
The Secretary presented:  
Communication from the New York Sewer Plan Commission, by the Chairman and Secretary thereof, calling the attention of the Board to the fact, while it has provided for the expenses of this Commission for the remainder of the present year, no provision has been made for the work of the Commission in the budget for 1914, the Board having apparently decided that the funds would be provided through an issue of corporate stock. Request is now made for such issue in the sum of \$15,950, and a schedule is submitted indicating how the proceeds thereof will be expended.  
Which were referred to the Corporate Stock Budget Committee, consisting of the Comptroller and the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx.

*Department of Street Cleaning—Approval of Form of Contract, etc. (No. 63).*  
The Secretary presented:  
Communication from the Commissioner of Street Cleaning, requesting approval, pursuant to section 546 of the Charter, of the form of contract, plans and specifications, as amended, for the construction of a runway on the dumping board on the pier at the foot of West 30th street, Manhattan, at an estimated cost of \$2,000.

*Department of Street Cleaning—Approval of Form of Contract (No. 64).*  
The Secretary presented:  
Communication from the Commissioner of Street Cleaning, requesting approval, pursuant to section 546 of the Charter, of form of contract, plans and specifications for the construction of an additional dumping board at 134th street and North River, at an estimated cost of \$3,000.  
Which were referred to the Comptroller.

*Department of Water Supply, Gas and Electricity—Establishment of Grade of Position of Division Engineer (No. 65).*  
The Secretary presented:  
Communication from the Commissioner of Water Supply, Gas and Electricity, requesting the establishment of the grade of position of Division Engineer at \$3,500 per annum, to be substituted for the grade of position of Assistant Engineer at \$3,500 per annum, which it is requested be eliminated.  
Which was referred to the Committee on Salaries and Grades, consisting of the Comptroller and the President of the Board of Aldermen.

*District Attorney, New York County—Issue of Special Revenue Bonds (No. 66).*  
The Secretary presented:  
Communication from the District Attorney of New York County requesting the issue of \$10,000 special revenue bonds (section 1542 of the Charter) for the expenses of conducting an investigation in connection with the collection of moneys from persons having contracts with the State of New York.

*District Attorney, Richmond County—Withdrawing Request for Issue of Special Revenue Bonds (No. 67).*  
The Secretary presented:  
Communication from the District Attorney of Richmond County, withdrawing his application presented to the Board on August 28, 1913, and referred to the Comptroller, for an issue of \$500 special revenue bonds pursuant to section 1542 of the Charter, for investigation of what is known as the "Smoke Nuisance Matter."

*Department of Street Cleaning—Approval of Form of Contract, Etc. (No. 68).*  
The Secretary presented:  
Communication from the Commissioner of Street Cleaning, submitting for approval, pursuant to (section 546 of the Charter) form of contract, plans and specifications for the construction of a bridge and dumping board at the foot of 72d street and East River, Manhattan, at an estimated cost of \$7,000.  
Which were referred to the Comptroller.

On motion, the Board adjourned to meet Thursday, November 20, 1913, at 10.30 o'clock a. m.  
JOSEPH HAAG, Secretary.

## PUBLIC SERVICE COMMISSION—FIRST DISTRICT.

No. 154 NASSAU STREET, NEW YORK CITY.  
Calendar for the Week Commencing December 1, 1913.  
Thursday, December 4, 1913—11 a. m.—Room 305—Case No. 1725—New York, New Haven and Hartford Railroad Company—"Rehearing as to protection of employees from contact with overhead electric equipment"—Commissioners Eustis and Cram.  
Friday, December 5, 1913—10.30 a. m.—Room 310—Case No. 1560—New York Railways Company—"Rehearing as to application for approval of issue of \$2,600,000 bonds"—Commissioner Maltbie. 11 a. m.—Room 305—Case No. 1270—Staten Island Railroad Company—"Accounting as to alteration of grade crossing on the Amboy road, near Huguenot"—Commissioner Cram. 11 a. m.—Room 305—Case No. 1753—Long Island Railroad Company—"Service on lines of railroad from and to Long Island City and on 34th street-Long Island City ferry line"—Commissioner Cram.  
Regular meeting of the Commission held every Tuesday and Friday at 12.15 p. m. in Room 310.

## THE BOARD OF ALDERMEN OF THE CITY OF NEW YORK.

### STATED MEETING.

Tuesday, December 2, 1913, 1.30 o'clock P. M.  
The Board met in the Aldermanic Chamber, City Hall.

Present:  
Aldermen  
O. Grant Esterbrook, Charles W. Dunn, James J. Molen.  
Vice-Chairman. John T. Eagan. George A. Morrison.  
Niles R. Becker. Edward Eichhorn. Otto Muhlbauer.  
Daniel M. Bedell. William Fink. Courtlandt Nicoll.  
John A. Bolles. Ralph Folks. James J. Nugent.  
John H. Boschen. John S. Gaynor. George M. O'Connor.  
Robert H. Bosse. Edward V. Gilmore. Thomas H. O'Neil.  
William D. Brush. James Hamilton. John J. O'Rourke.  
Michael Carberry. Joseph M. Hannon. William H. Pendry.  
Charles P. Cole. Abram W. Herbst. Charles A. Post.  
Daniel R. Coleman. Oscar Igstaedter. Hyman Pouker.  
Hugh J. Cummskey. William P. Kenneally. John J. Reardon.  
Henry H. Curran. Francis P. Kenney. Philip J. Schmidt.  
Charles Delaney. Max S. Levine. W. Augustus Shipley.  
James L. Devine. Nathan Lieberman. James J. Smith.  
John Diemer. John Loos. Michael Stapleton.  
Frank T. Dixon. John McCann. Frederick H. Stevenson.  
Leo V. Doherty. John F. McCourt. John F. Walsh.  
Bernard E. Donnelly. William P. McGarry. Jacob Weil.  
Frank J. Dotzler. Thomas A. McGrath. James R. Weston.  
Frank L. Dowling. Samuel Marks. John J. White.  
Robert F. Downing. James F. Martyn. Frederick H. Wilmot.  
Alexander Dujat.

Maurice E. Connolly, President, Borough of Queens, by Joseph Flanagan, Commissioner of Public Works.  
Cyrus C. Miller, President Borough of The Bronx, by Thomas W. Whittle, Commissioner of Public Works.  
George McAneny, President Borough of Manhattan, by E. V. Frothingham, Commissioner of Public Works.  
The Clerk proceeded to read the minutes of the stated meeting of November 25, 1913.  
On motion of Alderman Stevenson, further reading was dispensed with, and the minutes were approved as printed.

### PETITIONS AND COMMUNICATIONS.

No. 5037.  
Central Federated Union of Greater New York and Vicinity, Labor Temple, 243 E. 84th St., New York, December 2, 1913.  
Hon. Board of Aldermen:

Dear Sirs—At the regular weekly meeting of the Central Federated Union, held on Friday, November 28, 1913, the enclosed resolution was endorsed. I am directed to urge your Honorable body to act favorably on same. Yours respectfully,  
(Seal) JOHN C. O'BRIEN, Recording Secretary.

AN ORDINANCE repealing section 313, relating to public carts and cartmen and substituting a new section in lieu thereof.

Be it Ordained, by the Board of Aldermen of The City of New York, as follows:  
That section 313 of the Code of Ordinances of The City of New York be and the same is hereby repealed, and the following section is hereby substituted in lieu thereof.

313. The legal rates for moving furniture and / or household goods, including the loading and unloading thereof, unless otherwise mutually agreed upon in advance, shall be as follows:

1. For furniture and / or household goods (other than pianos), where a one horse vehicle (including the driver thereof) is used, \$1.25 per hour.  
Where a two horse vehicle (including the driver thereof) is used, \$1.50 per hour.  
Where any automobile, auto car, or any other similar motor vehicle is used (including the operator thereof), \$2.75 per hour.  
For the service of each man in addition to operator or driver, 50 cents per hour.  
In case any vehicle, while engaged in transportation of such furniture and / or household goods, shall break down, or become disabled, no charge shall be made for the period of such disability.

2. For transporting pianos, where the distance to be traveled is three miles or less, \$3.  
For each additional mile or part thereof, 50 cents.  
For transporting pianos, either up or down one or more flights, 50 cents for each flight.

For transporting pianos up or down by means of elevator, \$1 additional.  
For each hoist used, \$5 addition.  
This ordinance shall take effect immediately.  
Which was ordered on file.

No. 5038.  
28th Ward Taxpayers' Protective Association, Brooklyn, N. Y., November 25, 1913.  
Hon. O. GRANT ESTERBROOK, President, and Members of the Board of Aldermen, New York City:

Gentlemen—On behalf of the members of our association I know that I voice their sentiments when I state that notwithstanding the attitude of Mr. James Stewart, Second Assistant Postmaster General of the United States, your Board had the manhood to regulate the movements of the auto mail trucks through our crowded streets, thereby saving many lives and accidents. Why the mail wagons should be exempt any more than any other vehicles when driven at a dangerous rate of speed is more than the people can understand. The lives of pedestrians are more important than dollars, and more important than a few minutes of delay of a letter being received. All hail to a Board of Aldermen that dares to do right, even when the United States Government is concerned in the matter. Respectfully,  
JARED J. CHAMBERS, President.

Which was ordered on file.  
COMMUNICATIONS FROM CITY, COUNTY AND BOROUGH OFFICERS.  
The Vice-Chairman laid before the Board the following communications from the Board of Estimate and Apportionment:

No. 5039.  
City of New York, Board of Estimate and Apportionment, Office of the Secretary, 277 Broadway, December 2, 1913.  
To the Honorable the Board of Aldermen:

Gentlemen—I transmit herewith certified copies of two resolutions adopted by the Board of Estimate and Apportionment, November 26, 1913, relative to issues of corporate stock, as follows:

Calendar No. 15A. Rescinding resolutions adopted October 23, 1913, which reduced the \$15,000 authorization of July 17, 1911, to \$7,481.68 for the construction of the zebra house yard in the New York Zoological Park, under the jurisdiction of the Department of Parks, Borough of The Bronx.

Calendar No. 15B. Amending resolution adopted July 17, 1911, which authorized the issue of \$15,000 corporate stock for the construction of a zebra house yard, in the New York Zoological Park, under the jurisdiction of the Department of Parks, Borough of The Bronx, by reducing said amount to \$8,000.

I also transmit herewith copy of report of the Corporate Stock Budget Committee relative thereto. Yours very truly,  
JOSEPH HAAG, Secretary.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 21, 1913.  
To the Board of Estimate and Apportionment:

Gentlemen—On October 23, 1913, the Board of Estimate and Apportionment adopted a resolution to rescind a balance of \$7,518.32 corporate stock authorized by the Board on July 17, 1911, for \$15,000, for the construction of a zebra house yard in the New York Zoological Park, under the jurisdiction of the Department of Parks, Borough of The Bronx, and authorizing an issue of corporate stock for \$7,518.32 to provide means for the construction of a hospital building to be located in the service yard.



It appears that \$518.32 of this sum was cash balance, which cannot be transferred by a resolution authorizing bonds. The practical result of this proceeding was a rescindment of \$7,518.32.

It is therefore recommended that the amended resolution adopted on October 23, 1913, be rescinded. The resolution authorizing \$7,518.32 corporate stock for the new purpose to stand as adopted.

This really involves no additional outlay in the appropriation, although it shows an apparent increase of \$518.32 over the original authorization. That amount exists as an actual cash balance and may be transferred, pursuant to the provisions of chapter 36 of the Laws of 1913, and made available for any purpose for which corporate stock may be authorized. There is actually no increase in the appropriation, but this action will avoid complication in keeping the accounts.

We recommend the adoption of the attached resolutions, giving effect to this recommendation. Respectfully,

DOUGLAS MATHEWSON, Deputy and Acting Comptroller; E. V. FROTHINGHAM, Acting President, Borough of Manhattan; L. V. POUNDS, President, Borough of Brooklyn; CYRUS C. MILLER, President, Borough of The Bronx, Corporate Stock Budget Committee.

(15A)

Resolved, That the following resolution adopted by the Board of Estimate and Apportionment on October 23, 1913:

"Resolved, That the following resolution adopted by the Board of Estimate and Apportionment on July 17, 1911:

"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 an amount not exceeding fifteen thousand dollars (\$15,000) to provide means for the construction of a zebra house yard in the New York Zoological Park, under the jurisdiction of the Department of Parks, Borough of The Bronx, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller be and is hereby authorized to issue said corporate stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, the proceeds thereof to the amount of the par value of the stock to be applied to the purposes aforesaid."

"—be and the same is hereby amended by making the amount read, seven thousand four hundred and eighty-one dollars and sixty-eight cents (\$7,481.68)."

—be and the same is hereby rescinded.

A true copy of resolution adopted by the Board of Estimate and Apportionment, November 26, 1913. JOSEPH HAAG, Secretary.

No. 5040.

Resolved, That the following resolution adopted by the Board of Estimate and Apportionment on July 17, 1911:

"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 an amount not exceeding fifteen thousand dollars (\$15,000) to provide means for the construction of a zebra house yard in the New York Zoological Park, under the jurisdiction of the Department of Parks, Borough of The Bronx, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller be and is hereby authorized to issue said corporate stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, the proceeds thereof to the amount of the par value of the stock to be applied to the purposes aforesaid."

—be and the same is hereby amended to make the amount read eight thousand dollars (\$8,000).

A true copy of resolution adopted by the Board of Estimate and Apportionment, November 26, 1913. JOSEPH HAAG, Secretary.

Which were severally referred to the Committee on Finance.

No. 5041.

City of New York, Board of Estimate and Apportionment, Office of the Secretary, 277 Broadway, December 2, 1913.  
To the Honorable the Board of Aldermen:

Gentlemen—I transmit herewith certified copy of resolution adopted by the Board of Estimate and Apportionment November 26, 1913, recommending that the salaries of Janitors of various school buildings, under the jurisdiction of the Department of Education, be fixed temporarily and until further modified, as therein set forth.

I also transmit herewith copy of report of the Committee on Salaries and Grades relative thereto. Yours very truly, JOSEPH HAAG, Secretary.

Whereas, By opinions of the Corporation Counsel as of June 28 and July 30, 1910, the Comptroller was advised that the payment of salaries of Janitors in the Department of Education was illegal unless such salary shall have been established under the provisions of section 56 of the Greater New York Charter; and,

Whereas, The Special Committee on Janitorial Compensation and the Committee on School Inquiry, Board of Estimate and Apportionment, submitted a joint report on March 27, 1913, which contained detailed suggestions and recommendations for the reorganization of the janitorial force of the Board of Education; therefore, be it

Resolved, That, pursuant to the provisions of section 56 of the Charter, the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, pending action by the Board of Education on the aforesaid report, the compensation of Janitors in the Department of Education be fixed temporarily, and until further modified in accordance with the following list:

Janitor, Public School 11, Brooklyn, per annum, less \$221.....	\$1,980 00
Janitor, Public School 69, Queens, per month.....	10 00
Janitor, Public School 70, Queens, per month.....	10 00
Janitor, Public School 53, Queens, per annum, less \$221.....	1,116 00
Janitor, Public School 49, Manhattan, per month.....	50 00
Janitor, Public School 98D, Manhattan, per month.....	60 00
Janitor, Public School 14, Richmond, per month.....	75 00
Janitor, Bushwick High School, Brooklyn, August 15, 1913, to September 27, 1913, per month.....	150 00
Janitor, Bushwick High School, from September 27, per month.....	1,500 00
Janitor, Public School 130, Manhattan, for care of sidewalk and lot adjoining school, per month.....	15 00
Janitor, Public School 2, Richmond, per month.....	50 00
Janitor, Public School 17, Annex, Brooklyn, per month.....	59 00
Janitor, Public School 49, Brooklyn, per annum, less \$221.....	1,356 00
Janitor, Public School 31, Brooklyn, per annum, less \$221.....	1,272 00
Janitor, Public School 41, Brooklyn, per annum, less \$221.....	1,476 00
Janitor, Training School for Teachers, Brooklyn, per annum.....	8,476 00
Janitor, Public School 101, Manhattan, per annum.....	3,852 00

A true copy of resolution adopted by the Board of Estimate and Apportionment November 26, 1913. JOSEPH HAAG, Secretary.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, November 18, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On October 8 and 22, 1913, the Board of Education requested that rates of compensation for Janitors of sundry public schools be fixed in accordance with the provisions of section 56 of the Greater New York Charter. In connection therewith we report as follows:

For Nos. 49 and 98D, Manhattan; 11, 17 Annex, 21, 41 and 49, Brooklyn; 53, 69 and 70, Queens; 2 and 14, Richmond, rates the same as or lower than those already fixed upon the basis of the regular schedule of prices are requested.

For the new Bushwick High School in Brooklyn, pending the fixation of a regular rate, a temporary rate of \$150 per month is requested from August 15, 1913, the date upon which the Janitor was first assigned to duty; also a temporary rate of \$1,500 per month from September 27, 1913, to enable the Janitor to engage sufficient help to get the building ready for occupancy.

For the Janitor of No. 130, Manhattan, an increase from \$10 to \$15 per month is requested for the care of the sidewalk and lot adjoining the school, on account of their being used for playground and garden purposes by the school.

For the Janitor of the Training School for Teachers, Brooklyn, an increase from \$7,056 to \$8,476 per annum is requested, because, after investigating the Janitors' complaints, the Committee on Care of Buildings, Board of Education, decided that the present rate, which is based upon the regular schedule, is insufficient for the care of this particular building on account of its wider use, due to the various and extended activities of the training school. It is stated to be necessary to increase the rate of compensation as proposed in order to obtain satisfactory janitorial service.

For the Janitor of No. 101, 111th street, west of Lexington avenue, Manhattan, the maximum rent allowance of \$365 per annum is requested, as against \$221, which he now receives. It is stated that the minimum rate of \$221 per annum is insufficient for this neighborhood.

In addition to the foregoing, new rates of compensation for the care of portable buildings in connection with Nos. 8, 14, 34 and 36, The Bronx, are requested, but, as the proposed rates have since been reconsidered, it is recommended that this part of the request be held in abeyance pending the receipt of the amended resolutions.

A resolution is also transmitted rescinding a request made on September 10, 1913, for the fixation of the rate of \$600 per annum for the Janitor of No. 147, Manhattan, for the care of the kindergarten in the Jacob A. Riis Neighborhood Settlement, but no action thereon is necessary, as the request was disapproved.

With the exception of the aforesaid portable school items, we recommend that the requests be granted by the adoption of the attached resolution. Respectfully,

DOUGLAS MATHEWSON, Deputy and Acting Comptroller; O. GRANT ESTERBROOK, Acting President, Board of Aldermen, Committee on Salaries and Grades.

Which was referred to the Committee on Salaries and Offices.

The Vice-Chairman laid before the Board the following communication from the President of the Borough of Queens:

No. 5042.

The City of New York, Office of the President of the Borough of Queens, Long Island City, November 29, 1913.

To the Honorable the Board of Aldermen, City of New York:

Gentlemen—We respectfully call your attention to the absolute necessity for some action by your Board in the immediate future with respect to requests for revenue bonds for horses and carts hire for the Bureau of Sewers and also for the Bureau of Street Cleaning in this Department. In submitting our requests we have gone into great detail in explaining the basis for our requests. Our funds have become completely exhausted in the Sewer Bureau and we will be unable to continue the cleaning of sewers and sewer basins unless some provision is made whereby sewers and sewer basins may be cleaned and the deposits removed. We know of no way other than horses and carts for this work and have called your attention to the fact that our funds are exhausted. The same condition prevails in the Bureau of Street Cleaning. Our appropriation will be completely exhausted during the coming week and we will be unable after next Thursday or Friday to collect any of the refuse, garbage or sweepings unless some provision is immediately made.

May I ask that your committee take up the question at its earliest convenience in order that we may know what our position is with respect to further funds for the continuation of these important works. Yours very truly,

SAMUEL BROCK, Secretary of the Borough of Queens

Which was ordered on file

The Vice-Chairman laid before the Board the following communication from the Commissioner of Public Charities:

No. 5043.

Department of Public Charities of The City of New York, Foot of E. 26th St., New York, December 2, 1913.

Hon. O. GRANT ESTERBROOK, Acting President, Board of Aldermen, City Hall, New York City, N. Y.:

Sir—I have been informed that a hearing will be held to-day before your Honorable Board upon the ordinance in relation to Compensation to Dependent Wives and Children.

If this ordinance is passed it will undoubtedly act as a deterrent to those who intend to leave their wives and children without support. Many wives hesitate about complaining against their husbands for the reason that they know that under existing laws they cannot receive any support if their husbands are sent to the Workhouse. The ordinance has my approval, and I hope it will be passed.

Yours very respectfully, MICHAEL J. DRUMMOND, Commissioner.

Which was ordered on file.

#### SPECIAL ORDERS.

No. 276—Int. No. 4977.

The Committee on Finance, to which was referred on November 18, 1913 (Minutes, page 314), the annexed resolution in favor of rescinding special revenue bond issue of \$23,500 for Department of Water Supply, Gas and Electricity, respectfully

#### REPORTS:

That this rescindment is at the request of the Department of Water Supply, Gas and Electricity, this particular project having been abandoned by them.

It, therefore, recommends that the said resolution be adopted.

Resolved, That the following resolution adopted by the Board of Aldermen February 25, 1913, and received from his Honor the Mayor March 11, 1913, without his approval or disapproval thereof, be and the same is hereby rescinded:

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of twenty-three thousand five hundred dollars (\$23,500), the proceeds whereof to be used by the Department of Water Supply, Gas and Electricity for the purpose of sinking driven wells upon a strip of land in the Borough of Queens, now held under lease for a period of five years from the Long Island Railroad Company adjoining the Flushing Pumping Stations.

All obligations contracted for hereunder to be incurred on or before December 31, 1913.

HENRY H. CURRAN, FRANK J. DOTZLER, ROBERT F. DOWNING, C. AUGUSTUS POST, JOHN S. GAYNOR, JOHN DIEMER, FRANCIS P. KENNEY, Committee on Finance.

The Vice-Chairman put the question whether the Board would agree to accept, said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Becker, Bedell, Bolles, Boschen, Bosse, Brush, Carberry, Cole, Coleman, Cummskey, Curran, Delaney, Devine, Diemer, Dixon, Doherty, Dotzler, Dowling, Downing, Dounelly, Dunn, Dujat, Eagan, Eichhorn, Fink, Folks, Gaynor, Gilmore, Hamilton, Hannon, Herbst, Kenney, Levine, Lieberman, Loos, McCann, McCourt, McGarry, McGrath, Marks, Martyn, Molen, Morrison, Muhlbauer, Nicoll, Nugent, O'Connor, O'Neil, O'Rourke, Pendry, Pouker, Reardon, Shipley, Smith, Stapleton, Stevenson, Walsh, Weil, Weston, Wilmot; the Vice-Chairman—61.

#### REPORTS OF STANDING COMMITTEES.

Reports of Committee on Finance—

No. 4808.

The Committee on Finance, to which was referred on October 28, 1913 (Minutes, page 86), the annexed request from the President of the Borough of Queens for \$14,391.39 special revenue bonds for use of the Bureau of Street Cleaning, respectfully

#### REPORTS:

That, having carefully examined the subject, it believes an extra allowance to be an absolute necessity to properly carry on this work for the remainder of the year. Through an error in bookkeeping the request was not made for the full amount needed to carry on the present force. The Committee has made the most exact calculations and finds that \$18,381.75 is necessary for this purpose.

It therefore recommends that the accompanying resolution be adopted.

Resolved That in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of eighteen thousand three hundred and eighty-one dollars and seventy-five cents (\$18,381.75), the proceeds whereof to be used by the President of the Borough of Queens for the purpose of continuing the present force in the Bureau of Street Cleaning for the remainder of the year 1913, as follows:

47 teams and trucks, 26½ days, each at \$6 per day.....	\$7,473 00
1 team and truck, 9 days at \$6 per day.....	54 00
126 horses and carts, 26½ days, each at \$3.50 per day.....	11,686 50
1 horse and cart, 9 days, at \$3.50 per day.....	31 50

\$19,245 00  
Less balance November 29, 1913..... 863 25

\$18,381 75  
HENRY H. CURRAN, ROBERT F. DOWNING, FRANK J. DOTZLER, JAMES HAMILTON, FRANK L. DOWLING, FRANCIS P. KENNEY, JOHN DIEMER, Committee on Finance.



The City of New York, Office of the President of the Borough of Queens, Long Island City, October 17, 1913.

Honorable Board of Aldermen, City of New York:

Gentlemen—The sum of \$218,844 was allotted to the Office of the President of the Borough of Queens, Bureau of Street Cleaning, for the year 1913, which sum is insufficient to meet the requirements of this Bureau for the entire year.

The Superintendent of the Bureau of Street Cleaning, this Department, reports that it is absolutely necessary to employ horses and carts, trucks and teams to collect ashes, garbage, rubbish and sweepings from residences and streets of the Borough during the ensuing year, and that the funds now on hand are adequate to carry on our collection force to about the middle of November, and to that end application is hereby made, pursuant to subdivision 8, section 188, of the Greater New York Charter, for an issue of special revenue bonds to an amount not exceeding fourteen thousand three hundred and ninety-one and 39-100 dollars (\$14,391.39), proceeds whereof to be expended by the President of the Borough of Queens to continue the employment of the horses and carts, trucks and teams to collect ashes, garbage, rubbish and sweepings, to December 31, 1913.

The following statement shows the condition of the funds as of September 29, and the force necessary to carry on the functions of this Bureau to December 31, 1913. The fund allowed for vehicular transportation is exactly the same as the fund allowed for the purpose of hiring horses and operating carts and sprinkling wagons, teams and trucks, and teams for operating sweeping machines during 1912:

Transportation, Hire of Horses and Vehicles with Drivers, 3240, Executive.	
1913 allowance .....	\$75,360 00
Expended to September 27 .....	63,732 00
Balance on hand September 29 .....	\$11,628 00
Force Necessary to Carry on Operations of the Bureau from September 29 to December 31, 1913, Inclusive.	
44 teams and trucks, 81 days each, \$6 a day (3,564 days) .....	\$21,384 00
3 teams and trucks, 52 days each, \$6 a day (156 days) .....	936 00
1 team and truck, \$6 a day (41 days) .....	246 00
3 teams and trucks, \$6 a day (18 days each) .....	324 00
	\$22,890 00
Balance on hand September 29, 1913 .....	11,628 00

Deficit .....	\$11,262 00
Transportation, Hire of Horses with Drivers, 3241, Executive.	
1913 allowance .....	\$134,988 00
Expended to September 27 .....	103,875 89
Balance on hand September 29 .....	\$31,112 11
Force Necessary to Carry on Operations of the Bureau from September 29 to December 31, 1913, inclusive.	

122 horses and Drivers for operating carts, 81 days each, \$3.50 per day (9,882 days) .....	\$34,587 00
1 horse and Driver for operating cart, 30 days, \$3.50 a day .....	105 00
2 horses and Drivers for operating carts, 52 each, \$3.50 a day .....	364 00
7 horses and Drivers for operating sprinkling wagons, 29 days each (203 days) \$3.50 a day .....	710 50
2 horses and Drivers for operating carts, \$3.50 a day, 6 days each (12 days) .....	42 00
9 horses and Drivers for operating carts, 6 days each (54 days), \$3.50 a day .....	189 00
	\$35,997 50
Balance on hand September 29, 1913 .....	31,112 11
Deficit as shown by present schedule .....	\$4,885 39
Funds to be added to 3241 (Horse with Driver) in modification requested October 8, 1913 .....	1,756 00
Estimated deficit, December 31, 1913 .....	\$3,129 00

I would further state that since January 1, 1913, the Bureau of Street Cleaning has had about twenty additional miles placed under their jurisdiction, and they are required to remove refuse from about 10,000 additional population during 1913, for which no provision was made to meet this increase. Yours very truly,  
MAURICE E. CONNOLLY, President of the Borough of Queens.

The Vice-Chairman put the question whether the Board would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Becker, Bedell, Bolles, Boschen, Bosse, Brush, Carberry, Cole, Coleman, Cummskey, Curran, Delaney, Devine, Diemer, Dixon, Doherty, Dotzler, Dowling, Downing, Donnelly, Dunn, Dujat, Eagan, Eichhorn, Fink, Folks, Gaynor, Gilmore, Hamilton, Hannon, Herbst, Kenney, Levine, Lieberman, Loos, McCann, McCourt, McGarry, McGrath, Marks, Martyn, Molen, Morrison, Muhlbaier, Nicoll, Nugent, O'Connor, O'Neil, O'Rourke, Pendry, Pouker, Reardon, Shipley, Smith, Stapleton, Stevenson, Walsh, Weil, Weston, Wilmot; the Vice-Chairman—61.  
No. 4936.

The Committee on Finance, to which was referred on November 18, 1913 (Minutes, page 259), the annexed request from the President of the Borough of Queens for \$2,016 special revenue bonds, for use of the Bureau of Sewers, respectfully

#### REPORTS:

That, having thoroughly examined the subject, it believes an allowance to be necessary to carry on this work during December, 1913. It calculates that the sum of \$1,856.75 will be sufficient for the purpose at the present ratio, and, therefore, recommends that the accompanying resolution be adopted.

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of one thousand, eight hundred and fifty-six dollars and seventy-five cents (\$1,856.75), the proceeds whereof to be used by the President of the Borough of Queens for the purpose of employing horses and carts for use of the Bureau of Sewers; all obligations contracted for hereunder to be incurred on or before December 31, 1913.

HENRY H. CURRAN, ROBERT F. DOWNING, FRANK J. DOTZLER, JAMES HAMILTON, FRANK L. DOWLING, FRANCIS P. KENNEY, JOHN DIEMER, Committee on Finance.

The City of New York, Office of the President of the Borough of Queens, Long Island City, November 15, 1913.

To the Honorable Board of Aldermen, City of New York:

Gentlemen—The appropriation made in the budget for the year 1913, Code No. 3239, Transportation, Hire of Horses and Vehicles with Driver, Bureau of Sewers, this department will be exhausted by the latter end of November, 1913.

I desire to state that the appropriation made in the budget for the current year was for 5,108 days, approximately sufficient to cover 18 horses and carts for the entire year at the rate of 278 working days each. The maintenance force as organized and as submitted in our annual request has required the services of 20 horses and carts, which number has been employed and must be continued. It is also our intention to engage one more horse and cart to cover the new system opened at Richmond Hill. This is necessary for the reason that basins are built in unimproved streets and the need of a basin cleaning gang is imperative to clean said basins.

As it is absolutely necessary to have additional funds to employ the Horses and Vehicles with Driver for 576 days from the date of their expiration to January 1, 1914, application is hereby made to your Honorable Board for an issue of special revenue bonds to an amount not exceeding the sum of two thousand and sixteen (\$2,016) dollars, proceeds whereof to be expended by the President of the Borough of Queens to continue the employment of the horses and vehicles with driver to January 1, 1914, to wit:

Number of days short for 20 teams .....	478½ days
Required for one for Richmond Hill from October 1 to the end of the year .....	67½ days
Required for emergency work .....	30 days
Total .....	576 days

576 days at \$3.50, \$2,016.

May I, therefore, request that your Honorable Board give this matter your immediate attention, to the end that the maintenance force of this bureau will not be compelled to work without the necessary horses and carts. Yours very truly,

MAURICE E. CONNOLLY, President of the Borough of Queens.

The Vice-Chairman put the question whether the Board would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Becker, Bedell, Bolles, Boschen, Bosse, Brush, Carberry, Cole, Coleman, Cummskey, Curran, Delaney, Devine, Diemer, Dixon, Doherty, Dotzler, Dowling, Downing, Donnelly, Dunn, Dujat, Eagan, Eichhorn, Fink, Folks, Gaynor, Gilmore, Hamilton, Hannon, Herbst, Kenney, Levine, Lieberman, Loos, McCann, McCourt, McGarry, McGrath, Marks, Martyn, Molen, Morrison, Muhlbaier, Nicoll, Nugent, O'Connor, O'Neil, O'Rourke, Pendry, Pouker, Reardon, Shipley, Smith, Stapleton, Stevenson, Walsh, Weil, Weston, Wilmot; the Vice-Chairman—61.

#### GENERAL ORDERS.

No. 599—(Int. No. 4690).

The Committee on Laws and Legislation, to which was referred on June 17, 1913 (Minutes, page 1029), the annexed ordinance in favor of employing convicts and applying their earnings to the support of their families, respectfully

#### REPORTS:

That, having examined the subject, it believes the proposed ordinance to be desirable. Similar provisions are in effect in the City of Washington, D. C. It has the indorsement of the City Magistrates having jurisdiction over cases of non-support, the Commissioner of Correction, and the Charity Organization Society. A similar provision was passed by the last Legislature and signed by Mayor Gaynor.

The Committee recommends that the said ordinance be adopted.

AN ORDINANCE in relation to the employment of inmates of correctional institutions, and provision for the application of proceeds of their labor to the support of persons dependent on such inmates.

Be It Ordained by the Board of Aldermen of The City of New York as follows:

Section 1. The Commissioner of Correction is hereby authorized and empowered to open an account with any inmate committed to a correctional institution under his jurisdiction on conviction under section six hundred and eighty-five of the Greater New York Charter, or subdivision one or two of section eight hundred and ninety-nine of the Code of Criminal Procedure, and may credit such inmate at the rate of fifty cents per day for each day's actual labor performed by such inmate for The City of New York. Out of moneys which may be appropriated for the purposes of this ordinance the Commissioner shall cause the sums so credited to be paid weekly to the Commissioner of Charities, who shall forthwith cause the same to be paid to the person or persons, for the non-support of whom such inmate was committed, provided that no such sum shall be credited and no such payments shall be made if such persons, or any of them, are a charge upon The City of New York.

Section 2. This ordinance shall take effect immediately.

COURTLANDT NICOLL, DANIEL R. COLEMAN, W. H. PENDRY, JOHN A. BOLLES, MAX S. LEVINE, SAMUEL MARKS, Committee on Laws and Legislation.

Which, on motion of Alderman Folks, was again laid over for one week.

No. 619—(Int. No. 4964).

AN ORDINANCE to transfer certain members of the Board of Water Supply Police Force to the Police Force of The City of New York.

Be It Ordained by the Board of Aldermen of The City of New York as follows:

Section 1. The members of the police force of the Board of Water Supply of the City of New York now holding the position of Inspectors in the said police force of the Board of Water Supply of the City of New York, upon the termination of their service on such force by reason of the completion of the work for which they were appointed by said Board of Water Supply, shall be severally eligible for transfer to the Police Department of the city of New York as captains of said police force at the same salary now received by said inspectors as inspectors of the police force of the Board of Water Supply of The City of New York, upon the written request in each case of the Board of Water Supply, accompanied by the consent, also in writing, of the person to be transferred, and the further consent of the police commissioner of the City of New York. The time served as a member of said police force of the Board of Water Supply shall be included and counted as service in the Police Department of the city of New York, in determining promotion, retirement, and the pension as hereinafter provided; provided, however, that no person becoming a member of the Police Department of the city of New York in the manner herein provided shall be entitled to participate in the benefits of the relief or pension fund of the Police Department, unless he shall pay into such fund the total sum that he would have been required to pay, in order to participate therein, had he been a member of such force from the time he entered the service of such Board of Water Supply.

Section 2. No person, however, not a member of the police force of the Board of Water Supply of the city of New York at the time this ordinance has taken effect shall be eligible for transfer to the position of captain in the Police Department of the city of New York, in accordance with the provisions of Section 1 of this ordinance.

Section 3. This ordinance shall take effect immediately.

The Vice-Chairman put the question whether the Board would agree to adopt said ordinance.

Which was decided in the negative by the following vote, a majority of all the members failing to vote in favor thereof.

Affirmative—Aldermen Becker, Bosse, Carberry, Diemer, Dowling, Donnelly, Dunn, Eichhorn, Fink, Folks, Gaynor, Hannon, Herbst, Kenneally, Levine, McGarry, Molen, Muhlbaier, O'Neil, Post, Pouker, Schmidt, Shipley, Stapleton, Weston; the Vice-Chairman—26.

Negative—Aldermen Bedell, Bolles, Boschen, Brush, Cole, Coleman, Curran, Dixon, Doherty, Downing, Igstaedter, Lieberman, McGrath, Marks, Martyn, Morrison, Nicoll, O'Rourke, Pendry, Reardon, Stevenson, Weil, White, Wilmot; President McAneny, by E. V. Frothingham, Commissioner of Public Works—25.

On motion of Alderman Herbst, the above vote was reconsidered, and the paper was replaced on the list of General Orders.

No. 620—Int. No. 4803.

The Committee on Finance, to which was referred on October 28, 1913 (Minutes, page 84), the annexed resolution in favor of an issue of \$25,000 corporate stock for furniture, etc., for the Museum of Natural History, respectfully

#### REPORTS:

That, having examined the subject, it believes the proposed improvement to be necessary in order to make it possible for the Museum authorities to properly display recently acquired specimens and exhibits.

It, therefore, recommends that the accompanying ordinance be adopted.

AN ORDINANCE providing for an issue of corporate stock of The City of New York to an amount not exceeding twenty-five thousand dollars (\$25,000), to provide means for the purchase of cases, etc., for equipment and construction of permanent improvements for the American Museum of Natural History, under the jurisdiction of the Department of Parks, Boroughs of Manhattan and Richmond.

Be it ordained by the Board of Aldermen of The City of New York, as follows:

Section 1. The Board of Aldermen hereby approves of and concurs in the following resolution, adopted by the Board of Estimate and Apportionment October 23, 1913, and authorizes the Comptroller to issue corporate stock of The City of New York to the amount and for the purposes therein specified:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, the Board of Estimate and Apportionment hereby approves of the issue of corporate stock of The City of New York to an amount not exceeding twenty-five thousand dollars (\$25,000), to provide means for the purchase of cases, bookshelves, furniture, etc., for equipment, and the construction of permanent improvements for the American Museum of Natural History, under the jurisdiction of the Department of Parks, Boroughs of Manhattan and Richmond, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller be and is hereby authorized to issue said corporate stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, the proceeds thereof to the amount of the par value of the stock to be applied to the purposes aforesaid.

HENRY H. CURRAN, FRANK J. DOTZLER, ROBERT F. DOWNING, C. AUGUSTUS POST, JOHN S. GAYNOR, JOHN DIEMER, FRANCIS P. KENNEY, Committee on Finance.

The Vice-Chairman put the question whether the Board would agree to accept said report and adopt said resolution.



Which was decided in the affirmative by the following vote.

Affirmative—Aldermen Becker, Bedell, Bolles, Boschen, Bosse, Brush, Carberry, Cole, Devine, Doherty, Dotzler, Dowling, Downing, Donnelly, Dujat, Eagan, Eichhorn, Fink, Folks, Gaynor, Hamilton, Hannon, Igstaedter, Kenneally, Kenney, Lieberman, Loos, McCann, McCourt, Marks, Morrison, Muhlbaue, Nicoll, Nugent, O'Connor, O'Neil, O'Rourke, Pendry, Post, Pouker, Reardon, Schmidt, Shipley, Smith, Stapleton, Stevenson, Weil, Weston, Wilmot; President Connolly, by Joseph Flanagan, Commissioner of Public Works; President Miller, by Thomas W. Whittle, Commissioner of Public Works; President McAneny, by E. V. Frothingham, Commissioner of Public Works—52.

No. 621—Int. No. 4931.

The Committee on Finance, to which was referred on November 18, 1913 (Minutes, page 255), the annexed resolution in favor of an issue of \$25,000 corporate stock for installing a refrigerating plant in Washington Market, respectfully

#### REPORTS:

That, having examined the subject, it believes the proposed improvement to be necessary. It has been arranged with the standholders that they shall pay increased rentals to an extent sufficient to pay the interest on these bonds, and also provide a sinking fund for same. The committee recommends that the accompanying ordinance be adopted.

AN ORDINANCE providing for an issue of corporate stock of The City of New York to an amount not exceeding twenty-five thousand dollars (\$25,000) to provide means for installing a refrigerating plant in Washington Market, Borough of Manhattan, under the jurisdiction of the President of the Borough of Manhattan.

Be it ordained by the Board of Aldermen of The City of New York as follows:

Section 1. The Board of Aldermen hereby approves of and concurs in the following resolution, adopted by the Board of Estimate and Apportionment November 13, 1913, and authorizes the Comptroller to issue corporate stock of The City of New York to the amount and for the purposes therein specified:

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 an amount not exceeding twenty-five thousand dollars (\$25,000), to provide means for installing a refrigerating plant in Washington Market, Borough of Manhattan, under the jurisdiction of the President of the Borough of Manhattan, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller be and is hereby authorized to issue corporate stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, the proceeds thereof to the amount of the par value of the stock to be applied to the purposes aforesaid.

HENRY H. CURRAN, FRANK J. DOTZLER, ROBERT F. DOWNING, C. AUGUSTUS POST, JOHN S. GAYNOR, JOHN DIEMER, FRANCIS P. KENNEY, Committee on Finance.

The Vice-Chairman put the question whether the Board would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote.

Affirmative—Aldermen Becker, Bedell, Bolles, Boschen, Bosse, Brush, Carberry, Cole, Devine, Doherty, Dotzler, Dowling, Downing, Donnelly, Dujat, Eagan, Eichhorn, Fink, Folks, Gaynor, Hamilton, Hannon, Igstaedter, Kenneally, Kenney, Lieberman, Loos, McCann, McCourt, Marks, Morrison, Muhlbaue, Nicoll, Nugent, O'Connor, O'Neil, O'Rourke, Pendry, Post, Pouker, Reardon, Schmidt, Shipley, Smith, Stapleton, Stevenson, Weil, Weston, Wilmot; President Connolly, by Joseph Flanagan, Commissioner of Public Works; President Miller, by Thomas W. Whittle, Commissioner of Public Works; President McAneny, by E. V. Frothingham, Commissioner of Public Works—52.

No. 622—Int. No. 4932.

The Committee on Salaries and Offices, to which was referred on November 18, 1913 (Minutes, page 256), the annexed resolution in favor of establishing grades of positions of Assistant Foreman at \$1,200 per annum and Sewer Cleaner at \$1,200 per annum, in the office of the Board of Estimate and Apportionment, respectfully

#### REPORTS:

That, having examined the subject, it believes the proposed grades to be necessary in order that the Board of Estimate and Apportionment may have in its Bureau of Efficiency the services of experts secured by transfer of men and experience from other departments. The money for payment of these salaries is allowed in the 1913 budget.

The Committee recommends that the accompanying resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a stated meeting held November 13, 1913:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the office of the Board of Estimate and Apportionment of the grades of positions in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	Number of Incumbents.
Assistant Foreman.....	\$1,200 00	1
Sewer Cleaner.....	1,200 00	1

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salaries of said positions as set forth therein.

NILES R. BECKER, ROBERT H. BOSSE, HUGH J. CUMMUSKEY, JACOB WEIL, JAS. R. WESTON, F. H. STEVENSON, Committee on Salaries and Offices.

The Vice-Chairman put the question whether the Board would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote.

Affirmative—Aldermen Becker, Bedell, Bolles, Boschen, Bosse, Brush, Carberry, Cole, Devine, Doherty, Dotzler, Dowling, Downing, Donnelly, Dujat, Eagan, Eichhorn, Fink, Folks, Gaynor, Hamilton, Hannon, Igstaedter, Kenneally, Kenney, Lieberman, Loos, McCann, McCourt, Marks, Morrison, Muhlbaue, Nicoll, Nugent, O'Connor, O'Neil, O'Rourke, Pendry, Post, Pouker, Reardon, Schmidt, Shipley, Smith, Stapleton, Stevenson, Weil, Weston, Wilmot; President Connolly, by Joseph Flanagan, Commissioner of Public Works; President Miller, by Thomas W. Whittle, Commissioner of Public Works; President McAneny, by E. V. Frothingham, Commissioner of Public Works—52.

No. 623—Int. No. 4851.

The Committee on Laws and Legislation, to which was referred on October 28, 1913 (Minutes, page 112), the annexed ordinance in favor of repealing section 313, relating to Public Carts and Cartmen and substituting a new section in lieu thereof, respectfully

#### REPORTS:

That it held a public hearing at which this question received full consideration. Certain reductions in the proposed fees were suggested by the Committee and agreed upon by the interests affected. The result is contained in a substitute ordinance which is herewith submitted, and which the Committee recommends be adopted.

A statement in relation to this matter from the Merchants' Association is hereto attached.

#### SUBSTITUTE.

AN ORDINANCE repealing section 313, relating to public carts and cartmen and substituting a new section in lieu thereof.

Be It Ordained by the Board of Aldermen of The City of New York as follows:

That section 313 of the Code of Ordinances of The City of New York be and the same is hereby repealed, and the following section is hereby substituted in lieu thereof.

313. The legal rates for moving furniture and/or household goods, including the loading and unloading thereof, unless otherwise mutually agreed upon in advance, shall be as follows:

1. For furniture and/or household goods (other than pianos) where a one-horse vehicle (including the driver thereof) is used, \$1.25 per hour; where a two-horse vehicle (including the driver thereof) is used, \$1.50 per hour; where any automobile, autocar, or other similar motor vehicle is used (including the operator thereof), \$2.75 per hour; for the service of each man in addition to the operator or driver, 50 cents per hour.

In case any vehicle, while engaged in transportation of such furniture and/or household goods, shall break down, or become disabled, no charge shall be made for the period of such disability.

2. For transporting pianos, where the distance to be traveled is three miles or

less, \$3; for each additional mile, or part thereof, 50 cents; for transporting pianos, either up or down one or more flights, 50 cents for each flight; for transporting pianos up or down by means of elevator, \$1 additional; for each use of a hoist, \$5 additional.

This ordinance shall take effect immediately.

#### ORIGINAL.

AN ORDINANCE repealing section 313 relating to public carts and cart-men, and substituting a new section in lieu thereof.

Be It Ordained, by the Board of Aldermen of The City of New York, as follows: That section 313 of the Code of Ordinances of The City of New York be and the same is hereby repealed, and the following section is hereby substituted in lieu thereof:

313. The legal rates to be charged for the use of any public cart licensed under the provisions of this article, and for the loading and unloading of the same, unless otherwise mutually agreed upon in advance, shall be as follows:

1. For goods, wares and merchandise, and/or household furniture (other than pianos) where a one-horse vehicle (including the driver thereof) is used, \$1.25 per hour; where a two-horse vehicle (including the driver thereof) is used, \$1.75 per hour; where any automobile, auto car, or other similar motor vehicle is used (including the operator thereof), \$3.50 per hour; for the service of each man in addition to the operator thereof, 50 cents per hour; time reasonably necessary for said vehicle to travel from office to place of loading or unloading, and return to office, to be included and charged according to rates herein prescribed.

In case any vehicle, while engaged in transportation of goods, wares or merchandise, and/or household furniture shall break down, or become disabled, no charge shall be made for the period of such disability.

2. For pianos, where the distance to be traveled is three miles or less, \$3; for each additional mile or part thereof, \$0.50; for transporting pianos either up or down one or more flights of stairs, \$0.50 for each flight; for use of elevator, \$1 each way; for each use of a hoist, \$5 additional.

This ordinance shall take effect immediately.

COURTLANDT NICOLL, SAMUEL MARKS, JAMES HAMILTON, JOHN A. BOLLES, W. D. BRUSH, FRANK CUNNINGHAM, Committee on Laws and Legislation.

Report of Committee on City Conditions and Ordinances—

November 13, 1913.

To the Executive Committee of the Board of Directors:

Gentlemen—The existing city ordinance which purports to regulate the charge for public carts was enacted many years ago. The conditions surrounding transportation of this class have greatly changed and the old ordinance is almost wholly without effect, the charge made being generally a matter of agreement. The business is, therefore, without effective regulation.

The charges prescribed by the old ordinances were as follows:

For a single truck load within two miles, \$2; for every additional mile or part thereof, 50 cents; for loading, unloading and housing to ground floor, 50 cents; for each flight of stairs, up or down, 25 cents; for a double truck load within two miles, \$3; for every additional mile or part thereof, \$1; for loading, unloading and housing to ground floor, 50 cents; for every flight of stairs, up or down, 50 cents.

The conditions in this City have so changed that the element of distance has become of minor importance, while the element of delay and of time consumed at terminals greatly predominates.

In office buildings the service of elevators is available only at fixed hours or by definite arrangement in advance, and commonly involves long waits in the delivery of merchandise. In apartment houses likewise there is much delay due to this cause.

Aside from bare transportation the business has developed into that of packing and assembling and much time is consumed in the careful handling of valuable articles to insure safe transportation.

The distance basis of charge makes no recognition of these increased elements of cost, and it is the opinion of your Committee that a new ordinance is desirable in which the charge shall be by the hour in place of by distance. Such an ordinance is now pending before the Board of Aldermen.

The proposed charges are as follows:

For a one horse vehicle, including driver, \$1.25 per hour; for a two-horse vehicle, including driver, \$1.75 per hour; motor vehicle, including operator, \$3.50 per hour; helpers, 50 cents per hour.

Time reasonably necessary for vehicle going to place of loading or unloading and returning to office to be included and charged according to the rate prescribed. No charge to be made for time lost by breakdown or disability.

For pianos, where the distance is three miles or less, \$3; for each additional mile or part thereof, 50 cents; for transporting piano either up or down one or more flights of stairs, 50 cents for each flight; for use of elevator, \$1 each way; for each use of a hoist, \$5 additional.

Your Committee has considered these time rates, with reference to their own experience, the value of service rendered, and the element of time lost during periods of non-operation, and is of the opinion that the rates are fair and should become law. The public on the whole will probably pay but little, if any, more than at present, but the charge will be more equitably distributed, for the reason that the users of such vehicles will have it in their own power, in many cases, to expedite the process of moving, and thereby to reduce the time required to a minimum with a saving to themselves.

At present considerable time losses are imposed upon van owners by the negligence or indifference of those with whom they have contracts, through failure of the former to observe hours of appointment and properly to prepare the way for the movers. This negligent class will be compelled to pay more than at present, but justly so, and they will have it within their power to reduce the charge by proper observation of the obligations.

We therefore recommend the approval of the new ordinance, and ask that this Committee be empowered to appear before the Board of Aldermen in its support.

The scale of time charges set forth above has been in operation in other cities with general satisfaction. The complaints in Chicago, for example, which were numerous before the adoption of this scale, having been reduced to a negligible number. Respectfully submitted. (Signed) JOHN C. EAMES, Chairman.

Approved by Board of Directors, November 20. S. MEAD, Secretary, Merchants' Association of New York.

The Vice-Chairman put the question whether the Board would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote.

Affirmative—Aldermen Becker, Bedell, Bolles, Boschen, Bosse, Brush, Carberry, Cole, Devine, Doherty, Dotzler, Dowling, Downing, Donnelly, Dujat, Eagan, Eichhorn, Fink, Folks, Gaynor, Hamilton, Hannon, Igstaedter, Kenneally, Kenney, Lieberman, Loos, McCann, McCourt, Marks, Morrison, Muhlbaue, Nicoll, Nugent, O'Connor, O'Neil, O'Rourke, Pendry, Post, Pouker, Reardon, Schmidt, Shipley, Smith, Stapleton, Stevenson, Weil, Weston, Wilmot; President Connolly, by Joseph Flanagan, Commissioner of Public Works; President Miller, by Thomas W. Whittle, Commissioner of Public Works; President McAneny, by E. V. Frothingham, Commissioner of Public Works—52.

No. 624—Int. Nos. 251 and 2732.

The Committee on Water Supply, Gas and Electricity, to which was referred on September 23, 1913 (Minutes, page 396), the annexed communication from the Department of Water Supply, Gas and Electricity, respectfully

#### REPORTS:

That, having examined the subject, it believes the King and Nilo water meters, having passed the prescribed departmental tests, should receive an opportunity to compete with other meters at public sale, and it therefore recommends that the accompanying resolutions be adopted.

Resolved, That, in pursuance of section 475 of the amended Greater New York Charter, and in accordance with the recommendation of the Commissioner of Water Supply, Gas and Electricity, the King meter, sizes from  $\frac{3}{8}$  to 2 inches, be and the same is hereby approved as to pattern and prices as water meters for use in The City of New York, to wit, as follows:

Size.	Price.	Connections.
$\frac{3}{8}$ -inch .....	\$8 00	\$0 40 per set.
$\frac{1}{2}$ -inch .....	12 00	60 per set.
1-inch .....	16 00	80 per set.
1 $\frac{1}{2}$ -inch .....	30 00	No charge.
2-inch .....	50 00	No charge.



Resolved, That, in pursuance of the provisions of section 475 of the amended Greater New York Charter, and in accordance with the recommendation of the Commissioner of Water Supply, Gas and Electricity, the Nilo meter, sizes from 2 to 12 inches, be and the same is hereby approved as to pattern and prices as water meters for use in the City of New York, to wit, as follows:

2-inch.....	\$40 00	6-inch.....	\$350 00
3-inch.....	80 00	8-inch.....	600 00
4-inch.....	160 00	12-inch.....	800 00

JOHN S. GAYNOR, JAMES R. WESTON, NATHAN LIEBERMAN, F. H. STEVENSON, D. M. BEDELL, OSCAR IGSTAEDTER, Committee on Water Supply, Gas and Electricity.

The City of New York, Department of Water Supply, Gas and Electricity, Commissioner's Office, 13-21 Park Row, New York, July 24, 1913.

Hon. ARDOLPH L. KLINE, Acting President, Board of Aldermen:

Dear Sir—Agreeable to resolution adopted by the Board of Aldermen on July 15, I hereby renew the Department's application for the adoption of the King and Nilo water meters. Very truly yours,

J. W. F. BENNETT, Deputy and Acting Commissioner.

Which was again laid over.

No. 625—Int. No. 252.

The Committee on Water Supply, Gas and Electricity, to which was referred on January 30, 1913 (Minutes, page 254), the annexed communication from the Department of Water Supply, Gas and Electricity, in relation to the Eureka Meter, respectfully

#### REPORTS:

That this meter, having passed the prescribed departmental tests, it believes it should be afforded an opportunity for open competition.

It, therefore, recommends that the accompanying resolution be adopted.

Resolved, That, in pursuance of section 475 of the amended Greater New York Charter, and in accordance with the recommendation of the Commissioner of Water Supply, Gas and Electricity, the Eureka meter, sizes from 1½ to 12 inches, be and the same is hereby approved as to pattern and prices, as water meters for use in The City of New York, as follows:

Size.	Price.	Connections.
1½-inch.....	\$30 00	No charge.
2-inch.....	40 00	No charge.
3-inch.....	80 00	No charge.
4-inch.....	160 00	No charge.
6-inch.....	350 00	No charge.
8-inch.....	600 00	No charge.
10-inch.....	750 00	No charge.
12-inch.....	900 00	No charge.

JOHN S. GAYNOR, JAMES R. WESTON, NATHAN LIEBERMAN, F. H. STEVENSON, D. M. BEDELL, OSCAR IGSTAEDTER, Committee on Water Supply, Gas and Electricity.

Which was again laid over.

No. 626—Int. No. 4067.

The Committee on Water Supply, Gas and Electricity, to which was referred on June 17, 1913 (Minutes, page 887), the annexed communication from the Department of Water Supply, Gas and Electricity, in reference to the Hersey Meter, respectfully

#### REPORTS:

That, having examined the subject, it believes that inasmuch as this meter has passed all the departmental tests it should be allowed the opportunity to compete with other tested meters at general sale.

The Committee recommends that the accompanying resolution be adopted.

Resolved, That, in pursuance of the provisions of section 475 of the amended Greater New York Charter, and in accordance with the recommendation of the Commissioner of Water Supply, Gas and Electricity, the Hersey Torrent Meter, as to sizes and prices, is hereby approved for use in The City of New York, to wit, as follows:

2-inch Hersey torrent water meter.....	\$40 00
3-inch Hersey torrent water meter.....	80 00
4-inch Hersey torrent water meter.....	160 00
6-inch Hersey torrent water meter.....	350 00
8-inch Hersey torrent water meter.....	600 00
10-inch Hersey torrent water meter.....	750 00
12-inch Hersey torrent water meter.....	900 00

JOHN S. GAYNOR, JAMES R. WESTON, NATHAN LIEBERMAN, F. H. STEVENSON, D. M. BEDELL, OSCAR IGSTAEDTER, Committee on Water Supply, Gas and Electricity.

The City of New York, Department of Water Supply, Gas and Electricity, Commissioner's Office, 13-21 Park Row, New York, June 16, 1913.

Hon. ARDOLPH L. KLINE, President, Board of Aldermen:

Dear Sir—The Hersey Manufacturing Company submitted to the Department some months ago for test a 4-inch Hersey torrent water meter. This meter has been on sale for some years throughout the United States and Canada. It is made in sizes from 2 inches to 12 inches and is adapted for the quick delivery of water. This meter was tested in one of the public baths and at the power plant of the New York Edison Company.

During this period of service about 800,000 cubic feet of water passed through the meter and at stated intervals it was tested for accuracy and taken apart for the purpose of observing evidence of wear or looseness in the gearing. During a period of about six months the meter was tested about twenty times, and in almost every instance these tests indicated that the meter was nearly perfect, so far as recording exactly the quantity of water passing through it is concerned. The department makes allowance for certain variations of flows and the meter always tested within these allowances.

The City is now using several meters of other types made by the Hersey Manufacturing Company. They have been found to be equal to the meters of other manufacturers, and the torrent meter, which they now ask the City to adopt, is specially constructed for use in large manufacturing plants and other establishments where the consumption of water is great.

In my opinion, this meter is a proper and suitable instrument for the registration of water, which registration serves as a basis for the establishment of charges, and I recommend its adoption by the Board of Aldermen, both as to pattern and price, pursuant to the requirements of section 475 of the Charter. The sizes and prices are as follows:

2-inch Hersey torrent water meter.....	\$40 00
3-inch Hersey torrent water meter.....	80 00
4-inch Hersey torrent water meter.....	160 00
6-inch Hersey torrent water meter.....	350 00
8-inch Hersey torrent water meter.....	600 00
10-inch Hersey torrent water meter.....	750 00
12-inch Hersey torrent water meter.....	900 00

Very truly yours, J. W. F. BENNETT, Deputy and Acting Commissioner.

Which was again laid over.

#### REPORTS OF STANDING COMMITTEES, RESUMED.

Report of Committee on Salaries and Offices—

No. 5024.

The Committee on Salaries and Offices, to which was referred on November 25, 1913 (Minutes, page 457), the annexed ordinance in favor of authorizing the Police Commissioner to pay salaries of members of the Police Department while representing the United States at the Olympic games, respectfully

#### REPORTS:

That these men were excused from duty for a patriotic purpose upon the urgent representation of a committee representing a multitude of lovers of amateur sport throughout the whole country, and in the opinion of this committee are justly entitled to their salaries for the time lost by them for this purpose, as they were practically engaged in the public service while competing on behalf of the United States at the International games.

It, therefore, recommends that the said ordinance be adopted.

AN ORDINANCE to authorize the Police Commissioner to pay the salaries of certain members of the Police Department for time lost while representing the United States in the Olympic Games at Athens, London and Stockholm.

Be It Ordained by the Board of Aldermen of The City of New York as follows: That the Police Commissioner be and he is hereby authorized and empowered to pay the salaries of the following named members of the Police Department, to wit:

Martin J. Sheridan, John J. Flanagan, John J. Eller, Matthew McGrath, Egon Erickson, Simon P. Gillies and Patrick McDonald, for time lost, on leave of absence, while representing the United States in the Olympic Games at Athens, London and Stockholm.

NILES R. BECKER, WM. BRUSH, JACOB WEIL, HUGH CUMMUSKEY, MICHAEL CARBERRY, D. M. BEDELL, F. H. STEVENSON, JAS. R. WESTON, Committee on Salaries and Offices.

Alderman Hannon moved the adoption of this ordinance.

The Vice-Chairman put the question whether the Board would agree to accept said report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Becker, Bedell, Bolles, Boschen, Bosse, Brush, Carberry, Coleman, Delaney, Devine, Dixon, Doherty, Dowling, Downing, Dujat, Eagan, Eichhorn, Folks, Gaynor, Hamilton, Hannon, Igstaedter, Kenneally, Kenney, Levine, Loos, McCann, McCourt, McGarry, Marks, Martyn, Molen, Muhlbauer, Nicoll, Nugent, O'Connor, O'Neil, O'Rourke, Pendry, Post, Reardon, Schmidt, Shipley, Smith, Stapleton, Stevenson, Walsh, Weil, Weston, Wilmot; President Connolly, by Joseph Flanagan, Commissioner of Public Works; President Miller, by Thomas W. Whittle, Commissioner of Public Works; President McAneny, by E. V. Frothingham, Commissioner of Public Works, and the Vice-Chairman—54.

#### ORDINANCES AND RESOLUTIONS.

No. 5044.

By the Vice-Chairman—

Resolved, That the following named persons be and they are hereby appointed Commissioners of Deeds.

By Alderman Becker—

James B. Black, 135 W. 82d st., Manhattan; Henry J. Clement, 168 Amsterdam ave., Manhattan.

By Alderman Bedell—

Benjamin F. Foster, 306 W. 100th st., Manhattan.

By Alderman Bolles—

Louis Bevier, Jr., 600 W. 146th st., Manhattan; Bertram Bodenheimer, 600 W. 144th st., Manhattan; Isaac Weill, 601 W. 141st st., Manhattan.

By Alderman Boschen—

William Anthony Goetz, 102 Convent ave., Manhattan; Henry S. J. Flynn, 926 St. Nicholas ave., Manhattan; Benjamin Weiss, 559 W. 171st st., Manhattan.

By Alderman Bosse—

Otto Trieb, 938 E. 14th st., Brooklyn; Tobias W. Stapleton, 1140 E. 19th st., Brooklyn.

By Alderman Carberry—

Vincent Di Brienza, 139 Navy st., Brooklyn.

By Alderman Coleman—

Philip R. Strisik, 940 Bedford ave., Brooklyn.

By Alderman Cummskey—

Michael Koninski, 184 2d ave., Manhattan; Moses Brown, 319 E. 9th st., Manhattan.

By Alderman Curran—

Valentine Thomas, 265 6th ave., Manhattan.

By Alderman Devine—

William E. Griffin, 785 E. 149th st., Manhattan; Paul Rines, 936 E. 165th st., Manhattan.

By Alderman Diemer—

Bernhard Davidson, 1126 Myrtle ave., Brooklyn; Joseph H. Renson, 472 Kosciusko st., Brooklyn; Irving E. Dimin, 595 Willoughby ave., Brooklyn.

By Alderman Dixon—

Lillian Kahn, 68 Nassau ave., Brooklyn.

By Alderman Dowling—

Robt. M. Outwater, 403 W. 22d st., Manhattan.

By Alderman Downing—

Frank Curtis, 217 Dean st., Brooklyn; Joseph St. Clair Boyle, 123 Nevins st., Brooklyn; Simeon B. Chittenden, 212 Columbia Heights, Brooklyn.

By Alderman Dunn—

William H. French, 957 39th st., Brooklyn.

By Alderman Eagan—

John T. Kelly, 202 E. 52d st., Manhattan.

By Alderman Eichhorn—

William Victor Kosbob, 1412 Putnam ave., Brooklyn.

By Alderman Esterbrook—

Francis P. Brophy, 414 Monroe st., Brooklyn.

By Alderman Fink—

Hugo Mock, 218 Westervelt st., West New Brighton, S. I.; Louis W. Kaufmann, 250 Bement ave., West New Brighton, S. I.

By Alderman Gaynor—

Joseph Frieman, 225 Rodney st., Brooklyn; William Clarence Lambrecht, 282 Hooper st., Brooklyn; Ernest Kalas, 150 S. 9th st., Brooklyn.

By Alderman Gelbke—

Jacob Jabs, 562 Woodward ave., Queens.

By Alderman Hamilton—

George Hill Jamison, 2210 University ave., The Bronx, New York; Charles J. McCoy, 251 E. Kingsbridge road, The Bronx, New York.

By Alderman Herbst—

Jacob Freeman, 1109 Forest ave., The Bronx, New York; Charles M. Abrahams, 1325 Prospect ave., The Bronx, New York; Charles H. Halpern, 1278-1280 Stebbins ave., The Bronx, New York.

By Alderman Igstaedter—

Oliver Davis, 455 Lenox ave., Manhattan.

By Alderman Levine—

Harry Rosenfeld, 229 E. 12th st., Manhattan; Charles Pergala, 86 Chrystie st., Manhattan; Herman Herst, Crescent st., Queens county; Ralph H. Raphael, 520 W. 122d st., Manhattan.

By Alderman Lieberman—

John Godfrey Jaburg, 25 E. 109th st., Manhattan; Nathan Bernstein, 17 E. 108th st., Manhattan.

By Alderman Martyn—

John M. Hoffman, 1540 Pitkin ave., Brooklyn; Theodore I. Schwartzman, 1075 Eastern parkway, Brooklyn; Edward Whalley Lester, 1771 Union st., Brooklyn.

By Alderman Molen—

John H. Gamgee, 205 17th st., Brooklyn; John C. Kinkel, 1981 Prospect ave., Brooklyn.

By Alderman Morrison—

T. Joseph Gillen, 68 Kermit place, Brooklyn; Solomon S. Schwartz, 312 Rugby road, Brooklyn; Lillian R. Smith, 497 Marlborough road, Brooklyn; Henry Arthur Smith, 711 Beverly road, Brooklyn.

By Alderman O'Connor—

Henry M. Dietz, 390 9th ave., Queens; William Thomas Byrnes, 529 3d ave., Queens.

By Alderman Pendry—

Emma M. Homann, 1263 Bushwick ave., Brooklyn.

By Alderman Shipley—

J. Irving Weissman, 1328 Van Wicklen place, Ozone Park, L. I.; Clarence M. Hodgkinson, 1422 Stoothoff ave., Queens.

By Alderman Walsh—

Charles P. Foster, 179 E. 111th st., Manhattan.

By Alderman Weston—

Madeleine E. Lawrence, 751 Monroe st., Brooklyn.

The Vice-Chairman put the question whether the Board would agree to accept said report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Becker, Bedell, Bolles, Boschen, Bosse, Brush, Carberry, Coleman, Delaney, Devine, Dixon, Doherty, Dowling, Downing, Dujat, Eagan, Eichhorn, Folks, Gaynor, Hamilton, Hannon, Igstaedter, Kenneally, Kenney, Levine, Loos, McCann, McCourt, McGarry, Marks, Martyn, Molen, Muhlbauer, Nicoll, Nugent, O'Connor, O'Neil, O'Rourke, Pendry, Post, Reardon, Schmidt, Shipley, Smith, Stapleton, Stevenson, Walsh, Weil, Weston, Wilmot; President Connolly, by Joseph Flanagan, Commissioner of Public Works; President Miller, by Thomas W. Whittle, Commissioner of Public Works; President McAneny, by E. V. Frothingham, Commissioner of Public Works, and the Vice-Chairman—54.



No. 5045.

By the same—

Be it Resolved, That the number of the premises now known as 313 Clifton place, in the Borough of Brooklyn, be and the same is hereby changed to number "311a."

Which was referred to the Committee on Streets, Highways and Sewers.

No. 5046.

By Alderman Wilmot—

Resolved, That the name of Mount Vernon ave., running northerly from 233d st. to the City line, in the Borough of The Bronx, be and the same is hereby changed to and shall hereafter be known and designated as Van Cortlandt Park East, and the President of the Borough is hereby authorized and requested to note the change on the maps and records of The City of New York.

Which was referred to the Committee on Streets, Highways and Sewers.

No. 5047.

By Alderman White—

Resolved, That permission be and the same is hereby given to the Crown Chandelier Company, of 103 4th ave. to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5048.

By the same—

Resolved, That permission be and the same is hereby given to Robertson & Sons to parade two men with advertising signs through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5049.

By Alderman Weston—

Resolved, That permission be and the same is hereby given to John T. Noonan, of 1464 Broadway, to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Brooklyn, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5050.

By Alderman Walsh—

Resolved, That permission be and the same is hereby given to W. H. Heddendorf to erect, place and keep a booth within the stoop line in front of premises 1905 3d ave., in the Borough of Manhattan, provided the said booth shall be erected so as to conform in all respects with the provisions of the ordinance in such case made and provided; the work to be done at his own expense, under the direction of the President of the Borough, such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 5051.

By Alderman Stapleton—

Resolved, That permission be and the same is hereby given to the Ideal Music Co. to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5052.

By Alderman Smith—

Resolved, That permission be and the same is hereby given to the Sample Millinery Co. to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5053.

By Alderman O'Rourke—

Resolved, That permission be and the same is hereby given to Charles Kappes, Jr., to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Richmond, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5054.

By Alderman O'Connor—

Resolved, That the public park bounded by the Shore road, Barclay st., Hoyt ave. and Ditmars ave., Long Island City, in the Borough of Queens, be and the same hereby is named and shall hereafter be known and designated as "Astoria Park."

Which was referred to the Committee on Affairs of Boroughs.

No. 5055.

By Alderman O'Connor—

AN ORDINANCE designating a Democratic newspaper in the Borough and County of Queens, City and State of New York, in which to publish election notices and official canvasses.

Be it ordained by the Aldermen of The City of New York, pursuant to the powers vested in it by section 22 of the County Law, and section 1586 of the Revised Charter of said City, as follows:

Section 1. That the "Daily Star," a newspaper published at Long Island City, Borough of Queens, City of New York, County of Queens and State of New York, representing the Democratic party, one of the two principal political parties into which the electors of said county are divided, be and the same hereby is designated as one of the newspapers in which shall be published election notices issued by the Secretary of State and the official canvasses.

The Vice-Chairman put the question whether the Board would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Becker, Bolles, Boschen, Bosse, Brush, Carberry, Coleman, Devine, Diemer, Dixon, Doherty, Dowling, Downing, Donnelly, Eagan, Eichhorn, Folks, Gaynor, Gilmore, Hamilton, Hannon, Igstaedter, Kenneally, Kenney, Levine, Loos, McCann, McCourt, McGarry, McGrath, Martyn, Molen, Muhlbauer, Nicoll, Nugent, O'Connor, O'Neil, O'Rourke, Post, Pouker, Reardon, Schmidt, Walsh, Wilmot; President Connolly, by Joseph Flanagan, Commissioner of Public Works; President Miller, by Thomas W. Whittle, Commissioner of Public Works, and the Vice-Chairman—47.

No. 5056.

By the same—

Resolved, That permission be and the same is hereby given to Frank Passarella to erect, place and keep a barber pole within the stoop line in front of premises 1 5th ave., Long Island City, in the Borough of Queens, provided the said barber pole shall be erected so as to conform in all respects with the provisions of the ordinance in such case made and provided; the work to be done at his own expense, under the direction of the President of the Borough, such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 5057.

By Alderman Nicoll—

Resolved, That permission be and the same is hereby given to Anthony Tuna, of 132 W. 34th st., to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor; provided, however, that the man, when displaying the sign, does not go upon 34th st., between 5th and 6th aves., 42d st., between 7th and 8th aves., or Broadway, between 39th and 44th sts.

Which was adopted.

No. 5058.

By Alderman Martyn—

Resolved, That permission be and the same is hereby given to Joseph Backer to erect, place and keep a storm door within the stoop line in front of premises, 341 Riverdale ave., in the Borough of Brooklyn, provided the said storm door shall

be erected so as to conform in all respects with the provisions of the ordinance in such case made and provided; the work to be done at his own expense, under the direction of the President of the Borough; such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 5059.

By Alderman McCourt—

Resolved, That permission be and the same is hereby given to the Elton Lunch Co., of 505 8th ave., to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5060.

By the same—

Resolved, That permission be and the same is hereby given to the Victor Company to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5061.

By the same—

Resolved, That permission be and the same is hereby given to S. Weingarten to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5062.

By Alderman Levine—

Resolved, That permission be and the same is hereby given to Mary McBride to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5063.

By the same—

Resolved, That permission be and the same is hereby given to Leo Feder to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5064.

By Alderman Kenney—

Resolved, That, pursuant to the provisions of subdivision 1 of section 48 of chapter 32 of the Consolidated Laws, and section 1586 of the Greater New York Charter, the "Brooklyn Eagle" and the "Brooklyn Citizen" (Democratic), and the "Brooklyn Standard-Union" and the "Brooklyn Times" (Republican), each of whose place of publication is in the County of Kings, be and the same are hereby designated as the four newspapers in which shall be published the Session Laws and Concurrent Resolutions of the Legislature of the State of New York for 1914 in said County of Kings.

The Vice-Chairman put the question whether the Board would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Becker, Bolles, Boschen, Bosse, Brush, Carberry, Coleman, Devine, Diemer, Dixon, Dowling, Downing, Donnelly, Eagan, Eichhorn, Folks, Gaynor, Gilmore, Hamilton, Hannon, Igstaedter, Kenneally, Kenney, Levine, Loos, McCann, McCourt, McGarry, McGrath, Martyn, Molen, Muhlbauer, Nicoll, Nugent, O'Connor, O'Neil, O'Rourke, Post, Pouker, Reardon, Schmidt, Walsh, Wilmot; President Connolly, by Joseph Flanagan, Commissioner of Public Works; President Miller, by Thomas W. Whittle, Commissioner of Public Works, and the Vice-Chairman—47.

No. 5065.

By Alderman Hamilton—

Resolved, That, pursuant to the provisions of subdivision 1 of section 48 of chapter 32 of the Consolidated Laws, as amended by chapter 97 of the Laws of 1911, the "Bronx Record and Times," a paper published in the Borough of The Bronx (Republican), whose place of publication is in the County of New York (in a section divided therefrom and to be styled the County of Bronx), be and the same is hereby designated as one of the newspapers in which shall be published the Session Laws and Concurrent Resolutions of the Legislature of the State of New York for the year 1914, in said County of New York, or the section thereof separated and erected into the County of Bronx.

The Vice-Chairman put the question whether the Board would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Becker, Bolles, Boschen, Bosse, Brush, Carberry, Coleman, Devine, Diemer, Dixon, Dowling, Donnelly, Downing, Eagan, Eichhorn, Folks, Gaynor, Gilmore, Hamilton, Hannon, Igstaedter, Kenneally, Kenney, Levine, Loos, McCann, McCourt, McGarry, McGrath, Martyn, Molen, Muhlbauer, Nicoll, Nugent, O'Connor, O'Neil, O'Rourke, Post, Pouker, Reardon, Schmidt, Walsh, Wilmot; President Connolly, by Joseph Flanagan, Commissioner of Public Works; President Miller, by Thomas W. Whittle, Commissioner of Public Works, and the Vice-Chairman—47.

No. 5066.

By Alderman Igstaedter—

Resolved, That permission be and the same is hereby given to D. Bick & Son to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5067.

By the same—

Resolved, That permission be and the same is hereby given to the Fidelity Tailoring Co. to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5068.

By Alderman Gelbke—

Resolved, That permission be and the same is hereby given to the Merchants' Club Stamp Co. to parade five men with advertising signs through the streets and thoroughfares of the Borough of Queens, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 5069.

By Alderman Dujat—

Resolved, That permission be and the same is hereby given to the Imperial Fife and Drum Corps to parade through the streets and thoroughfares of Winfield and Woodside, in the Borough of Queens, under the supervision of the Police Department; such permission to continue only on December 10, 11, 12 and 13, 1913.

Which was adopted.

No. 5070.

By Alderman Downing—

Resolved, That permission be and the same is hereby given to Edward Bulger to erect, place and keep a storm door within the stoop line in front of premises 26 and 22 Willoughby st., in the Borough of Brooklyn; provided the said storm door shall be erected so as to conform in all respects with the provisions of the ordinance in such case made and provided; the work to be done at his own expense, under the direction of the President of the Borough, such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.



## No. 5071.

By Alderman Donnelly—

Resolved, That permission be and the same is hereby given to Martin Mayer to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

## No. 5072.

By the same—

Resolved, That permission be and the same is hereby given to I. N. Maaskoff to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

## No. 5073.

By Alderman Dixon—

Resolved, That permission be and the same is hereby given to Jacob Strom, of 735 Manhattan ave., to parade a man with an advertising sign through the streets and thoroughfares of the Boroughs of Brooklyn, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

## No. 5074.

By Alderman Devine—

Resolved, That permission be and the same is hereby given to the Tremont Club to parade a man with an advertising sign through the streets and thoroughfares of the Borough of The Bronx, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

## No. 5075.

By Alderman Cummskey—

Resolved, That permission be and the same is hereby given to Raphael Perlman to erect, place and keep a show case within the stoop line in front of premises 54 2d ave., in the Borough of Manhattan, provided the said show case shall be erected so as to conform in all respects with the provisions of the ordinance in such case made and provided; the work to be done at his own expense, under the direction of the President of the Borough, such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

## No. 5076.

By the same—

Resolved, That permission be and the same is hereby given to J. Gruher, of 77-79 2d ave., to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

## No. 5077.

By Alderman Coleman—

Whereas, Charles A. La Chance, rated as a Sailmaker in the Division of Apparatus in the Brooklyn and Queens branch of the Fire Department, has been acting as Storekeeper for the past three years, receiving all supplies, placing them in proper receptacles and issuing them to companies, battalions, divisions and bureaus upon formal requisition; therefore,

Resolved, That the Board of Estimate and Apportionment be and hereby is requested to change the title of position of the said Charles A. La Chance from Sailmaker to Storekeeper, the latter appearing to be a more appropriate one.

Which was adopted.

## No. 5078.

By Alderman Bosse—

Resolved, That permission be and the same is hereby given to Peter Econopouly, of Henderson's walk, Coney Island, to parade two men with advertising signs through the streets and thoroughfares of the Borough of Brooklyn, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

## No. 5079.

By Alderman Bolles—

Resolved, That permission be and the same is hereby given to the Rush Employment Agency to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only during the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

Alderman Reardon moved that the Board do now adjourn.

The Vice-Chairman put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

And the Vice-Chairman declared that the Board stood adjourned until Tuesday, December 9, 1913, at 1.30 o'clock p. m.

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

## DEPARTMENT OF FINANCE.

WARRANTS MADE READY FOR PAYMENT IN DEPARTMENT OF FINANCE  
WEDNESDAY, DECEMBER 3, 1913.

Below is a statement of warrants made ready for payment on the above date showing therein the Department of Finance voucher number, the date or dates of the invoices or bills, the date the voucher was filed in the Department of Finance, the name of the payee and the amount of the claim.

Where two or more bills are embraced in the warrant, the dates of the earliest and latest are given.

All of the warrants mentioned are forwarded through the mail unless some reason exists why payment is to be made in person, in which event written notice will be promptly given to the claimant.

In making a written or verbal inquiry at this office as to any of the below mentioned warrants, it is requested that reference be made by the Department of Finance voucher number.

WM. A. PRENDERGAST, Comptroller.

Finance Voucher No.	Invoice Dates.	Received in Department of Finance.	Name of Payee.	Amount
Commissioners of Accounts.				
145737			R. E. Doyle.....	\$19 35
145738	11-24-13	11-26-13	The Rapid Safety Filter Co. of N. Y..	1 25
145739	11-24-13	11-26-13	The Banks Law Publishing Co.....	6 10
145740			G. W. Bromley & Co.....	6 00
Armory Board.				
142611		11-20-13	T. E. Quinn.....	\$56 25
142617			Willis Lee Sawyer.....	600 00
144226		11-24-13	The American Hardware Corporation of New York, Corbin Cabinet Lock Division .....	33 75
143083			S. Tuttle's Son Co.....	2,430 56
143084		11-20-13	S. Tuttle's Son Co.....	361 33
143087		11-20-13	T. E. Quinn.....	747 50
144227			Welsbach Gas Lamp Co.....	31 50

Finance Voucher No.	Invoice Dates.	Received in Department of Finance.	Name of Payee.	Amount.
144234		11-24-13	A. Pearson's Sons.....	48 00
144249		11-24-13	John Simmons Co.....	11 50
144254		11-24-13	T. J. Cummins Plumbing Co.....	51 14
Bellevue and Allied Hospitals.				
144844		11-24-13	James T. Smith, Inc.....	\$71 73
144845			Shults Bread Co.....	108 54
144911		11-24-13	James A. Miller.....	51 40
144918		11-24-13	Shults Bread Co.....	1,147 85
144919			James T. Smith, Inc.....	537 70
145537		11-25-13	A. H. Witschleben.....	9 95
145584		11-25-13	The American Laundry Machinery Co.	931 00
146229			Borden's Condensed Milk Co.....	27 89
146232	9-23-13	11-26-13	V. Fiorentino.....	12 66
146239		11-26-13	Farbwerke-Hoechst Co.....	482 16
146243		11-26-13	The Bristol Co.....	3 75
146244	10-11-13	11-26-13	The H. B. Claffin Co.....	8 58
146246	9-30-13	11-26-13	Cavanagh Bros. & Co.....	7 70
146247	9-16-13	11-26-13	John Greig.....	2 00
146249	9-24-13	11-26-13	Bramhall-Deane Co.....	13 80
145550		11-25-13	F. Madlener.....	8 75
145551		11-25-13	J. E. Kennedy & Co.....	4 35
145554		11-25-13	George Tiemann & Co.....	30 97
145556		11-25-13	M. Faulhaber.....	10 50
145557			Wm. Langhein & Bros.....	70 55
145561		11-25-13	Kalt Lumber Co.....	12 00
146231	9-27-13, 10- 5-13	11-26-13	Burton & Davis Co.....	267 34
146233	10- 6-13	11-26-13	J. F. Gylsen.....	72 10
146234	9-24-13	11-26-13	Henry Bainbridge & Co.....	47 52
146235	10-10-13	11-26-13	Carragan & Tilson.....	3 08
146236	10- 8-13	11-26-13	Armour & Co.....	4 25
146237	10- 4-13	11-26-13	Joseph D. Caughey.....	17 50
146238	9-22-13, 10- 4-13	11-28-13	Eimer & Amend.....	7 25
146250	3-25-13	11-26-13	Crandall Packing Co.....	27 59
146803		11-28-13	Frank A. Hall & Sons.....	7 00
146804		11-28-13	William Hunrath.....	5 00
146805		11-28-13	Charles R. Bard.....	8 82
146811		11-28-13	S. F. Hayward & Co.....	6 00
146812		11-28-13	Hanlon & Goodman Co.....	6 62
146814		11-28-13	The Blake & Knowles Steam Pump Works .....	2 25
146823		11-28-13	Edison Storage Battery Co.....	2 70
Department of Bridges.				
145008		11-25-13	Oriental Rubber and Supply Co. ....	\$55 19
145010		11-24-13	Fred W. Beatty.....	81 58
145011		11-24-13	Kanouse Mountain Water Co.....	8 70
145012		11-24-13	H. E. Grupe.....	31 57
145358		11-28-13	Vulcan Rail and Const. Co.....	448 00
146304		11-28-13	Sibley & Pitman.....	7 50
146388		11-28-13	A. J. & J. J. McCollum.....	21 75
146389		11-28-13	Kanouse Mountain Water Co.....	17 10
146391		11-28-13	H. E. Grupe.....	5 75
146392		11-28-13	Sibley & Pitman.....	11 20
146393		11-28-13	Fletcher-Stanley Co.....	5 28
146396			Buick Motor Car Co.....	23 60
146397		11-28-13	Harry S. Haupt, Inc.....	78 33
146398			Harry S. Haupt, Inc.....	15 75
146399		11-28-13	Thomas W. Kiley & Co.....	32 79
146401		11-28-13	White Co.....	208 09
146402		11-28-13	National Auto Radiator and Lamp Works .....	15 35
146403		11-28-13	Prest-o-Lite Co.....	7 62
145004			Detroit Cadillac Motor Car Co.....	67 43
146409			Goodyear Rubber Tire Co.....	4 49
Brooklyn Disciplinary Training School.				
146793		11-28-13	Bloomington Bros.....	\$16 20
146794		11-28-13	John H. Peters & Co.....	4 50
146795		11-28-13	George T. Montgomery & Co.....	4 00
146797		11-28-13	J. Curley & Bro.....	1 85
146799		11-28-13	American District Telegraph Co.....	15 45
146800		11-28-13	Pioneer Warehouses.....	7 00
Board of City Record.				
145745	10-21-13, 10-30-13	11-26-13	M. B. Brown Printing & Binding Co...	\$81 20
145746	11- 5-13	11-26-13	J. W. Pratt Co.....	86 53
145747	10-15-13, 11- 8-13	11-26-13	M. B. Brown Printing & Binding Co...	348 00
145748	10-11-13, 10-26-13	11-26-13	Theo Mitchell.....	118 00
145749	10-18-13, 11- 8-13	11-26-13	William F. Albers.....	476 35
145751	10-20-13, 11- 6-13	11-26-13	William Bratter & Co.....	390 25
145753	10-17-13, 11- 3-13	11-26-13	M. B. Brown Printing & Binding Co...	239 40
145755	10-18-13, 11- 5-13	11-26-13	Brooklyn Daily Eagle.....	61 90
145756	10-15-13, 11- 5-13	11-26-13	E. D. St. George Co.....	62 50
145757	10- 9-13, 11- 7-13	11-29-13	Library Bureau.....	13 30
145758			John Cassidy, Co.....	94 00
145759	10-20-13	11-26-13	Koller & Smith, Inc.....	1 30
145761	10-23-13, 11- 7-13	11-26-13	J. W. Pratt Co.....	423 80
145762	10-20-13, 11- 5-13	11-26-13	P. J. Collison & Co.....	26 43
145763	10-14-13, 11- 6-13	11-26-13	E. D. St. George Co.....	1,312 61
145765	10-18-13, 11-11-13	11-26-13	Library Bureau.....	128 90
145766	10-18-13, 10-29-13	11-26-13	M. B. Brown Printing & Binding Co...	116 85
145767			Clarence S. Nathan.....	74 90
145768	10-21-13, 11- 5-13	11-26-13	Jordan Stationery and Printing Co...	335 00
145769	11- 1-13	11-26-13	Henry Bainbridge & Co.....	8 49
Department of Correction.				
145772		11-26-13	Borden's Condensed Milk Co.....	\$685 87
145775			Beakes Dairy Co.....	419 66
145780		11-26-13	William Farrell & Son.....	6,558 90
County Clerk, Kings County.				
144132	8- 1-13	11-24-13	Banks Law Publishing Co.....	\$87 10
144131	10-31-13	11-24-13	Van Brunt Tandy.....	54 30
144134	11- 5-13	11-24-13	The Home Talk Publishing Co.....	149 60
County Clerk, Richmond County.				
145072			L. C. Smith & Bros. Typewriter Co...	\$2 00
145071	11-14-13	11-24-13	Elliott, Fisher Co.....	142 50
145070		11-25-13	New York Telephone Co.....	10 61
County Clerk, New York County.				
146412		11-28-13	The Banks Law Publishing Co.....	\$15 60
County Clerk, Queens County.				
146385		11-28-13	Elliott, Fisher Co.....	\$27 15



Finance Voucher No.	Invoice Dates.	Received in Department of Finance.	Name of Payee.	Amount.	Finance Voucher No.	Invoice Dates.	Received in Department of Finance.	Name of Payee.	Amount.
Commissioner of Jurors, Kings County.					145922			William Stenach .....	150 00
145564	11-25-13		Thomas R. Farrell, Commissioner of Jurors .....	\$40 00	146922	11-29-13		Kings County Lighting Co. ....	3,254 23
Court House Board.					146918	11-29-13		Rose Rogers .....	9 85
144147	11-13-13	11-24-13	M. B. Brown Printing & Binding Co. ....	\$195 00	146919	11-29-13		Caroline Acker .....	11 45
Supreme Court, Queens County.					147927	12- 2-13		New York Real Estate Association...	882 39
146257	11-28-13		Bonn & Riecker .....	\$1 00	147928	12- 2-13		Manhattan Real Estate Association...	38 47
City Magistrates' Courts.					147929			Morse & Rogers .....	1,991 00
145798	11-22-13	11-26-13	William F. Delaney .....	\$100 00	147930			E. W. Bliss Buildings, Incorporated..	1,665 87
145803			New York Telephone Co. ....	204 97	147931	12- 2-13		Colonial Real Estate Association.....	875 43
145800			Remington Typewriter Co., Inc. ....	60	147932	12- 2-13		F. & M. Schaefer Brewing Co. ....	1,342 07
145801		11-26-13	William F. Delaney, Chief Clerk.....	18 45	147988			Bernhard Scholle & Co. ....	972,100 00
Court of Special Sessions.					147989			Bernhard Scholle & Co. ....	727,875 00
145967	11-26-13		New York Telephone Co. ....	\$108 96	147990			Bernhard Scholle & Co. ....	242,625 00
Municipal Courts.					147991			The National City Bank of New York	2,500,000 00
145963	11-26-13		Charles Kerner .....	\$4 00	147992			The National City Bank of New York	1,669 52
Court of General Sessions.					Fire Department.				
144459	11-24-13		Amos G. Russell .....	\$57 00	143163	11-21-13		The Manhattan Supply Co. ....	\$171 36
District Attorney, New York County.					144888	11-24-13		Montgomery & Co. ....	4 25
143422			Benjamin H. Tyrrel .....	\$64 70	144889	11-24-13		Remy Electric Co. ....	11 50
District Attorney, Kings County.					144891	11-24-13		Firestone Tire & Rubber Co. ....	50
145601	11- 1-13	11-26-13	The Peerless Towel Supply Co. ....	\$9 67	144892	11-24-13		Buick Motor Co. ....	13 05
145602	10-26-13	11-26-13	Abraham & Straus .....	7 30	144893	11-24-13		Fredk Pearce Co. ....	54 00
Board of Elections.					144894	11-24-13		P. H. O'Day & Son .....	25 00
146269	11-28-13		John H. Cottier .....	\$708 40	144895	11-24-13		Gillette Clipping Machine Co. ....	8 10
146273			Fred Scott .....	48 00	144897	11-24-13		National Carbon Co. ....	6 91
146274			Abner A. Wood .....	72 00	144898	11-24-13		The American Multigraph Sales Co..	3 63
146275	11-28-13		Remlein's Flatbush Upholstery .....	8 50	144899	11-24-13		Meder-Staudt Co. ....	21 40
146276	11-28-13		William J. Snyder .....	40 00	144901	11-24-13		Montgomery & Co. ....	35
146277	11-28-13		William J. Snyder .....	15 00	144902	11-24-13		Whitall-Tatum Co. ....	1 00
146278	11-28-13		John J. Donovan .....	10 00	144904	11-24-13		H. W. Johns-Manville Co. ....	19 00
146279	11-28-13		James G. Heyer .....	10 00	144905	11-24-13		John A. Casey Co. ....	17 50
146280	11-28-13		W. L. Scott .....	6 10	144906	11-24-13		Roberts Numbering Machine Co. ....	3 35
146281			Abner A. Wood .....	5 00	145606			The Front Drive Motor Co. ....	3,750 00
146282			Floyd Decker .....	5 00	145679	11- 1-13	11-26-13	Knickerbocker Ice Co. ....	2 00
146283	11-28-13		G. W. Bromley & Co. ....	6 00	145684	11- 6-13	11-26-13	Prest-O-Lite Co. ....	1 50
Department of Education.					145685			Prest-O-Lite Co. ....	3 00
141283		11-18-13	The Gramercy Market .....	\$586 82	145686	8-28-13	11-26-13	Merck & Co. ....	11 25
143577	8-27-13	11-21-13	Elias Diamond .....	448 00	145687	11-15-13	11-26-13	The Hart & Hutchinson Co. ....	36 00
143607		11-21-13	Lord & Taylor .....	37 60	145688	11-14-13, 11-17-13	11-26-13	Manhattan Supply Co. ....	22 86
143621	6-10-13, 6-11-13	11-21-13	Educational Pub. Co. ....	21 60	145690	10-18-13	11-26-13	Peteler Shock Absorber Corporation..	75 00
143643		11-21-13	Ginn & Co. ....	9 48	143891			Wm. Zimser & Co. ....	814 50
143647	5-26-13, 5-27-13	11-21-13	Educational Pub. Co. ....	10 76	143895		11-22-13	J. E. Nagle & Co. ....	10 00
143655	6-11-13	11-21-13	Educational Pub. Co. ....	13 48	143896		11-24-13	A. J. Picard & Co. ....	33 00
143670		11-21-13	Ginn & Co. ....	75 52	143897		11-22-13	Theo. A. Crane's Sons Co. ....	214 00
143742	5-27-13, 6-11-13	11-21-13	Educational Pub. Co. ....	18 42	145691	10-27-13	11-26-13	Ford Motor Co. ....	7 30
143743	5-26-13	11-21-13	Educational Pub. Co. ....	64	145692	10-27-13	11-26-13	Detroit Cadillac Motor Car Co. ....	7 00
143749	5-27-13, 6-11-13	11-21-13	Educational Pub. Co. ....	19 91	145693	11- 6-13	11-28-13	Weed Chain Tire Grip Co. ....	20 58
143767		11-21-13	Ginn & Co. ....	316 15	145695	11-10-13	11-26-13	Goodyear Rubber Tire Co. of N. Y..	73 00
143769		11-21-13	Geo. W. Millar & Co. ....	16 37	145698	4-10-13	11-26-13	H. T. Dakin .....	15 50
143777		11-21-13	Geo. W. Millar & Co. ....	9 45	145699	10-27-13	11-26-13	P. Prybil Machine Co. ....	18 43
143790		11-21-13	Geo. W. Millar & Co. ....	3 02	145701	11-27-13	11-26-13	C. Kerr .....	215 00
143804		11-21-13	Geo. W. Millar & Co. ....	43 12	145702	11- 8-13	11-26-13	Eug. Bournonville Welding Co. ....	5 25
146299			Joe B. Miller .....	97 00	145704	8-15-13	11-26-13	James Boyd & Brother, Inc. ....	2 88
146301		11-28-13	Frank J. Fee .....	4,165 00	145706	11-15-13	11-26-13	Remington Typewriter Co., Inc. ....	90
146367		11-28-13	The Consolidated Contracting Co., Inc.	2,115 00	145707		11-26-13	Barber Asphalt Paving Co. ....	23 33
146368		11-28-13	James I. Newman .....	617 00	145708	10-27-13	11-26-13	Livingston Radiator & Mfg. Co. ....	30 00
146369		11-28-13	Grimshaw & Sturges .....	1,232 50	145710	10-13-13	11-26-13	Eug. Bournonville Welding Co. ....	1 50
146370			Kingsboro Plumbing Corporation, Assignee of A. J. Ormond Co. ....	4,675 00	145711	11-10-13	11-26-13	Bosch Magneto Co. ....	9 60
146371		11-28-13	Grimshaw & Sturges, Inc. ....	2,205 00	145712	11-10-13	11-26-13	J. F. Corcoran .....	50 00
146372		11-21-13	Ginn & Co. ....	134 34	145713	10-31-13	11-26-13	Hoffman & Scofield .....	52 00
Department of Docks and Ferries.					146303		11-26-13	Grant & Ruhling Co., Inc. ....	83 00
145817			The Sicilian Asphalt Paving Co. ....	\$4,257 22	146304		11-28-13	Nelson Bros. Coal Co. ....	1,836 51
145787		11-26-13	A. Schrader's Son, Inc. ....	645 90	146344		11-28-13	Clynta Water Co. ....	3 60
145788			James S. Barron & Co. ....	196 73	146347		11-28-13	Clynta Water Co. ....	9 00
145789		11-26-13	Bruce & Cook .....	721 83	146348		11-28-13	Baker, Voorhis & Co. ....	1 50
145791		11-26-13	Patton Paint Co. ....	19 65	146349		11-28-13	Banks Law Publishing Co. ....	6 00
145792		11-26-13	Gotham Motor Car Co. ....	23 33	146350		11-28-13	John Wanamaker, New York .....	16 15
145793		11-26-13	Harold G. Russell .....	811 20	146351		11-28-13	Detroit Cadillac Motor Car Co. ....	23 40
145794		11-26-13	D. F. Cooney & Co. ....	771 75	146352		11-28-13	A. J. Picard & Co. ....	13 00
145795		11-26-13	J. Edward Ogden Co. ....	62 10	146353		11-28-13	Montgomery & Co. ....	1 02
145796		11-26-13	Long Island Railroad Co. ....	21 45	146354		11-28-13	Stewart Warner Speedometer Corporation .....	1 00
145797		11-26-13	Blake & Knowles Steam Pump Works	9 40	146355		11-28-13	American Railway Supply Co. ....	90
145815		11-26-13	J. Edward Ogden Co. ....	1,298 34	146356	10-28-13	11-28-13	John Simmons Co. ....	1 10
146167			Department of Docks and Ferries....	292 82	146357		11-28-13	I. S. Remson Manufacturing Co. ....	44 75
Board of Estimate and Apportionment.					146358		11-28-13	Gillette Clipping Machine Co. ....	1 00
144125		11-24-13	Sturtevant Mill Co. ....	\$100 00	146359		11-28-13	Barnett & Brown .....	108 00
145229		11-25-13	New York Telephone Co. ....	16 57	146362		11-28-13	Underwood Typewriter Co. ....	75
145234		11-25-13	The Copeley-Plaza Operating Co. ....	237 58	146363		11-28-13	The White Co. ....	38
145235		11-25-13	Edward M. Bassett .....	281 03	146364		11-28-13	United States Light & Heating Co. ....	80 00
145964			Hiram Thomas .....	375 00	146365		11-28-13	Stewart Warner Specometer Corporation .....	1 80
Department of Finance.					146366		11-28-13	P. A. Gaynor .....	30 00
144335	11-18-13	11-24-13	The Brooklyn Daily Eagle .....	\$676 00	Department of Health.				
144900		11-24-13	C. G. Braxmar Co. ....	29 00	145370	11-25-13		Charles Schaeffer, Jr. ....	\$79 50
145185			C. Henry Offerman, or Theodore Offerman, Attorneys in Fact for C. Henry Offerman, Lena Maria Rasch, Anna C. Schmidt, John Offerman and Theodore Offerman .....	1,250 00	145408	11-25-13		N. Z. Graves & Co. ....	129 60
145186			William J. Arnow .....	75 00	145668	11-26-13		Henry Allen .....	126 00
145703	11- 3-13	11-26-13	Detroit Cadillac Motor Car Co. ....	1 00	145670	11-26-13		Anthony Krayner .....	118 08
145904			United States Express Realty Co. ....	137 50	145672	11-26-13		J. F. Gylsen .....	127 15
145902		11-26-13	Mrs. Barbara Herdt .....	45 00	145675	11-26-13		Sulzberger & Sons Co. ....	222 83
145903		11-26-13	The Bee Holding Co. ....	40 00	145676	11-26-13		Bellaire Bottle Co. ....	379 99
145905			Mrs. Sophia Moore .....	115 00	145716	11-26-13		Products Manufacturing Co., assignee of the Van Iderstine Co. ....	3,750 00
145906		11-26-13	Edward D. Harris, as Receiver of the Stewart Building .....	1,012 39	145720			Goodyear's India Rubber Selling Co. ....	125 08
145920		11-26-13	James E. Ingham and Bertha Ingham, as Executors of the Estate of Ned Ingham .....	45 60	145725	11-26-13		Frank J. Lennon Co. ....	148 16
					145727	11-26-13		The Manhattan Supply Co. ....	145 48
					145728			Sulzberger & Sons Co. ....	6,091 72
					146230			F. H. Bennett Biscuit Co. ....	5 07
Commissioner of Jurors, Queens County.					Commissioner of Jurors, New York County.				
146258		11-28-13	Underwood Typewriter Co., Inc. ....	\$0 75	143415	11-21-13		The Banks Law Publishing Co. ....	\$6 00
146260		11-28-13	The Diamond Towel Supply Co. ....	1 06	Law Department.				
Commissioner of Jurors, New York County.					145287	11-25-13		John F. Kirkland .....	\$1 00
145186			William J. Arnow .....	75 00	145288	11-25-13		T. N. Hill .....	6 15
145703	11- 3-13	11-26-13	Detroit Cadillac Motor Car Co. ....	1 00	145289			Charles J. Doyle .....	11 25
145904			United States Express Realty Co. ....	137 50	145290	11-25-13		Charles J. Doyle .....	4 05
145902		11-26-13	Mrs. Barbara Herdt .....	45 00	146451	11-28-13		Title Guarantee & Trust Co. ....	20 50
145903		11-26-13	The Bee Holding Co. ....	40 00	146452	11-28-13		Title Guarantee & Trust Co. ....	67 75
145905			Mrs. Sophia Moore .....	115 00	146455	11-28-13		Joseph Wander .....	150 00
145906		11-26-13	Edward D. Harris, as Receiver of the Stewart Building .....	1,012 39					
145920		11-26-13	James E. Ingham and Bertha Ingham, as Executors of the Estate of Ned Ingham .....	45 60					



Finance Voucher No.	Invoice Dates.	Received in Depart- ment of Finance.	Name of Payee.	Amount.	Finance Voucher No.	Invoice Dates.	Received in Depart- ment of Finance.	Name of Payee.	Amount.
The Mayoralty.					146513			Henry Wells Durham, Chief Engineer	88 00
146382			John L. Walsh	\$163 16	146828	11-29-13		John B. Wild	160 00
146774			John L. Walsh, Commissioner	49 85	President, Borough of Brooklyn.				
Department of Parks, Boroughs of Manhattan and Richmond.					139077	11-12-13		John C. Schrade, Inc.	\$969 00
141689	11-18-13		William H. Wright & Son, Inc.	\$172 60	139642	11-13-13		Nicholas Sanzo	2,352 80
144835	11-24-13		Maier & Flockhart	68 40	141160	11-18-13		E. Ghelardi	407 50
144837	11-24-13		Thomas M. Delaney	3 30	141161	11-18-13		Cropsey & Mitchell	30 00
144838	11-24-13		Meurer Bros. & Co.	78 75	142488	11-19-13		Republic Construction Co.	14 55
144839			Samuel W. Cornell	3 10	143692	11-21-13		The Hastings Pavement Co.	92 25
145018	11-24-13		Meder-Staudt Co.	8 00	143693	11-21-13		The Brooklyn Alcatraz Asphalt Co.	210 00
145020	11-24-13		Baker, Voorhis & Co.	6 00	143694	11-21-13		Cranford Co.	127 35
145021	11-24-13		Abbott Motor Co.	21 25	143840	11-21-13		Cranford Co.	39,943 35
145023	11-24-13		G. Terdiman	15 25	144047	11-22-13		Phoenix Sand & Gravel Co.	1,954 24
145027	10-24-13		John R. Carpenter Co.	17 32	144760	11-24-13		Albert F. Koch, Inc.	3,257 88
145028	11-24-13		John J. Lake	24 31	145228	11-25-13		Rhineland Waldo, Police Commis- sioner	2,751 92
145029	11-24-13		Neal & Brinker Co.	3 40	145479			Uvalde Contracting Co.	6,318 60
145030	11-24-13		H. J. Hush	16 00	145480	11-25-13		Edw. E. Pierson Co.	307 50
145031	11-24-13		Bloodgood Nurseries	16 00	145482	11-25-13		Litchfield Construction Co.	4,353 46
145032	11-24-13		The Standard Meter Co.	3 00	146121			R. C. Miller & Son, Inc.	33 00
145818	9-29-13		Standard Oil Co. of New York	576 65	146129	11-28-13		Christensen & Boesen	29 50
145820	10-27-13		George H. Storm & Co.	158 50	146135	11-26-17		Frank Fiore, Assignee of Fiore & De Simone	4,223 24
145821	11-7-13		Pure Oil Co.	149 00	146174	9-23-13. 10-17-13		Thomas M. De Laney	43 09
145824			Gillis & Geoghegan	75 00	146175	10-23-13		Jackson & Cowenhoven Co.	17 49
145826	11-26-13		Thomas J. Fenley	31 00	146176			Thomas M. De Laney	32 56
145827	11-26-13		W. F. Howe	39 00	146178	11-12-13. 11-13-13		Stevenson & Marsters	19 38
145828	11-26-13		Meyer-Denker-Sinram Co.	66 50	146179	11-13-13		Geo. W. Speaight	19 00
144833	11-24-13		The Henry Aschenbach Harness Co.	39 00	146181	11-6-13		Jos. Ruppert	1 85
145834	11-26-13		Louis Ruhe	9 00	146182	11-12-13		H. & B. Auto Sales Co.	81 99
145835	11-26-13		United Market and Grocery Co.	59 23	146183			American Can Co.	9 04
145836	11-26-13		Otto Stegemann	4 35	146185	11-13-13		Arthur C. Jacobson & Sons	15 75
145837	11-26-13		Dennison Manufacturing Co.	5 30	146186	9-25-13		Chas. Hvass & Co.	52 80
145838	11-26-13		Schieffelin & Co.	2 55	146187	10-31-13		J. M. Palmer Co.	88 50
145839	11-26-13		James McLaughlin Co.	22 00	146189	10-31-13		Shadbolt Manufacturing Co.	21 70
145840	11-26-13		Nathaniel Wise's Son	16 20	146190	11-15-13		N. P. Nielsen	11 00
145841	11-26-13		Keystone Lubricating Co.	26 50	146191	11-13-13		Stevenson & Marsters	46 46
145842			Borne Scrymser Co.	10 00	146192	11-17-13		Stevenson & Marsters	40 00
145843	11-26-13		Taylor & Gerow	294 80	146194	9-30-13		Municipal Garage	13 10
145844	11-26-13		Bruce Cook	49 50	146195	11-14-13		Baron & Beling	72 25
145845	11-26-13		National Lead Co.	35 53	146196	10-28-13		Westinghouse Electric & Mfg. Co.	13 18
145847			Pittsburgh Plate Glass Co.	52 00	146197			B. Hafker	13 65
145848	11-26-13		J. L. Prescott Co.	6 17	146198	11-7-13		The Gowanus Wrecking Co., Inc.	4 00
145849			Leon Hirsh & Son	8 64	146199	11-13-13		Philipp Dinger	40 00
145851	11-26-13		Russell, Burdall & Ward Bolt and Nut Co.	111 83	146200	11-13-13		Philipp Dinger	5 55
145852	11-26-13		Travers Twine and Cordage Co.	11 50	146201	9-30-13		Municipal Garage	11 70
145853	11-26-13		Neal & Brinker Co.	13 20	President, Borough of Queens.				
145854	11-26-13		C. M. Moseman Bro.	433 13	144762	11-24-13		Patrick Loughlin	\$3 50
145855	11-26-13		Frazer Lubricating Co.	10 00	146253			Peace Brothers	9,170 32
145856	11-26-13		John A. Gifford & Son	18 80	146603	11-28-13		William Sierks	5 25
145857	11-26-13		A. M. Stein & Co.	350 03	146604	11-28-13		Carroll A. Piper	10 00
145858	11-26-13		Barnett & Brown	396 00	146617	11-28-13		Nason Manufacturing Co.	21 73
145859	11-26-13		Stumpp & Walter Co.	41 70	146619	11-28-13		Cavanagh Bros. & Co.	3 75
145860	11-26-13		Charles Hvass & Co.	75 00	146630	11-28-13		W. A. Duncan	80 00
145861	11-26-13		Haydenville Co.	60 00	146631	11-28-13		Edward I. Ward	80 00
145862	11-26-13		Carl H. Page & Co.	143 47	146632	11-28-13		Samuel Traugott	80 00
145863	11-26-13		The Baltimore Enamel and Novelty Co.	115 00	146633	11-28-13		Morris Auto Garage	20 00
145864	11-26-13		The Peck Bros. & Co.	9 75	146634	11-28-13		The Madison Avenue Stables	20 00
Police Department.					President, Borough of Richmond.				
144431			John Cassidy Co.	\$159 70	137553			John E. Donovan	28 59
146492	11-28-13		The J. W. Pratt Co.	11 90	145965	11-20-13		John C. Lynch	61 75
146494	10-18-13		The General Fireproofing Co.	6 20	Public Service Commission.				
146496	11-6-13		Crane & Stendicke	5 88	146214	9-23-13. 10-1-13		M. B. Brown Printing & Binding Co.	\$231 90
146498	11-6-13		S. Hughes	6 50	Department of Public Charities.				
146499	11-7-13		Herman Kramer	33 20	139986			Daniel J. Ryan	\$1,562 80
146500	10-30-13		Eugene Jodry	1 50	142992	11-20-13		Jacob Willman	78 20
146501	10-24-13		Seeley & Ash	5 00	143500	11-21-13		Frank J. Helmle	210 00
146502	10-7-13		Underwood Typewriter Co., Inc.	18 00	143532	11-21-13		The Berger Manufacturing Co.	218 00
President of the Borough of The Bronx.					145988	11-26-13		Armour & Co.	166 43
144619	11-17-13		Keuffel & Esser Co.	\$11 40	145993	11-26-13		Department of Correction	240 15
144621	11-7-13		Montgomery & Co.	30 00	145996			Duparquet, Huot & Moneuse Co.	5 50
144622	11-14-13		Montgomery & Co.	21 21	145997	11-26-13		Froment & Co.	53 07
144623	11-10-13		New York Blasting Supply Co.	18 00	145999	11-26-13		Hull, Grippen & Co.	26 74
144625			James S. Barron & Co.	30 80	146002			C. M. Lane Life Boat Co.	73 50
144633			United States Wood Preserving Co.	27 10	146003	11-26-13		A. C. Laurence	21 00
146716	11-19-13		Detroit Cadillac Motor Car Co.	2 23	146004	11-26-13		The J. L. Mott Iron Works	516 10
146717	10-30-13. 10-31-13		Joseph F. Vielberth	24 78	146007	11-26-13		The Manhattan Supply Co.	17 10
146722			Cyrus C. Miller, President Borough of The Bronx	100 00	146010	11-26-13		E. J. Sheehan	75
146723	9-15-13. 10-28-13		Underwood Typewriter Co., Inc.	2 75	146011	11-26-13		Standard Supply Co.	9 30
President of the Borough of Manhattan.					146013	11-26-13		Sheridan Systems Co.	52 00
141790	11-18-13		Republic Construction Co.	\$52 25	146014	11-26-13		Edw. Schloss	2 50
142191			The Barber Asphalt Paving Co.	101 40	146012	11-26-13		Mrs. Patrick Sheehan	24 50
144206			Frederick Starr Contracting Co.	815 53	146013	11-26-13		Agent and Warden of Auburn Prison.	762 12
144206	11-24-13		Frederick Starr Contracting Co.	1,841 18	146015	11-26-13		E. G. Soltmann	23 63
144209			Eber L. Scripture	768 00	146016	11-26-13		Troy Laundry Machinery Co., Ltd.	76 20
144212	11-24-13		Wm. Emerson	616 25	146017	11-26-13		Underwood Typewriter Co., Inc.	75
145241			Hazzard, Erskine & Blagden	532 10	146019	11-26-13		Yawman and Erbe Manufacturing Co.	15 30
145242	11-25-13		Charles G. Armstrong & Son	111 50	146020	11-26-13		The De Felice Studio	3 50
145246	11-25-13		The Specification Soap and Oil Co.	148 50	146022	11-26-13		The Fairbanks Co.	92 66
145247	11-25-13		The Vienna Window Cleaning Co.	16 00	146025	11-26-13		C. H. & E. S. Goldberg	55 20
145247	11-26-13		The J. W. Pratt Co.	3 40	146027	11-26-13		Hammacher, Schlemmer & Co.	3 40
145248	11-26-13		Remington Typewriter Co., Inc.	72 90	146029	11-26-13		Hanlon & Goodman Co.	7 08
145930	11-26-13		E. L. Scripture	25 00	146033			Krystalcid Water Co.	15 60
145932	11-26-13		Rafferty Bros.	50 10	146034	11-26-13		John Lally	16 50
145933	11-26-13		The Sicilian Asphalt Paving Co.	41 75	146035	11-26-13		Ludwig Littauer	2 90
145934	11-26-13		United States Wood Preserving Co.	148 99	146036	11-26-13		P. Lawless Sons	52 80
145937	11-26-13		Emil Stopff	17 76	146038	11-26-13		The Manhattan Supply Co.	28 74
145939	11-26-13		The Banks Law Publishing Co.	6 00	146039	11-26-13		Meinecke & Co.	42 00
145940			Municipal Garage	222 80	146040			Rebecka Melicow	10 80
145941	11-26-13		Municipal Garage	69 35	146042	11-26-13		D. B. Pershall & Son	19 53
145942	11-26-13		Samuel Lewis	5 25	146044	11-26-13		James M. Shaw & Co.	21 90
145943	11-26-13		Patterson Bros.	22 62	146045			Standard Oil Co. of New York	22 94
145944	11-26-13		Vacuum Oil Co.	17 60	146046			Standard Supply Co.	29 27
145945	11-26-13		The Arlington Co.	12 96	146047	11-26-13		Sulzberger & Sons' Co.	5 50
145946	11-26-13		W. J. Fitzgerald	6 65	146048	11-26-13		Steinway & Sons	575 00
145947	11-26-13		Thos. A. Glendinning	24 25	146071			Borden's Condensed Milk Co.	7,913 94
145954	11-26-13		Republic Construction Co.	11 15	146072			Burton & Davis Co.	48 26
145955	11-26-13		Republic Construction Co.	11 61	146073			John Bellmann	210 32
145956	11-26-13		The Sicilian Asphalt Paving Co.	8 40	146074			John Bellmann	2,605 49
145957	11-26-13		Uvalde Contracting Co.	30 30	146077	11-26-13		Conron Bros. Co.	909 82
145958	11-26-13		Uvalde Contracting Co.	8 10	146079	11-26-13		Lewis De Groff & Son	255 62
145959	11-26-13		United States Wood Preserving Co.	16 85	146081	11-26-13		Greenhut-Siegel Cooper Co.	1,338 11
145948	11-26-13		Peter McCormick & Sons	1 75	146082	11-26-13		Greenhut-Siegel Cooper Co.	5 72
145960	11-26-13		Chesebro Whitman Co.	12 90	146086	11-26-13		James A. Miller	77 85
145961	11-26-13		Samuel Lewis	145 60					



Finance Voucher No.	Invoice Dates.	Received in Department of Finance.	Name of Payee.	Amount.	Finance Voucher No.	Invoice Dates.	Received in Department of Finance.	Name of Payee.	Amount.
146095			Tower Manufacturing & Novelty Co..	4 20	145293			New York and Richmond Gas Co. ....	6 20
146097		11-26-13	Whitall-Tatum Co. ....	6 48	145294		11-25-13	Minimax Co. ....	1 70
146098			John Wanamaker, New York.....	9 00	145295			G. F. Van Dam & Son .....	3 00
146099		11-26-13	The American Laundry Machinery Co.	5 25	145296		11-25-13	New York Telephone Co. ....	3 84
146100		11-26-13	Crane Co. ....	16 80	145297		11-25-13	Richmond Light & Railroad Co.....	2 40
146101		11-26-13	Detroit Cadillac Motor Car Co.....	33 10				Department of Street Cleaning.	
146102		11-26-13	Conservation Commission .....	13 00	145968		11-26-13	Margaret Glynn .....	\$64 50
146104		11-26-13	J. H. Gautier & Co.....	142 50	146421		11-28-13	The Merritt Street Sweeping Machine	
146107		11-26-13	Meyers & Grayson .....	174 86				Co. ....	990 45
146109		11-26-13	The J. L. Mott Iron Works.....	20 50	146422		11-28-13	The Merritt Street Sweeping Machine	
146110		11-26-13	G. B. Raymond & Co.....	36 40				Co. ....	284 40
146111		11-26-13	Stanley & Patterson .....	8 86				United States Volunteer Life Saving Corps.	
146113		11-26-13	Jas. Thompson & Sons.....	22 00	145433		11-25-13	Fred C. Mills, Inspector .....	\$3 94
146114			William S. Van Clief .....	21	145434		11-25-13	Lester Franklin .....	8 95
146116		11-26-13	John Wanamaker, New York.....	271 35	145435		11-25-13	Howard Place Co. ....	3 95
146117		11-26-13	The American Laundry Machinery Co.	73 37	145436		11-25-13	Havers & Fagan .....	1 40
146138		11-26-13	Agent and Warden of Clinton Prison.	662 67	145437		11-25-13	C. Poling .....	2 42
146139		11-26-13	Welsbach Gas Lamp Co.....	71 55	145439		11-25-13	Great Bear Spring Co. ....	60
146148		11-26-13	The Kny-Scheerer Co.....	75	145440			Merchants' Union Ice Co.....	2 25
146149		11-26-13	The Kny-Scheerer Co.....	18 75				Board of Water Supply.	
146150			Lehn & Fink .....	81 74	89488			John F. McFarlane .....	\$25 00
146151		11-26-13	David B. Levy .....	39 00	145077		11-25-13	Abner M. Harper, Inc. ....	3,278 73
146152		11-26-13	Merck & Co.....	5 10	145664		10-26-13	Mason & Hanger Co. ....	65,807 37
146153		11-26-13	James A. Miller .....	41 27	146408			Coldwell-Wilcox Co. ....	16 75
146154		11-26-13	H. K. Mulford Co.....	1 50	147089		11-29-13	J. P. Hogan, Division Engineer.....	35 72
146158		11-26-13	Welsbach Gas Lamp Co.....	360 00	147090			William B. Hunter, Deputy Chief En-	
146159		11-26-13	John Wanamaker, New York.....	161 35				gineer .....	50 30
146521	10-31-13	11-28-13	Beakes Dairy Co.....	1 89	147092		11-29-13	Chas. W. Leavitt, Jr. ....	7 60
146525	11- 7-13	11-28-13	M. H. Gottesman .....	5 70	147093		11-29-13	William W. Peabody, Division Engineer	17 83
146527	11- 3-13	11-28-13	Manufacturers Agency & Sales Co....	8 18				Department of Water Supply, Gas and Electricity.	
146531	10- 7-13	11-28-13	Vacuum Oil Co.....	8 00	141433			Antonio Giuri .....	414 65
146533	11- 4-13	11-28-13	John Carle & Sons.....	16 50	137921		11-11-13	Beaver Engineering & Contracting Co.	28,872 35
146537	10-14-13	11-28-13	Adams Laundry Machinery Co.....	8 00	144287			Maher & Flockhart .....	2,260 52
146539	10-22-13	11-28-13	N. Berlinger .....	3 00	144288		11-24-13	John Fox and Nicholas Engel, com-	
146540	11- 7-13	11-28-13	Eugene Dietzgen Co.....	9 63				posing the firm of John Fox & Co....	15,726 20
146541			John Greig .....	20 72	145506		11-25-13	The Manhattan Supply Co.....	24 16
146544		11-28-13	Nanz Clock Co.....	3 00	145507		11-25-13	The Brooklyn Alcatraz Asphalt Co....	455 00
146545		11-28-13	R. F. Stevens Co.....	183 68	145531		11-25-13	Kruger Bros. ....	135 25
146546		11-28-13	Strong Machinery & Supply Co.....	4 50	145969		11-26-13	President of the Borough of Brooklyn.	500 00
146547		11-28-13	Troy Laundry Machinery Co., Limited	19 00	145970		11-26-13	President of the Borough of Manhattan	143 40
146548		11-28-13	John Van Ranst .....	10 80	145972		11-26-13	President of the Borough of Richmond	48 52
146549		11-28-13	Underwood Typewriter Co., Inc.....	14 25	145973		11-26-13	President of the Borough of Richmond	47 30
146550		11-28-13	The Akron Rubber Tire Co.....	9 50	145974		11-26-13	President of the Borough of Brooklyn	500 00
146559		11-28-13	Froment & Co.....	17 77	145979			Queens Borough Gas and Electric Co.	137 03
146564			The Manhattan Supply Co.....	6 18	145985		11-26-13	The Kennedy Valve Manufacturing Co.	2,614 00
146572		11-26-13	Burton & Davis Co.....	128 24	145986		11-26-13	New York Telephone Co. ....	545 64
146576		11-28-13	Cande Smith & Howland Co. ....	20 00	146760		11-28-13	William Hauck, Assistant Engineer....	4 30
			Register of New York County.		146762		11-28-13	J. H. Burke, Chief Inspector .....	95
144367	11-20-13	11-24-13	J. W. Pratt Co. ....	\$0 60	146920		11-29-13	A. M. Pepe .....	5 50
144268			J. W. Pratt Co. ....	1 95	146921		11-29-13	R. H. Leadley .....	1 56
144269			New York Telephone Co. ....	16 88					
			Staten Island Association of Arts and Science.						
145286			Herbert Crabtree .....	\$60 30					
145292		11-25-13	Hammacher, Schlemmer & Co. ....	6 27					

## VOUCHERS RECEIVED IN DEPARTMENT OF FINANCE WEDNESDAY, DECEMBER 3, 1913.

A statement is herewith submitted of all vouchers filed in the Department of Finance on this date in which is shown the Department of Finance voucher number, the date or dates of the invoices or bills, the name of the payee and the amount of the claim. Where two or more bills are embraced in one voucher, the dates of the earliest and latest are given.

If the vouchers are found to be correct, and properly payable to the respective claimants, it will be my endeavor to have the warrants therefor made ready for payment within the next seven days.

If any claimant within the time stated does not receive his warrant or a written notice in relation thereto, then written or verbal inquiry may be made at this office, using the Department of Finance voucher number as a ready means of reference.

WM. A. PRENDERGAST, Comptroller.

Finance Voucher No.	Invoice Dates.	Name of Payee.	Amount.
		Armory Board.	
148810		Thomas J. York.....	\$9 10
148811		William F. Stone.....	2 30
148812		Robert Telfer .....	4 55
148813	11-24-13	Henry White .....	445 00
148814		P. F. Kenny Co.....	785 70
		Board of City Record.	
148815	10-31-13	William J. Belford, Trading as P. Belford & Son.....	\$286 56
148816		M. B. Brown P. & B. Co....	9,178 69
148817	10-31-13	N. Y. Tel. Co.....	69 60
		Department of Bridges.	
148595		John A. Knighton.....	\$6 00
148740		Thompson Starrett Co.....	226,903 22
148741		The East River Mill and Lumber Co. ....	765 81
		Board of Inebriety.	
148831		Warren & Wetmore.....	\$216 85
		Department of Correction.	
148865	9-30-13	Department of Correction..	\$24 00
		Court of General Sessions.	
148792		Edward R. Carroll.....	\$43 90
148793		Knickerbocker Ice Co.....	17 70
148794		The Initial Towel Supply Co. ....	9 75
		Municipal Courts.	
148636	10-31-13	N. Y. Tel. Co.....	\$5 70
148637		Wm. Wedemeyer .....	7 90
148716	11- 1-13	John W. Carpenter.....	1 35

Finance Voucher No.	Invoice Dates.	Name of Payee.	Amount.
148717	11-12-13	John W. Carpenter.....	5 00
148718	11- 1-13	The Star Toilet Supply Co.	2 77
		Department of Docks and Ferries.	
148757		Rockland Granite Co.....	\$3,296 01
148758		F. S. Banks & Co.....	827 76
148759		Geo. T. Montgomery.....	818 28
148760		Harold G. Russell.....	633 00
148761		Cavanagh Bros. & Co.....	364 22
148762		Frank Richards & Gardner Co. ....	268 80
148763		H. T. Dakin.....	243 67
148764		J. J. McLaughlin.....	183 75
148765		J. J. McLaughlin.....	290 00
148776	11-18-13	Holloway, Bentz & Co....	85 83
148777	11-14-13	Herring-Hall-Marvin Safe Co. ....	55 00
148778	11- 8-13	Dr. E. F. Keller.....	50 00
148779	11-12-13	Moller & Schumann.....	125 00
148780	11-14-13	Wm. McDonagh & Son....	62 00
148781	11-19-13	Fowler & Silberhorn .....	74 72
148782	11-13-13	Curtis-Blaisdell Co. ....	133 50
148783	10- 8-13	Fiske Bros. Ref. Co.....	775 00
148784	11-17-13	H. T. Dakin.....	222 00
148785	11- 7-13	Gerhard Bros. & Schoch..	355 25
148786	11-14-13	Wm. McDonagh & Son....	31 00
148787	11-14-13	M. K. Bowman & Edson Co.	312 81
148788	11-17-13	S. Cameron Steam Pump Works .....	63 50
148789	11-21-13	Jenkins Bros. ....	10 80
148790	10-31-13	Brooklyn Auto Co.....	20 25
		Department of Education.	
148754		Wm. A. Prendergast, Comptroller .....	\$1 00
148755	11-22-13	Adolph Berengarten .....	495 00
		Board of Estimate and Apportionment.	
148645		M. B. Brown P. & B. Co....	\$974 74
148646		Tower Mfg. & Nov. Co....	8 83
148647		D. W. Edgerly.....	100 00
148638		American District Tel. Co.	35 40
148639	10-29-13	J. J. Little & Ives Co.....	3,150 60
148640	2-10-13	Boyd's City Despatch.....	2 64
148641	8- 1-13	Suzanne Heber .....	31 89
148642	10- 1-13	Suzanne Heber .....	2 55
148643		Bessie C. Stern.....	10 00
148644		Suzanne Heber .....	66 04
148820	11-20-13	Remington Typewriter Co., Inc. ....	15 00
		Board of Excise, Richmond.	
148756		Michael W. Murphy.....	\$18 42
		Department of Finance.	
148613		Bernard Scholle & Co.....	\$971,200 00
148614		Guaranty Trust Co. of N. Y. 250,000 00	

Finance Voucher No.	Invoice Dates.	Name of Payee.	Amount.
148615		Guaranty Trust Co. of N. Y. 250,000 00	
148616		Guaranty Trust Co. of N. Y. 500,000 00	
148617		Guaranty Trust Co. of N. Y. 500,000 00	
148618		Astor Trust Co.....	100,000 00
148619		Astor Trust Co.....	100,000 00
148620		Astor Trust Co.....	100,000 00
148621		Astor Trust Co.....	100,000 00
148622		Columbia Knickerbocker Trust Co. ....	100,000 00
148623		The Bowery Savings Bank.	500,000 00
148624		Hamilton Trust Co.....	25,000 00
148625		The Provident Life & Trust Co. of Phila., Pa.....	250,000 00
148626		The Provident Life & Trust Co. of Phila., Pa.....	1,053 08
148627		Hamilton Trust Co.....	224 91
148628		Guaranty Trust Co. of N. Y.	2,054 79
148629		Guaranty Trust Co. of N. Y.	2,054 79
148630		Columbia Knickerbocker Trust Co. ....	410 96
148631		The Bowery Savings Bank..	2,054 79
148632		Astor Trust Co. of N. Y....	410 96
148633		Astor Trust Co. of N. Y....	410 96
148634		Astor Trust Co. of N. Y....	410 96
148635		Astor Trust Co. of N. Y....	410 96
148649		Columbus Hospital .....	1,245 65
148650		Children's Aid Society....	5,466 40
148651		Catholic Home Bureau....	810 00
148652		Hebrew Sheltering Guardian Society .....	38 07
148653		House of Mercy .....	280 93
148654		House of Mercy.....	163 11
148655		House of Mercy.....	19 61
148656		Hope Farm .....	1,718 81
148657		International Sunshine Branch for blind .....	369 00
148658		Jamaica Hospital .....	683 40
148659		Lebanon Hospital Association .....	2,072 30
148660		Lincoln Hospital and Home Mission of the Immaculate Virgin for the Protection of Homeless and Destitute Children .....	10,778 14
148662		Mary Immaculate Hospital..	725 70
148663		N. Y. Juvenile Asylum....	165 93
148664		N. Y. Foundling Hospital..	1,702 38
148665		N. Y. Foundling Hospital..	1,622 50
148666		N. Y. Nurserv and Child's Hospital .....	5,205 59
148667		N. Y. Post-Graduate Medical School and Hospital....	2,520 80
148668		N. Y. Post-Graduate Medical School and Hospital ....	68 35
148669		St. Michael's Home.....	558 64
148670		The Convent of the Sisters of Mercy in Brooklyn.....	14,903 31
148671		The Societe Francaise de Bienfaisance .....	404 60



Finance Vouch- Invoice	Name of Payee.	Amount.	Finance Vouch- Invoice	Name of Payee.	Amount.	Finance Vouch- Invoice	Name of Payee.	Amount.
er No. Dates.			er No. Dates.			er No. Dates.		
148672	The Jewish Protectory and Aid Society .....	692 61	148891	H. L. Haffen Cont. Co.....	1,650 18	148908	10-15-13 Ferdinand Kuster .....	29 50
148673	Washington Heights Hos- pital .....	256 40	148892	J. J. Foley Plumbing and Heating Co. ....	535 50	148909	12-14-12 Law Printing Co.....	268 25
148708	Guaranty Trust Co.....	1,000,000 00		President, Borough of Brooklyn.		148910	1-11-13 Law Printing Co.....	249 35
148709	Vinton M. Norris of N. Y.	68,000 00	148851	Thos. W. Wood's Sons, Inc.	\$942 67	148911	2-24-13 J. J. Little & Ives Co.....	406 20
148710	The Equitable Life Assur- ance Society of the United States .....	1,000,000 06	148852	Freeman, Hess Co., Inc....	17,775 71	148912	11- 5-13 Riehle Bros. Testing Ma- chine Co. ....	1,080 00
148711	The Equitable Life Assur- ance Society of the United States .....	4,212 33	148853	Uvalde Cont. Co.....	1,747 28	148913	9-23-13 Chas. G. Willoughby.....	167 57
148712	Vinton M. Norris of N. Y.	288 77	148854	Nicholas Sanzo .....	445 65	148914	William Vincent Astor....	19,000 00
148713	Guaranty Trust Co.....	888 75	148855	Brooklyn Alcatraz Asp. Co.	1,704 86	148915	The American District Tele- graph Co. ....	9 55
148714	Wm. A. Prendergast, as Comptroller, and Robert R. Moore, Chamberlain .....	3,611 25	148856	Frank Merendino, Inc.....	1,759 30	148916	9-30-13 Edison Electric Illuminating Co. of Brooklyn.....	34 50
148715	Wm. A. Prendergast, as Comptroller, and Robert R. Moore, Chamberlain .....	15 63	148857	Charles R. Ward.....	36 40	148917	Erie Railroad Co., C. P. Crawford, Comptroller ....	1 00
148742	August McKay .....	3 23	148859	6-13-13 Thomas Marrin .....	6 00	148918	11- 1-13 Keller Bros. ....	50 00
148743	Jacob S. Meyer.....	8 00		The President of the Borough of Manhattan.		148919	Harry Goodstein.....	60 00
148744	Louise T. Della Chiesa.....	10 50	148719	Concord Construction Co..	\$1,379 30	148920	11-29-13 National Association of Rail- way Commission, W. H. Connolly, Secretary .....	25 00
148745	Irene Skogquist .....	10 00	148720	Wm. J. Fitzgerald.....	3,314 44	148921	10-24-13 Lawyers' Title Insurance & & Trust Co. ....	21 50
148746	Peter Feeley .....	6 45	148721	Wm. F. Cunningham.....	16,644 97	148922	10- 1-13 Lee Bros. Storage & Van Co.	340 00
148747	David Stone .....	4 17	148722	Barber Asphalt Paving Co.	453 94	148923	9-30-13 Municipal Garage.....	134 56
148795	Thos. W. Osborne.....	860 92	148723	Atlanta Contracting Co....	6,338 54		Department of Street Cleaning.	
148880	Harry A. York.....	77 77	148724	Barber Asphalt Paving Co.	103 25	148648	Wm. H. Edwards, Commis- sioner .....	\$0 70
148881	Mary E. Brennan.....	13 00	148725	Barber Asphalt Paving Co.	176 18	148832	11-30-13 Frank J. Lennon Co.....	26,800 36
148882	D. Rothschild .....	14 30	148726	Matthew Baird Contracting Co. ....	272 16	148833	11-29-13 J. W. Gasteiger & Son....	22,932 66
148883	Harry A. York.....	82 50	148727	Barber Asphalt Paving Co.	74 27	148834	11-17-13 Edward Holland Co.....	825 00
148884	T. J. Hogan.....	15 70	148728	Barber Asphalt Paving Co.	149 22		Board of Water Supply.	
148885	W. S. Wolfe.....	41 20	148729	Barber Asphalt Paving Co.	132 27	148675	10-16-13 The J. W. Pratt Co.....	\$192 40
148886	Daniel Moynahan .....	127 59	148730	Barber Asphalt Paving Co.	218 69	148676	John A. Pruss.....	25 00
148887	Harry A. York.....	30 88	148731	Aztec Asphalt Co.....	3,941 90	148677	10-27-13 Henry Riley.....	6 75
	Fire Department.		148732	Barber Asphalt Paving Co.	581 28	148678	10-27-13 Tower Bros. Stationery Co.	72 50
148588	5-31-13 N. Y. Tel. Co.....	\$121 04	148733	Harlem Contracting Co....	178 14	148679	9-16-13 Tower Mfg. & Novelty Co.	280 30
148589	6-30-13 N. Y. Tel. Co.....	119 81	148734	Sicilian Asphalt Paving Co.	73 00	148680	9- 3-13 W. F. Chambers .....	155 00
148590	7-31-13 N. Y. Tel. Co.....	119 53	148735	Sicilian Asphalt Paving Co.	496 91	148681	10-24-13 The Cyclone Drill Co....	40 33
148591	8-31-13 N. Y. Tel. Co.....	117 09	148736	Di Menna & Depaola.....	3,650 01	148682	10-14-13 N. Dains Son's Co.....	27 25
148592	N. Y. Tel. Co.....	119 09	148737	Asphalt Construction Co..	2,135 39	148683	10- 1-13 Daniel Gallagher .....	19 50
148593	10-31-13 N. Y. Tel. Co.....	114 26	148738	Jos. J. Haiduren.....	100 65	148684	9-29-13 C. W. Gerow .....	103 60
	Department of Health.		148739	Harlem Contracting Co....	138 94	148685	10-20-13 Jos. E. Hasbrouck.....	4 00
148821	10-30-13 Henry Allen .....	334 90		Department of Charities.		148686	9-27-13 L. W. Jaycox.....	64 80
148822	5- 5-13 Bausch & Lomb Optical Co.	382 63	148835	11-15-13 Hartel & Davis.....	\$78 00	148687	Geo. Hy. Kisby.....	17 01
148823	Bausch & Lomb Optical Co.	330 21	148836	11-12-13 Harvester Truck Co.....	1,500 00	148688	10-31-13 National Auto Top Co....	62 50
148824	9-30-13 Jas. Milne .....	172 50	148837	5-21-13 E. T. Joyce.....	26 52	148689	10- 7-13 Oak Trucking Co.....	192 75
148825	9- 9-13 The Holbrook Mfg. Co....	154 10	148838	9-30-13 Joseph Johnson's Sons....	97 50	148690	9-27-13 Fairbanks, Morse & Co....	40 00
148826	9-30-13 A. Silz, Inc.....	744 19	148839	10-31-13 Joseph Murray & Co., Inc.	533 25	148691	L. Dusenberre.....	46 30
148827	11- 1-13 Brooklyn Steamship and Ho- tel Supply Co.....	236 46	148840	11- 3-13 L. R. Merritt & Co.....	235 00	148692	A. N. Perkins.....	84 00
148828	10-31-13 Conron Bros. Co.....	377 70	148841	Luke A. Burke & Sons Co., Inc. ....	37,440 00	148693	10-23-13 Jas. Thompson & Sons....	39 00
148829	11-11-13 L. R. Wallace.....	936 00	148842	The Frymier & Hanna Co.	11,601 90	148694	John Bulman .....	40 00
148830	9- 1-13 L. R. Wallace.....	856 25	148843	Frank H. Quinby.....	322 28	148695	Grace M. Hallock.....	36 00
	Law Department.		148844	Thos. L. Fogarty.....	189 72	148696	Henry Metcalf .....	90 00
148796	11-24-13 Eugene J. Curtis.....	\$4 40		Public Service Commission.		148697	C. B. Wright .....	50 00
148797	New Law Journal.....	3 00	148888	The Underpinning & Founda- tion Co. ....	\$15,512 65	148698	New York Tel. Co.....	12 22
148798	11-21-13 Edward Thompson Co....	5 00	148889	Arthur McMullen & Hoff.	25,000 00	148699	New York Tel. Co.....	1 50
148799	11-13-13 L. C. Smith & Bros. Type- writer Co. ....	3 00	148893	10- 1-13 The Banks Law Publishing Co. ....	3 00	148700	The Degnon Contracting Co.	18 60
148800	10-31-13 N. Y. Tel. Co.....	94 93	148894	10- 6-13 F. W. Devoe & C. T. Ray- nolds Co. ....	10 73	148701	New York Tel. Co.....	31,156 20
148801	11-19-13 Underwood Typewriter Co.	2 00	148895	9-30-13 Fidelity International Agency	25 00	148702	David Peoples .....	5,130 82
148802	11-18-13 John J. Curtin.....	30 50	148896	10- 1-13 The General Fireproofing Co. ....	55 25	148703	The Degnon Contracting Co.	1,293 44
148803	10-11-13 G. W. Bromley & Co.....	45 00	148897	8-31-13 Great Bear Spring Co.....	52 35	148704	The Degnon Contracting Co.	3,052 08
148804	11-13-13 A. Rudolph .....	7 00	148898	7-22-13 The Half-tone Press Co....	87 33	148705	MacArthur Bros. Co. & Winston & Co.....	165,061 60
148805	10-31-13 N. Y. Multi-Color Copying Co. ....	9 69	148899	10- 4-13 Hammacher, Schlemmer Co.	7 51	148706	Coffin Valve Co.....	1,509 42
148706	10- 1-13 Norman L. Coe & Son....	166 00	148900	11- 5-13 Hodgman Rubber Co.....	28 72	148707	The T. A. Gillespie Co....	39,544 29
148807	Adolph Herzog, Jr.....	92 55	148901	10-25-13 Hopkins Stamp Foundry....	6 70		Department of Water Supply, Gas and Electricity.	
	Department of Parks, Manhattan.		148902	10-25-13 Howard & Morse.....	115 94	148845	New York Tel. Co.....	136 20
148890	10-17-13 Henry Steers .....	\$5,292 29	148903	5-10-13 W. T. Hunt & Co.....	7 00	148846	Louis D. Gregory.....	263 11
			148904	11- 3-13 Keelox Mfg. Co.....	88 75	148847	The Blaisdell Machinery Co.	95 00
			148905	11-29-13 Wm. J. Buff.....	456 00	148848	Walton Contracting Co....	769 88
			148906	10-23-13 Keuffel & Esser Co.....	227 23	148849	F. N. Lewis.....	1,124 27
			148907	Knickerbocker Ice Co.....	26 47	148850	McBride & Callan Contract- ing Co. ....	875 91

## METEOROLOGICAL OBSERVATORY OF THE DEPARTMENT OF PARKS.

Abstract of Registers from Self-Recording Instruments for the Week Ending  
Saturday, November 29, 1913.

Central Park, The City of New York—Latitude, 40° 45' 58" N. Longitude, 73° 57' 58" W  
Height of Instruments Above the Ground, 53 feet; Above the Sea, 97 feet.  
Under Supervision of U. S. Weather Bureau, James H. Scarr,  
District Forecaster, Acting Director.

### BAROMETER.

DATE.	7 a. m.	2 p. m.	9 p. m.	Mean for the Day.	Maximum.	Minimum.
November.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Time.	Reduced to Freezing.
Sunday, 23	55 29.89	69 29.80	50 29.95	29.88	59 30.03	69 29.80
Monday, 24	40 29.91	43 29.80	40 29.94	29.88	39 29.99	100 p. m.
Tuesday, 25	37 30.15	45 30.13	42 30.07	30.12	40 30.19	0 a. m.
Wednesday, 26	45 29.96	52 29.95	45 30.10	30.00	40 30.17	2 p. m.
Thursday, 27	31 30.32	37 30.37	40 30.43	30.37	40 30.45	0 a. m.
Friday, 28	30 30.40	44 30.44	49 30.38	30.43	41 30.50	12 p. m.
Saturday, 29	41 30.23	46 30.20	43 30.33	30.25	43 30.34	12 p. m.
Mean for the week.				30.13		inches.
Maximum " at 9 a. m., Nov. 28.				30.50		
Minimum " at 1 p. m., Nov. 24.				29.78		
Range " .....				0.72		

### THERMOMETERS

DATE.	7 a. m.	2 p. m.	9 p. m.	Mean.	Maximum.	Minimum.	Maximum.
November.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	In Sun.
Sunday, 23	55	52	69	50	58	51	70
Monday, 24	40	36	43	40	48	41	58
Tuesday, 25	37	32	45	37	46	35	48
Wednesday, 26	45	40	52	44	53	42	58
Thursday, 27	31	28	37	34	40	33	40
Friday, 28	30	29	39	34	41	33	41
Saturday, 29	41	40	46	43	47	41	47
Mean for the week.					44.1		degrees.
Maximum " at 1.45 p. m., Nov. 23.					70		at 1 p. m., Nov. 23.
Minimum " at 7.30 a. m., Nov. 27.					31		at 7 a. m., Nov. 27.
Range " .....					39		32

### WIND.

DATE.	Direction.			Velocity in Miles.				Force in Pounds per Square Foot.				
	7 a. m.	2 p. m.	9 p. m.	9 p.m. to 7 a.m.	7 a.m. to 2 p.m.	2 p.m. to 9 p.m.	Distance for the Day.	7 a.m.	2 p.m.	9 p.m.	Max.	Time.
November.												
Sunday, 23	SW	W	NW	70	63	78	214	½	1½	1	3½	6.40 p.m.
Monday, 24	W	W	NW	78	57	93	238	1	2½	3	7½	4.25 p.m.
Tuesday, 25	NW	W	SW	115	67	54	235	2½	1	½	6½	2.10 a.m.
Wednesday, 26	W	NW	N	99	62	52	208	1½	½	6	10.40 p.m.	
Thursday, 27	N	NE	NE	90	68	54	209	6½	3½	1½	6	6.40 a.m.
Friday, 28	NE	E	NE	93	63	44	189	2	1½	1½	5½	5.10 a.m.
Saturday, 29	N	N	NE	55	64	88	212	0	7½	9½	10½	9.20 p.m.

Distance traveled during the week ..... 1,505 miles.  
Maximum force during the week ..... 10 1/2 pounds

DATE.	Hygrometer.						Clouds.			Rain and Snow.					
	Force of Vapor.			Relative Humidity.			Clear, Overcast.			Depth of Rain and Snow in Inches.					
	7 a. m.	2 p. m.	9 p. m.	7 a. m.	2 p. m.	9 p. m.	7 a. m.	2 p. m.	9 p. m.	Time of Beginning.	Time of Ending.	Duration.	Amount of Water.	Depth of Snow.	
November.	7 a. m.	2 p. m.	9 p. m.	7 a. m.	2 p. m.	9 p. m.	7 a. m.	2 p. m.	9 p. m.	Time of Beginning.	Time of Ending.	Duration.	Amount of Water.	Depth of Snow.	
Sunday, 23	340	397	162	290	82	57	51	63	2 Cl. St.	6 St. Cu.	3 Cl. St.	12.50 p. m.	1.10 p. m.	0-20	
Monday, 24	160	208	160	176	67	77	66	70	6 St. Cu.	9 A. St.	1 Cu.	4.08 p. m.	4.18 p. m.	0-10	
Tuesday, 25	116	116	134	122	60	46	53	53	1 Cu.	Few Cl.	0				
Wedn'sday, 26	182	183	251	205	59	54	82	65	10 St.	8 St.	2 A. St.				
Thursday, 27	119	157	160	145	71	65	67	67	1 Cl. St.	9 St.	10 St.				
Friday, 28	238	218	238	231	90	76	78	51	10 St.	10 Nb.	10 St.	1.30 p. m.	3.30 p. m.	2-00	
Saturday, 29	235	238	208	227	94	76	76	82	10 St.	10 St.	10 St.	1 a. m.	7 a. m.	6-0	
												4 p. m.	5.30 p. m.	1-30	41
Total amount of water for the week.....															0.41 in.
Duration for the week .....															13 hours, 40 minutes.

Total amount of water for the week ..... 0.41 inch.  
Duration for the week ..... 13 hours, 40 minutes.

DATE.	7 a. m.	2 p. m.
November.		
Sunday, 23	Clear, pleasant.	Partly cloudy, pleasant.
Monday, 24	Partly cloudy, cool.	Cloudy, cool.
Tuesday, 25	Clear, cool.	Cloudy, cool.
Wednesday, 26	Overcast, mild.	Cloudy, mild.
Thursday, 27	Clear, cool.	Cloudy, cool.
Friday, 28	Cloudy, mild.	Drizzling, cool.
Saturday, 29	Cloudy, sultry.	Cloudy, cool.



**Fire Department.**

Abstract of transactions from November 10 to November 15, 1913.

November 10.

Resigned—To take effect from 5 p. m. October 31, 1913: Inspector of Fire Prevention Hubert W. Eldred, Bureau of Fire Prevention, Boroughs of Brooklyn and Queens.

Dropped from the Rolls—To take effect at 5 p. m. November 12, 1913: Temporary Painter Mark H. Davis, Division of Buildings, Bureau of Repairs and Supplies, the period of time for which he was appointed having terminated.

Fires Reported—Week ending November 8, 1913: Manhattan, The Bronx and Richmond, 319; Brooklyn and Queens, 142.

Bills Audited—Manhattan, The Bronx and Richmond: Schedule 97 of 1913, open market orders, \$1,438.06; schedule 103 of 1913, miscellaneous, \$2,094.09. Brooklyn and Queens: Schedule 68 of 1913, contracts, \$993.42.

November 11.

Opening of Proposals—For furnishing and delivering one motor-driven instruction wagon: 1. International Motor Co., 1770 Broadway, Manhattan, \$3,135. For furnishing and delivering four motor-driven combination chemical and hose wagons: 1. Robinson Fire Apparatus Mfg. Co., St. Louis, Mo., \$15,760 (C. J. Cross, sales manager), 1790 Broadway, Manhattan. 2. International Motor Co., 1770 Broadway, Manhattan, \$16,180. The contract for furnishing one motor-driven instruction wagon was awarded to International Motor Co. for \$3,135. The proposals of Robinson Fire Apparatus Mfg. Co. and International Motor Co. for furnishing four motor-driven combination chemical and hose wagons were ordered rejected and filed, the Fire Commissioner deeming such course to be for the best interests of the City.

Retired—To take effect 8 a. m. November 12, 1913: Firemen William D. Cahill, of Engine Co. 69, and James E. Hunter, of Engine Co. 212, each on annual pension of \$700.

Bills Audited—Manhattan, The Bronx and Richmond: Schedule 97 of 1913, contracts, \$4,387.36; schedule 98 of 1913, open market orders, \$2,985.94; schedule 99 of 1913, open market orders, \$739.88.

November 12.

Appointed—To take effect 8 a. m. November 13, 1913: Leonard De Conza as Laborer, Repair Shops, Manhattan, The Bronx and Richmond, for a temporary period not to exceed three months, at rate of \$3 per diem.

Employment of Temporary Laborers—The Municipal Civil Service Commission was this day notified of employment in Bureau of Fire Alarm Telegraph for emergency service, under authority of subdivision 11, Civil Service Rule 11, the following named Temporary Laborers, with compensation each at the rate of \$3 per diem, to take effect at 8 a. m. on dates specified: Manhattan, The Bronx and Richmond: Peter Devery for three days from October 8, 1913; Herbert A. Dunlap for five days from November 10, 1913; Arthur Flynn for five days from November 10, 1913; Julius Belzner for five days from November 10, 1913. Brooklyn and Queens: Thomas Purtell for five days from November 5, 1913; John Barrett for five days from November 5, 1913; John Dunleavy for five days from November 5, 1913; James Morrogh for five days from November 5, 1913; Henry D. Wagner for five days from November 6, 1913.

November 13.

Trials—The following fines were imposed as result of trials held this day: Fireman John Schulze, Hook and Ladder Co. 10, for absence without leave, five days' pay; Fireman James T. Dow, Hook and Ladder Co. 18, for absence without leave, three days' pay.

Contracts Executed—For establishing and equipping an extension to fire alarm telegraph system, Manhattan, \$10,230; Safety Insulated Wire & Cable Co., 114 Liberty st., Manhattan, principal; Casualty Co. of America, surety. For establishing and equipping extensions to fire alarm telegraph system, Brooklyn and Queens, \$3,187.50; F. M. Lewis, 411 Manhattan ave., principal; U. S. Fidelity & Guaranty Co., surety. For installing plumbing and gasfitting work required in new Central Office Building, fire alarm telegraph system, The Bronx, E. 180th st., east of Devoe ave., The Bronx, \$1,880; D. L. Delaney, 306 E. Fordham road, The Bronx, principal; Fidelity & Deposit Co. of Maryland, surety.

Bills Audited—Brooklyn and Queens: Schedule 69 of 1913, contracts, \$1,515.55.

November 14.

Trials—The following fines and penalties were imposed as result of trials held on dates specified: November 13, 1913, Fireman William F. Kelly, Engine Co. 76, for absence without leave (two charges and specifications), dismissed from the service of this Department from 8 a. m. November 15, 1913. November 14, 1913,

Lieutenant James Simms, Hose Co. 1, for not being in proper uniform, reprimanded; Fireman John Cronin, Hook and Ladder Co. 76, for absence without leave and neglect of duty, five days' pay on first charge and reprimanded on the second charge.

Bills Audited—Manhattan, The Bronx and Richmond: Schedule 104 of 1913, miscellaneous, \$725.30; schedule 105 of 1913, miscellaneous, \$14.52; schedule 106 of 1913, miscellaneous, \$2,000; schedule 107 of 1913, miscellaneous, \$150.

November 15.

Bills Audited—Manhattan, The Bronx and Richmond: Schedule 98 of 1913, contracts, \$49,330.40.

JOS. JOHNSON, Fire Commissioner.

**Bellevue and Allied Hospitals.**

An adjourned regular meeting of the Board of Trustees of Bellevue and Allied Hospitals was held on Tuesday, October 28, 1913.

Present—Dr. Brannan, the President, in the chair, and Messrs. Farley, O'Keeffe, Paulding, Robbins, Sachs and Stern, Trustees. Excused—Mr. Drummond.

The minutes of the meeting of October 6 were approved.

Bills amounting to \$118,130.24 were approved and forwarded to the Comptroller for payment.

Dr. George O'Hanlon, the General Medical Superintendent, reported as follows:

A request has been received from Dr. Bailey for permission to install a calorimeter in B-6, for a period of two months. All expense for the equipment and nursing are to be met by private funds, the only expense to the hospital being the installation of the water in the room in which he desires to use the apparatus. Approval is asked for.

A request has been received from Dr. Morris for permission to keep in the stable two horses that will be used by Dr. Wadsworth, who is working in the laboratory. He also asks for permission to have Miss Kirkburn, his assistant at the Rockefeller Institute, work with him. Dr. Norris also requests the appointment as a Hospital Helper at \$40 per month of a very intelligent Italian boy who is at the present time working with Dr. Butterfield at the Rockefeller Institute.

The following transfers of appropriations are requested: From 367 to 364, \$3,700; from 369 to 364, \$800; from 369 to 366, \$50; from 371 to 366, \$750.

The following appointments are reported: John J. Kenny, General Inspector of Construction, from October 17, 1913, to succeed Mr. Frees; Frederick S. Roberts, Investigator at Gouverneur Hospital, October 14, 1913, to succeed Mr. Schoenherr; three Laboratory Assistants at Bellevue Hospital: Ida Vilkomerson, from October 7, Helen Bittman, from October 8, and Hannah Mayer, from October 15. Two of the latter are to fill the recently created positions and one to succeed Miss Lawrence, who has resigned.

At the last meeting it was ordered that additional estimates for the courtyard of Pavilions A and B be secured. The only estimate it has been possible to obtain is for the delivery of top soil at the rate of \$1.75 per yard, and it is estimated that approximately 160 yards will be required.

There are two horses at Fordham Hospital and one at Harlem which are no longer suitable for the service. Requests have been received from the Department of Public Charities and from the Board of Inebriety for any such horses, and approval for their transfer is requested.

On separate motion, duly seconded and carried in each instance, action was taken upon the report of the General Medical Superintendent, as follows:

Permission was granted to Dr. Bailey to install a calorimeter in Ward B-6 of Bellevue Hospital, and the General Medical Superintendent was authorized to have the necessary water connection made.

Authority was granted to Dr. Wadsworth to keep two horses in the stable and to have Miss Kirkburn work with him in the laboratory.

It was resolved, To approve of the appointment of a Hospital Helper at \$40 a month as an assistant to Dr. Butterfield.

It was resolved, To request the Board of Estimate and Apportionment to approve of the transfer of funds within the appropriations for salaries, as recommended by the General Medical Superintendent.

The appointments of the General Inspector of Construction, Investigator, and three Laboratory Assistants were approved.

It was resolved, To take no action on the estimates for top soil for the courtyard of Pavilions A and B until the grass and shrubbery are planted in the courtyard of Pavilions L and M.

It was resolved, To request the Commissioners of the Sinking Fund to assign the two condemned horses at Fordham Hospital to the Department of Public Charities, and the one at Harlem to the Board of Inebriety.

**Reports of Committees.**

The Secretary submitted a list of bids received on October 7 for the following supplies for the remainder of the year 1913: (1) Fresh meats, poultry, smoked meats, eggs and ice; (2) coal for Harlem and Fordham Hospitals; (3) gauze, bandage muslin, drugs, alcohol, sherry wine and bottles. As funds were not available action on these bids was deferred.

The President submitted a list of bids received on October 28 for (1) ice for the remainder of the year 1913, and (2) grate bars for Wilkinson mechanical stokers.

Resolved, To accept the lowest bid received for ice and to award a contract to the Knickerbocker Ice Company accordingly, and to defer action on the bids for grate bars.

The Building Committee submitted several communications to and from R. F. Almiral in regard to the detailed estimate of Joseph DiBenedetto for furnishing a new plate warmer and gas toaster, instead of a combination steam table, in the roof ward at Fordham Hospital. The Chairman of the Committee reported that he had made careful inquiry into the cost of the various items, together with the allowances made by the contractor for the discarded fixtures, and considered the estimate to be reasonable. In accordance with the recommendation of the architect and the Building Committee, these changes were approved and the estimate accepted.

The Building Committee reported on the statement of the cost of producing electric current at Harlem Hospital, prepared by Charles E. Knox in accordance with the terms of his engagement, which were set forth in letters from and to Mr. Knox dated May 15 and August 28, 1911, respectively. This report was accepted and the bill for professional services referred to the General Medical Superintendent for payment.

The Gouverneur Hospital Conference Committee recommended the appointment of Dr. John J. Davis as Assistant Physician to Out-patients (gynecology), and Dr. Davis appointed accordingly.

Mr. Paulding presented a draft of a diploma for the graduates from the house staff of the allied hospitals, on which there was arched across the top the words "Department of Bellevue and Allied Hospitals," in letters about three-quarters of an inch high, with the picture of the hospital from which graduation was made, in the center, and the name of the hospital in larger letters underneath the picture. After discussion, it was moved, seconded and carried to approve of this form of diploma for Gouverneur, Harlem and Fordham Hospitals.

Mr. Sachs reported that, as a result of a recent conference, Dr. Abraham Flexner had agreed to make a study of the medical administration of Bellevue Hospital, provided that it would be without compensation and with the co-operation of the Hospital Committee of the Board of Estimate. Mr. Paulding presented a letter that he had received from the Secretary to the President of the Borough of Manhattan, stating that this investigation would have the hearty co-operation of the Board of Estimate Committee.

Resolved, To inform Dr. Flexner that the Trustees unanimously invite him to make a study of the medical administration of Bellevue Hospital, with a view to submitting suggestion and plans for its reorganization.

Mr. Paulding, on behalf of the Special Committee appointed to enquire into the report of the Commissioners of Accounts to the Mayor relative to the care and maintenance of indigent aliens in Bellevue and Allied Hospitals, reported that while a great many aliens were cared for in the hospitals of the Department, the Committee found on investigation that the provisions of the Federal immigration laws, particularly rule 36 of the regulations of the Bureau of Immigration and Naturalization of the Department of Commerce and Labor, were such that the Federal Government is only chargeable for the maintenance of those aliens who are held pending deportation after service of warrant, and even then only on deportation. It was further reported that the Department has for some time received payment for bills rendered to the Federal Government in accordance with this provision, which amount is only a small proportion of the total cost of caring for indigent aliens. The Committee recommended that negotiations with the Federal authorities be deferred, pending the official transmittal of the report from the Mayor, and that in the meantime the General Medical Superintendent be directed to keep a record of the number of aliens under the care of this Department.

Resolved, To approve this report and accept the recommendations of the Committee.

**Communications.**

A letter was presented from McKim, Mead and White, dated October 14, transmitting an estimate from the John H. Parker Company of \$48 for changing the location of two doors in Pavilions I and K of the new Bellevue Hospital. On the recommendation of the architects and the

Building Committee, this estimate was accepted.

An estimate of the John H. Parker Company was also presented, amounting to \$425 for changing the partition sash between the amphitheatre lobby and the public corridor on the first floor of Pavilions I and K. Action was deferred on this estimate pending the receipt of further information from the architects.

A communication from McKim, Mead and White was presented, together with an estimate of \$175 from the John H. Parker Company for constructing a runway over the loggia between Pavilions I and K and L and M. This was referred to the Building Committee and the President for investigation and report.

A communication was presented from McKim, Mead and White, together with an estimate from John T. Brady & Co., involving an extra of \$132 for changing the location of an irrigation slab on the third floor of Pavilions L and M. On the recommendation of the architects and the Building Committee, this estimate was approved.

A communication was presented from McKim, Mead and White, under date of October 14, together with an estimate from John T. Brady & Co., amounting to \$18,288 for enclosing two of the open bays on the north and south balconies on all floors of Pavilions L and M. On the recommendation of the Building Committee, it was

Resolved, To take no action on this estimate at the present time.

A letter dated October 9 was presented from Dr. S. S. Goldwater, Expert in Hospital Construction, in regard to the plans for the new out-patient building at Gouverneur Hospital. The communication called attention to the fact that in order to construct a building within the present appropriation the size of the building must be reduced or the interior construction simplified. This communication was referred to the Building Committee.

Preliminary plans for the Gouverneur Out-patient Department were submitted from McKim, Mead and White, together with their letter of October 21, stating that it was estimated that the cost of the building would exceed \$200,000 and suggesting the advisability of obtaining permission from the City authorities to complete the exterior construction with the present appropriation and applying for more funds before the contracts for plumbing and heating are let. The communication also stated that they could not prepare a new set of plans for a smaller building without reimbursement. This matter was referred to the Building Committee.

A letter dated October 18 was presented from Dr. S. S. Goldwater relative to the request of the Trustees that a separate entrance leading to the day camp be provided in the new building at Gouverneur Hospital. This communication was referred to the Building Committee.

A letter dated October 23 was presented from John T. Brady & Co., requesting permission to turn steam from the boiler house mains into the lines in Pavilions L and M, to provide heating until the building is turned over to the City for acceptance. A communication from McKim, Mead and White under date of October 25 stated that this could be done without any infringement of the contract provisions. Action on this request was deferred, pending the receipt of information from the architects as to the amount usually charged per unit and the manner of making this charge.

The minutes of the meeting of the Bellevue Hospital Medical Board held on October 1 were presented. The resolution to the effect that the reports of communicable diseases required by the Board of Health shall be sent to the General Medical Superintendent on blanks supplied for that purpose was approved; the resignation of Dr. Charles L. Dana as Visiting Physician to the Second Division was accepted with regret, and his appointment as Consulting Physician to Bellevue Hospital was approved; the nomination of Dr. Frank S. Meara for promotion to the place of Visiting Physician was referred to the Conference Committee.

The minutes of the Executive Committee of the Medical Board of Bellevue Hospital for October 7 were presented. Dr. Charles E. Gaupin was appointed Interne on the Third Division from October 1, 1913, to December 31, 1914, to fill the vacancy caused by the resignation of Dr. Sloan.

The minutes of the Executive Committee of the Medical Board of Bellevue Hospital for October 22 were presented. The report of the conference with the Trustees on the subject of adopting measures to prevent typhoid infection, to the effect that the situation had been met as fully as it should have been with the facilities of the hospital, and leaving the matter to the discretion of the Visiting Physicians, was approved. Mr. O'Keeffe and the President were appointed a Committee to meet the Executive Committee at its next meeting.



A copy of a letter, the original of which was dated July 20, was presented from Dr. John E. Welch, Secretary of the Committee on the Examination for the Appointment of Internes at Fordham Hospital, in reply to one from the Trustees under date of July 2, giving the reasons for Dr. Ahearn's appointment as Interne and the grading of each contestant. The Secretary reported that he had written to the Fordham Hospital Medical Board under date of October 22 to the effect that substitutes should hereafter be examined with the rest of the candidates. It was moved, seconded and carried to approve of the action of the Secretary and to place the correspondence on file.

A communication dated October 28 was presented from McKim, Mead and White, submitting an estimate from John T. Brady & Co. for \$998 for changing the pitch of the runway at the tunnel entrance of Pavilions L and M. This estimate was referred to the Building Committee.

A communication dated October 24 was presented from McKim, Mead and White, transmitting a copy of a letter from C. E. Knox, requesting that the Trustees take some action to secure the approval of the plans and specifications for lighting fixtures for Pavilions L and M by the Department of Water Supply, Gas and Electricity.

Resolved, To request the Commissioner of Water Supply, Gas and Electricity to expedite the approval of the plans for these fixtures.

Letters were presented from R. F. Almirall under date of October 15 and 28, relative to an estimate of \$137 from the Luke A. Burke & Sons Co., contractors for the Nurses' residence at Harlem Hospital, for making changes in the type of steam table and gas stove and omitting the instruction tables. On the recommendation of the Building Committee, this change was approved and the estimate accepted.

A communication dated October 7 was presented from the Board of Estimate and Apportionment, transmitting copies of two resolutions adopted on October 2, approving of the issue of special revenue bonds in the amount of \$500 to pay the salaries of two Laboratory Assistants from September 1 to December 31, 1913, at \$750 per annum each, and revising Salary Schedule 352 to include these positions. This communication was placed on file.

A communication dated October 20 was presented from the Board of Estimate and Apportionment, transmitting copy of a resolution adopted on October 16 approving of the form of preliminary contracts with J. H. Freedlander, covering his services as architect for (a) the alterations and additions to the present building at Harlem Hospital, and (b) the alterations to the power house and ambulance station at that hospital. This communication was ordered placed on file.

A communication dated October 27 was presented from the Board of Estimate and Apportionment, transmitting a copy of a resolution adopted on October 23, relative to the claim of Samuel E. Hunter for supplies furnished to this Department in October, November and December, 1907, and authorizing the Comptroller to pay said claim in the sum of \$792.25 from the account entitled "Revenue Bond Fund for Claims, Miscellaneous." This communication was ordered placed on file.

Reports of the tuberculosis departments of Bellevue and Harlem Hospitals for the year 1912 were presented. Authority was granted for their publication, together with the report of Gouverneur Hospital.

A letter dated October 20 was presented from the State Board of Charities, transmitting reports of inspections of Bellevue, Gouverneur, Harlem and Fordham Hospitals and the Bellevue Training School, classifying the administration of all the hospitals in class I, and the plant of Harlem and Fordham Hospital in class I and of Bellevue and Gouverneur in class II. Owing to the volume of these reports, action thereon was deferred pending their perusal by the members of the Board.

#### New Business.

The President referred to defective histories and bedside charts, particularly of typhoid patients, at Harlem Hospital.

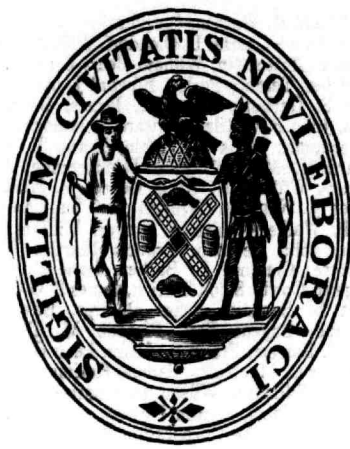
Resolved, To notify the Medical Board of Harlem Hospital that the Trustees are not satisfied with the manner in which the histories are kept, and to request them to obtain more accurate and complete records.

The President referred to the tentative budget for 1914 and particularly to the reduction made in the food allowance of approximately \$68,000, and called attention to the probable difficulties which this Department will encounter in providing adequate food for persons under its jurisdiction. After discussion, on motion, duly seconded and carried, it was

Resolved, To protest to the Budget Committee against the reduction of over \$68,000 in this Department's estimate for food supplies, and it was further

Resolved, That the members of the Board of Trustees attend the public hearing on the budget for 1914.

J. K. PAULDING, Secretary.



## OFFICIAL DIRECTORY

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business and at which the Courts regularly open and adjourn, as well as the places where such offices are kept and such Courts are held, together with the heads of Departments and Courts.

### CITY OFFICES.

#### MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 5 p. m.; Saturday, 9 a. m. to 12 m.  
Telephone, 8020 Cortlandt.  
Ardolph L. Kline, Mayor.  
Robert Adamson, Secretary.  
James Matthews, Executive Secretary.  
John J. Glennon, Chief Clerk and Bond and Warrant Clerk.

#### BUREAU OF WEIGHTS AND MEASURES.

Room 1, City Hall, 9 a. m. to 5 p. m.; Saturday, 9 a. m. to 12 m.  
John L. Walsh, Commissioner.  
Telephone, 4334 Cortlandt.

#### BUREAU OF LICENSES.

9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 2030 Worth.  
James G. Wallace, Jr., Chief of Bureau.  
Principal Office, 57-59 Centre street.

#### ARMORY BOARD.

Mayor, Ardolph L. Kline; the Comptroller, William A. Prendergast; the Acting President of the Board of Aldermen, O. Grant Esterbrook; Chief of Coast Artillery, Elmore P. Austin; Brigadier-General John G. Eddy, Commodore R. P. Forshaw; the President of the Department of Taxes and Assessments, Lawson Purdy.

Clark D. Rhinehart, Secretary, Room 6, Basement, Hall of Records, Chambers and Centre streets.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 3900 Worth.

#### ART COMMISSION.

City Hall, Room 21. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone call, 1197 Cortlandt.  
Robert W. de Forest, Vice-President Metropolitan Museum of Art, President; Frank L. Babbott, Vice-President; Charles H. Russell, Trustee of New York Public Library, Secretary; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences; Ardolph L. Kline, Mayor of the City of New York; L. N. Phelps Stokes, Architect; John Bogart; Karl Bitter, Sculptor; George W. Breck, Painter; and John A. Mitchell.  
John Quincy Adams, Assistant Secretary.

#### BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m. Saturdays, 10 a. m. to 12 m.  
Telephone, 7560 Cortlandt.  
O. Grant Esterbrook, Acting-President.

#### ALDERMEN.

Borough of Manhattan—1st Dist., Bernard D. Donnelly; 2d Dist., Michael Stapleton; 3d Dist., John J. White; 4th Dist., James J. Smith; 5th Dist., Joseph M. Hannon; 6th Dist., Frank J. Dotzler; 7th Dist., Frank L. Dowling; 8th Dist., Max S. Levine; 9th Dist., John P. McCourt; 10th Dist., Hugh J. Cumiskey; 11th Dist., Louis Wendel, Jr.; 12th Dist., William P. Kennally; 13th Dist., John McCann; 14th Dist., John Loos; 15th Dist., Niles R. Becker; 16th Dist., John T. Eagan; 17th Dist., Daniel M. Bedell; 18th Dist., James J. Nugent; 19th Dist., William D. Brush; 20th Dist., John J. Reardon; 21st Dist., Oscar Isgaetder; 22d Dist., Edward V. Gilmore; 23d Dist., John H. Boschen; 24th Dist., John A. Bolles; 25th Dist., Charles Delaney; 26th Dist., Henry H. Curran; 27th Dist., Nathan Lieberman; 28th Dist., Courtlandt Nicoll; 29th Dist., John F. Walsh; 30th Dist., Ralph Folks; 31st Dist., Hyman Pouker; 32d Dist., Thomas A. McGrath; 33d Dist., Samuel Marks.

Borough of The Bronx—34th Dist., James L. Devine; 35th Dist., Thomas J. Mulligan; 36th Dist., Thomas H. O'Neil; 37th Dist., Philip J. Schmidt; 38th Dist., Abram W. Herbst; 39th Dist., James Hamilton; 40th Dist., Jacob Weil; 41st Dist., Frederick H. Wilmot.

Borough of Brooklyn—42d Dist., Robert P. Downing; 43d Dist., Michael Carberry; 44th Dist., Frank Cunningham; 45th Dist., John S. Gaynor; 46th Dist., James R. Weston; 47th Dist., John Diemer; 48th Dist., James J. Molen; 49th Dist., Francis P. Kenney; 50th Dist., Charles W. Dunn; 51st Dist., Leo V. Doherty; 52d Dist., Daniel R. Coleman; 53d Dist., Frederick H. Stevenson; 54th Dist., Jesse D. Moore; 55th Dist., Frank T. Dixon; 56th Dist., William P. McGarry; 57th Dist., Robert H. Bosse; 58th Dist., O. Grant Esterbrook; 59th Dist., George A. Morrison; 60th Dist., Otto Muhlbauer; 61st Dist., William H. Pendry; 62d Dist., Jacob J. Velten; 63d Dist., Edward Eichhorn; 64th Dist., Henry F. Grimm; 65th Dist., James F. Martyn.

Borough of Queens—66th Dist., George M. O'Connor; 67th Dist., Otto C. Gelbke; 68th Dist., Alexander Dujat; 69th Dist., Charles Augustus Post; 70th Dist., W. Augustus Shipley.

Borough of Richmond—71st Dist., William Fink; 72d Dist., John J. O'Rourke; 73d Dist., Charles P. Cole.

P. J. Scully, City Clerk.

#### BELLEVUE AND ALLIED HOSPITALS.

Office, Bellevue Hospital, Twenty-sixth street and First avenue.

Telephone, 4400 Madison Square.  
Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; John G. O'Keefe, Arden M. Robbins, James A. Farley; Samuel Sachs, Leopold Stern; Michael J. Drummond, ex-officio.

General Medical Superintendent, Dr. George O'Hanlon.

#### BOARD OF AMBULANCE SERVICE.

Headquarters, 300 Mulberry street.

Office hours, 9 a. m. to 5 p. m. Saturdays, 12 m.

President, Commissioner of Police, R. W. Waddell.

Secretary, Commissioner of Public Charities, M. J. Drummond; Dr. John W. Brannan, President of the Board of Trustees of Bellevue and Allied Hospitals; Dr. Royal S. Copeland, Wm. I. Sprengelberg; D. C. Potter, Director.  
Ambulance Calls—Telephone, 3100 Spring.  
Administration Offices—Telephone, 7586 Spring.

#### BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 5 p. m. Saturdays, 12 m.  
Joseph P. Hennessy, President.  
William C. Ormond.  
Antonio C. Astarita.  
Thomas J. Drennan, Secretary.  
Telephones, 29, 30 and 31 Worth.

#### BOARD OF CITY RECORD.

The Mayor, the Corporation Counsel and the Comptroller.

#### OFFICE OF THE SUPERVISOR.

Park Row Building, No. 21 Park Row.  
David Ferguson, Supervisor.  
Henry McMillen, Deputy Supervisor.  
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.  
Distributing Division, Nos. 96 and 98 Reade street, near West Broadway.  
Telephones, 1505 and 1506 Cortlandt.

#### BOARD OF ELECTIONS.

General Office, No. 107 West Forty-first street.  
Commissioners: J. Gabriel Britt, President; Moses M. McKee, Secretary; James Kane and Jacob A. Livingston.  
Telephone, 2946 Bryant.

#### BOROUGH OFFICES.

##### Manhattan.

No. 112 West Forty-second street.  
William C. Baxter, Chief Clerk.  
Telephone, 2946 Bryant.

##### The Bronx.

No. 368 East One Hundred and Forty-eighth street.  
John L. Burgoyne, Chief Clerk.  
Telephone, 336 Melrose.

##### Brooklyn.

Nos. 435-445 Fulton street.  
George Russell, Chief Clerk.  
Telephone, 693 Main.

##### Queens.

Henry W. Sharkey, Chief Clerk, No. 64 Jackson avenue, Long Island City.  
Telephone, 3375 Hunters Point.

##### Richmond.

Borough Hall, New Brighton, S. I.  
Alexander M. Ross, Chief Clerk.  
Telephone, 1000 Tompkinsville.  
All offices open from 9 a. m. to 4 p. m. Saturdays, from 9 a. m. to 12 m.

#### BOARD OF ESTIMATE AND APPOINTMENT.

The Mayor, Chairman; the Comptroller, the Acting President of the Board of Aldermen, President of the Borough of Manhattan, President of the Borough of Brooklyn, President of the Borough of The Bronx, President of the Borough of Queens, President of the Borough of Richmond.

#### OFFICE OF THE SECRETARY.

Joseph Haag, Secretary; William M. Lawrence, Assistant Secretary; Charles V. Ade, Clerk to Board.  
No. 277 Broadway, Room 1406. Telephone 2280 Worth.

#### OFFICE OF THE CHIEF ENGINEER.

Nelson P. Lewis, Chief Engineer. Arthur S. Tuttle, Assistant Chief Engineer, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.

#### BUREAU OF FRANCHISES.

Harry P. Nichols, Engineer, Chief of Bureau, 277 Broadway, Room 801. Telephone, 2282 Worth.

#### STANDARD TESTING LABORATORY.

Otto H. Klein, Director, 125 West street.

Telephones, 3088 and 3089 Franklin.

Office hours, 9 a. m. to 5 p. m. Saturdays, 9 a. m. to 12 m.

#### EFFICIENCY AND BUDGET ADVISORY STAFF.

Room 828, 51 Chambers street. Telephone, 1684 Worth.

Benjamin F. Welton, Efficiency Engineer in Charge.

#### BOARD OF EXAMINERS.

Rooms 6027 and 6028, Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 5840 Gramercy.  
George A. Just, Chairman. Members: William Crawford, Lewis Harding, D. Everett Waid, John Kenlon, Charles Buek and Cecil F. Shallockross, Edward V. Barton, Clerk.  
Board meeting every Tuesday at 2 p. m.

#### BOARD OF INEBRIETY.

Office, 300 Mulberry street, Manhattan.  
Telephone, 7116 Spring.

Thomas J. Colton, President; Rev. William Morrison, John Dornig, M.D.; Rev. John J. Hughes; William Browning, M.D.; Michael J. Drummond, Commissioner of Public Charities; Patrick A. Whitney, Commissioner of Correction.

Executive Secretary, Charles Samson.  
Office hours, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.

Board meets first Wednesday in each month, at 4 o'clock.

#### BOARD OF PAROLE OF THE NEW YORK CITY REFORMATORY OF MISDEMEANANTS.

Office, No. 148 East Twentieth street.  
Patrick A. Whitney, Commissioner of Correction, President.

John B. Mayo, Judge, Special Sessions, Manhattan.

Robert J. Wilkin, Judge, Special Sessions, Brooklyn.

Frederick B. House, City Magistrate, First Division.

Edward J. Dooley, City Magistrate, Second Division.

Samuel B. Hamburger, John C. Heintz, Rosario Maggio, Richard E. Troy.

Thomas R. Minnick, Secretary.  
Telephone, 1047 Gramercy.

#### BOARD OF REVISION OF ASSESSMENTS.

William A. Prendergast, Comptroller.  
Archibald R. Watson, Corporation Counsel.  
Lawson Purdy, President of the Department of Taxes and Assessments.

John Korb, Jr., Chief Clerk, Finance Department, No. 280 Broadway.

Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4310 Cortlandt.

#### BOARD OF WATER SUPPLY.

Office, No. 165 Broadway.  
Charles Strauss, President; Charles N. Chadwick and John F. Galvin, Commissioners.

Joseph P. Morrissey, Secretary.  
J. Waldo Smith, Chief Engineer.  
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4310 Cortlandt.

#### BUREAU OF THE CHAMBERLAIN.

Stewart Building, Chambers street and Broadway, Rooms 63 to 67.  
Robert R. Moore, Chamberlain.  
Henry J. Walsh, Deputy Chamberlain.  
Office hours, 9 a. m. to 5 p. m.  
Telephone, 4270 Worth.

#### CHANGE OF GRADE DAMAGE COMMISSION.

Office of the Commission, Room 223, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.  
William D. Dickey, Cambridge Livingston, David Robinson, Commissioners. Lamont McLoughlin, Clerk.

Regular advertised meetings on Monday, Tuesday and Thursday of each week at 2 o'clock p. m. Office hours, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.  
Telephone, 3254 Worth.

#### CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12; 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.  
Telephone, 7560 Cortlandt.

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

Joseph F. Prendergast, First Deputy.

James J. Hines, Chief Clerk of the Board of Aldermen.

Joseph V. Sculley, Clerk, Borough of Brooklyn.

Matthew McCabe, Deputy City Clerk, Borough of The Bronx.

George D. Frenz, Deputy City Clerk, Borough of Queens.

William K. Walsh, Deputy City Clerk, Borough of Richmond.

#### COMMISSIONERS OF ACCOUNTS.

Harry M. Rice, Commissioners.  
Municipal Building, Borough of Manhattan, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 4315 Worth.

#### COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.  
Herman Robinson, Commissioner.  
Samuel Prince, Deputy Commissioner.  
John J. Caldwell, Secretary.  
Office hours, 9 a. m. to 5 p. m.; Saturdays 9 a. m. to 12 m.

Telephone, 2828 Worth.

#### COMMISSIONERS OF SINKING FUND.

Ardolph L. Kline, Mayor, Chairman; William A. Prendergast, Comptroller; Robert R. Moore, Chamberlain; O. Grant Esterbrook, Acting President of the Board of Aldermen, and Henry H. Curran, Chairman Finance Committee, Board of Aldermen, members; John Korb, Jr., Secretary.

Office of Secretary, Room 9, Stewart Building, No. 280 Broadway, Borough of Manhattan.

Telephone, 1200 Worth.

#### DEPARTMENT OF BRIDGES.

Municipal Building, 18th floor.  
Arthur J. O'Keefe, Commissioner.  
William H. Sinnott, Deputy Commissioner.  
Edgar E. Schiff, Secretary.  
Office hours, 9 a. m. to 5 p. m.  
Saturdays, 9 a. m. to 12 m.

Telephone, 380 Worth.

#### DEPARTMENT OF CORRECTION.

CENTRAL OFFICE.  
No. 148 East Twentieth street. Office hours, from 9 a. m. to 5 p. m. Saturdays, 9 a. m. to 12 m.

Telephone, 1047 Gramercy.

Patrick A. Whitney, Commissioner.

William J. Wright, Deputy Commissioner.

John B. Fitzgerald, Secretary.

#### DEPARTMENT OF DOCKS AND FERRIES.

Pier "A" N. R., Battery place.  
Telephone, 300 Rector.

Robert A. C. Smith, Commissioner.

Charles J. Farley, First Deputy Commissioner.

Richard C. Harrison, Second Deputy Commissioner.

Matthew J. Harrington, Secretary.

Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

#### DEPARTMENT OF EDUCATION.

BOARD OF EDUCATION.  
Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (in August 9 a. m. to 4 p. m.); Saturdays, 9 a. m. to 12 m.

Telephone, 5580 Plaza.

Stated meetings of the Board are held at 4 p. m. on the first Monday in February, the second Wednesday in July, and the second and fourth Wednesdays in every month, except July and August.

Reba C. Bamberger (Mrs.), Joseph Barondess, Nicholas J. Barrett, Henry J. Bigham, Thomas W. Churchill, Joseph E. Cosgrove, Francis P. Cunnion, Thomas M. De Laney, Martha Lincoln Draper (Miss), Ernest P. Elert, Rev. James M. Farrar, D.D., Alexander Ferris, George J. Gillespie, John Greene, Robert L. Harrison, Louis Haupt, M.D., Ella W. Kramer (Mrs.), Peter J. Lavelle, Olivia Leventritt (Miss), Isadore M. Levy, Alrick H. Man, John Martin, Robert E. McCafferty, Dennis J. McDonald, M.D., Augustus G. Miller, George C. Miller, Henry P. Morrison, Louis Newman, Antonio Pisan, M.D.; Alice Lee Post (Mrs.), Arthur S. Somers, Morton Stein, Abraham Stern, M. Samuel Stern, Ernest W. Stratmann, Cornelius J. Sullivan, James E. Sullivan, Michael J. Sullivan, Bernard Suydam, Rupert B. Thomas, John R. Thompson, John Whalen, Ira S. Wile, M.D., Frank D. Wiley, George W. Wingate, Egerton L. Winthrop, Jr., members of the Board.

Thomas W. Churchill, 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. Leland, Superintendent of Libraries.

A. J. Maguire, Supervisor of Janitors.

#### BOARD OF SUPERINTENDENTS.

William H. Maxwell, City Superintendent of Schools, and Andrew W. Edson, William L. Ettlinger, John H. Haaren, Clarence E. Meleney, Edward B. Shallow, Edward L. Stevens, Gustave Straubenmuller, John H. Walsh, Associate City Superintendents.

#### DISTRICT SUPERINTENDENTS.

Darwin L. Bardwell, William A. Boylan, William A. Campbell, John P. Conroy, John W. Davis, John Dwyer, James M. Edsall, Cornelius E. Franklin, John Griffin, M.D., Henry W. Jameson, Henry E. Jenkins, Cecil A. Kidd, James Lee, Charles W. Lyon, James J. McCabe, Ruth C. McGray (Mrs.), William J. O'Shea, Arthur C. Perry, Jr.,



John S. Roberts, Albert Shiels, Edgar Dubs Shimer, Edward W. Stitt, Grace C. Strachan (Miss), Joseph S. Taylor, Benjamin Veit, Joseph H. Wade.

## 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.

## BOARD OF RETIREMENT.

Thomas W. Churchill, Abraham Stern, Arthur S. Somers, William H. Maxwell, Josephine E. Rogers, Mary A. Curtis, Lyman A. Best, Principal, Public School 171, Brooklyn, Secretary. Telephone 4140 Cypress.

## DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 5 p. m. (June, July and August 9 a. m. to 4 p. m.); Saturdays, 9 a. m. to 12 m. Telephone, 1200 Worth.  
William A. Prendergast, Comptroller.  
Douglas Mathewson, Deputy Comptroller.  
Edmund D. Fisher, Deputy Comptroller.  
Hubert L. Smith, Assistant Deputy Comptroller.  
George L. Tirrell, Secretary to the Department.  
Thomas W. Hynes, Supervisor of Charitable Institutions.  
Water S. Wolfe, Chief Clerk.

## BUREAU OF AUDIT.

Charles S. Hervey, Chief Auditor of Accounts, Room 29.  
Harry York, Deputy Chief Auditor of Accounts.  
Duncan MacInnes, Chief Accountant and Bookkeeper.  
John J. Kelly, Auditor of Disbursements.  
H. H. Rathen, Auditor of Receipts.  
David Rothschild, Bookkeeper in charge Division of Refunds.  
James J. Munroe, Chief Inspector.  
R. B. McIntyre, Examiner in Charge, Expert Accountants' Division.

## LAW AND ADJUSTMENT DIVISION.

Albert E. Hadlock, Auditor of Accounts. Room 185.

## BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

Tilden Adamson, Supervising Statistician and Examiner. Room 180.

## STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk. Room 85.

## OFFICE OF THE CITY PAYMASTER.

No. 83 Chambers street and No. 65 Reade street.  
John H. Timmerman, City Paymaster.

## DIVISION OF REAL ESTATE.

Charles A. O'Malley, Appraiser of Real Estate. Room 103, No. 280 Broadway.

## DIVISION OF AWARDS.

Joseph R. Kenny, Bookkeeper in Charge. Rooms 155 and 157, No. 280 Broadway.

## BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room O.

Frederick H. E. Epstein, Receiver of Taxes.  
John J. McDonough and Sylvester L. Malone, Deputy Receivers of Taxes.

Borough of The Bronx—Municipal Building, Third and Tremont avenues.  
Edward H. Healy and John J. Knewitz, Deputy Receivers of Taxes.

Borough of Brooklyn—Municipal Building, Rooms 2-8.  
Alfred J. Boulton and David E. Kemlo, Deputy Receivers of Taxes.

Borough of Queens—Municipal Building, Court House Square, Long Island City.  
William A. Beadle and Thomas H. Green, Deputy Receivers of Taxes.

Borough of Richmond—Borough Hall, St. George, New Brighton.  
John De Morgan and Edward J. Lovett, Deputy Receivers of Taxes.

BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan—Stewart Building, Room E.  
Daniel Moynahan, Collector of Assessments and Arrears.

George W. Wanmaker, Deputy Collector of Assessments and Arrears.

Borough of The Bronx—Municipal Building, Rooms 1-3.  
Charles F. Bradbury, Deputy Collector of Assessments and Arrears.

Borough of Brooklyn—Mechanics' Bank Building, corner Court and Montague streets.  
Theodore G. Christmas, Deputy Collector of Assessments and Arrears.

Borough of Queens—Municipal Building, Court House Square, Long Island City.  
Peter L. Menninger, Deputy Collector of Assessments and Arrears.

Borough of Richmond—St. George, New Brighton.  
Edward W. Berry, Deputy Collector of Assessments and Arrears.

BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.

Stewart Building, Chambers street and Broadway, Room K.

Sydney H. Goodacre, Collector of City Revenue and Superintendent of Markets.

William Strohmeyer, Deputy Superintendent of Markets.

William A. Griffith, Deputy Collector of City Revenue.

## DEPARTMENT OF HEALTH.

Centre and Walker streets, Manhattan.

Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Burial Permit and Contagious Disease Offices always open.

Telephone, 6280 Franklin.

Ernst J. Lederle, Ph.D., Commissioner of Health and President; Joseph J. O'Connell, M.D.; Rhineland Waldo, Commissioners.

Eugene W. Scheffer, Secretary.

Herman M. Biggs, M.D., General Medical Officer.

Walter Bense, M.D., Sanitary Superintendent.

William H. Guilfoyle, M.D., Registrar of Records.

James McC. Miller, Chief Clerk.

## Borough of Manhattan.

Alonzo Blauvelt, M.D., Assistant Sanitary Superintendent; George A. Roberts, Assistant Chief Clerk; Shirley W. Wynne, M.D., Assistant Registrar of Records.

Borough of The Bronx, No. 3731 Third avenue.

Marion B. McMillan, M.D., Assistant Sanitary Superintendent; Ambrose Lee, Jr., Assistant Chief Clerk; Arthur J. O'Leary, M.D., Assistant Registrar of Records.

Borough of Brooklyn, Flatbush avenue, Willoughby and Fleet streets.

Travers R. Maxfield, M.D., Assistant Sanitary Superintendent; Alfred T. Metcalfe, Assistant Chief Clerk; S. J. Byrne, M.D., Assistant Registrar of Records.

Borough of Queens, Nos. 372 and 374 Fulton street, Jamaica.

John H. Barry, M.D., Assistant Sanitary Superintendent; George R. Crowley, Assistant Chief Clerk; Robert Campbell, M.D., Assistant Registrar of Records.

Borough of Richmond, No. 514 Bay street, Stapleton, Staten Island.

John T. Sprague, M.D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief

Clerk; Frederick S. Williams, Assistant Registrar of Records.

## DEPARTMENT OF PARKS.

Louis F. La Roche, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.

Clinton H. Smith, Secretary.  
Offices, Arsenal, Central Park.  
Telephone, 7300 Plaza.

Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Michael J. Kennedy, Commissioner of Parks for the Borough of Brooklyn.

Offices, Litchfield Mansion, Prospect Park, Brooklyn.

Office hours, 9 a. m. to 5 p. m.; July and August 9 a. m. to 4 p. m.

Telephone, 2300 South.

Thomas J. Higgins, Commissioner of Parks for the Borough of The Bronx.

Office, Zbrowski Mansion, Claremont Park.  
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 2640 Tremont.

Walter G. Eliot, Commissioner of Parks for the Borough of Queens.

Office, The Overlook, Forest Park, Richmond Hill, L. I.

## PERMANENT CENSUS BOARD.

No. 114 East 47th street, fourth floor. Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

The Mayor, City Superintendent of Schools and Police Commissioner. George H. Chatfield, Secretary.

Telephone, 3591 Murray Hill.

## DEPARTMENT OF PUBLIC CHARITIES.

## PRINCIPAL OFFICE.

Foot of East Twenty-sixth street, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 7400 Madison square.

Michael J. Drummond, Commissioner.

Frank J. Goodwin, First Deputy Commissioner; Stephen A. Nugent, Third Deputy Commissioner.

Thomas L. Fogarty, Second Deputy Commissioner for Brooklyn and Queens, Nos. 327 to 331 Schermerhorn street, Brooklyn. Telephone 2977 Main.

Dr. John F. Fitzgerald, General Medical Superintendent.

J. McKee Borden, Secretary.

Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building Repairs and Supplies, Bills and Accounts, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Bureau of Dependent Adults, foot of East Twenty-sixth street. Office hours, 9 a. m. to 5 p. m.

The Children's Bureau, No. 124 East 50th street. Office hours, 9 a. m. to 5 p. m.

Sterling Potter, Superintendent for Richmond Borough, Borough Hall, St. George, Staten Island. Telephone, 1000 Tompkinsville.

## DEPARTMENT OF STREET CLEANING.

Nos. 13 to 21 Park Row, 9 a. m. to 5 p. m. Saturdays, 9 a. m. to 12 m.

Telephone, 3863 Cortlandt.

William H. Edwards, Commissioner.

James F. Lynch, Deputy Commissioner, Borough of Manhattan.

Julian Scott, Deputy Commissioner, Borough of Brooklyn.

James P. O'Brien, Deputy Commissioner, Borough of The Bronx.

John J. O'Brien, Chief Clerk.

## DEPARTMENT OF TAXES AND ASSESSMENTS.

Hall of Records, corner Chambers and Centre streets. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Commissioners—Lawson Purdy, President; Chas. J. McCormack, John J. Halleran, Charles T. White, Daniel S. McElroy, Edward Kaufmann, Judson G. Wall.

Telephone, 3900 Worth.

## DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park Row, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephones: Manhattan, 8520 Cortlandt; Brooklyn, 3980 Main; Queens, 3441 Hunters Point; Richmond, 840 Tompkinsville; Bronx, 3400 Tremont.

Henry S. Thompson, Commissioner.

J. W. F. Bennett, Deputy Commissioner.

Benjamin A. Kelley, Water Registrar, Borough of Manhattan.

Telephone, 3545 Cortlandt.

Frederic T. Parsons, Deputy Commissioner, Borough of Brooklyn. Municipal Building, Brooklyn.

John L. Jordan, Deputy Commissioner, Borough of The Bronx, Tremont and Arthur avenues.

M. P. Walsh, Deputy Commissioner, Borough of Queens, Municipal Building, Long Island City.

John E. Bowe, Deputy Commissioner, Borough of Richmond, Municipal Building, St. George.

## EXAMINING BOARD OF PLUMBERS.

Members of the Board: James M. Morrow, Chairman; John J. Hannegan, Fred B. Robertson; ex-officio members: Rudolph P. Miller, Edwin J. Fort.

Municipal Building, 8th floor.

Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

## FIRE DEPARTMENT.

Headquarters: Office hours, for all, from 9 a. m. to 5 p. m.; Saturdays, 12 m. Central offices and fire stations open at all hours.

## OFFICES.

Headquarters of Department, Nos. 157 and 159 East 67th street, Manhattan. Telephone, 640 Plaza.

Brooklyn office, Nos. 365 and 367 Jay street, Brooklyn. Telephone, 2653 Main.

Joseph Johnson, Commissioner.

George W. Olvany, Deputy Commissioner.

Philip P. Farley, Deputy Commissioner, Boroughs of Brooklyn and Queens.

Daniel E. Finn, Secretary of Department.

Lloyd Dorsey Willis, Secretary to Commissioner.

Walter J. Nolan, Secretary to Deputy Commissioner, Boroughs of Brooklyn and Queens.

John Kenlon, Chief of Department, in charge Bureau of Fire Extinguishment, 157 and 159 East 67th street, Manhattan.

Thomas Lally, Deputy Chief in charge, Boroughs of Brooklyn and Queens, 365-367 Jay street, Brooklyn.

William Guerin, Deputy Chief in charge Bureau of Fire Prevention, 157 and 159 East 67th street, Manhattan.

Leonard Day, Electrical Engineer, Chief of Bureau of Fire Alarm Telegraph, 157 and 159 East 67th street, Manhattan.

John R. Keefe, Clerk, in charge Bureau of Repairs and Supplies, 157 and 159 East 67th street, Manhattan.

## LAW DEPARTMENT.

OFFICE OF CORPORATION COUNSEL.

Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Main office, Hall of Records, Chambers and Centre streets, 6th and 7th floors.

Telephone, 4600 Worth.

Archibald R. Watson, Corporation Counsel.

Assistants—Charles D. Olenford, William P. Burr, R. Percy Chittenden, William Beers Crowell, John L. O'Brien, Terence Farley, Edward J. McCormick, David S. Garland, Curtis A. Peters, George M. Curtis, John F. O'Brien, Edward S. Malone, Edwin J. Freedman, Louis H. Hahlo, Frank B. Pierce, Richard H. Mitchell, John Widdecombe, Arthur Sweeney, William H. King, George P. Nicholson, Charles J. Nehrbas, William J. O'Sullivan, Harford P. Walker, Josiah A. Stover, William E. C. Mayer, John Lehman, Francis Martin, Charles McIntyre, Clarence L. Barber, Isaac F. Cohen, George H. Cowie, Solon Berick, James P. O'Connor, Elliott S. Benedict, Isaac Phillips, Edward A. McShane, Eugene Fay, Ricardo M. DeAcosta, John M. Barrett, Frank P. Reilly, Leon G. Godley, Alexander C. MacNelly, Samuel Hoffman, John W. Goff, Jr., William R. Wilson, Jr., Charles E. Nellany, Patrick J. Walsh, Ashton Parker.

Secretary to the Corporation Counsel—Edmund Kirby, Jr.

Brooklyn Office, No. 153 Pierrepont street. Telephone, 2948 Main. James D. Bell, Assistant in charge.

BUREAU OF STREET OPENINGS.

Main office, No. 90 West Broadway. Telephone, 5070 Barclay. Joel J. Squier, Assistant in charge.

Brooklyn branch office, No. 166 Montague street. Telephone, 5916 Main. Edward Riegelmann, Assistant in charge.

Queens branch office, Municipal Building, Court House Square, Long Island City. Telephone, 3886 Hunters Point. Walter C. Sheppard, Assistant in charge.

BUREAU FOR THE RECOVERY OF PENALTIES.

No. 119 Nassau street. Telephone, 4526 Cortlandt. Herman Stiefel, Assistant in charge.

BUREAU FOR THE COLLECTION OF ARREARS OF PERSONAL TAXES.

No. 280 Broadway, 5th floor. Telephone, 4585 Worth. Geo. O'Reilly, Assistant in charge.

TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.

No. 44 East Twenty-third street. Telephone, 61 Gramercy. John P. O'Brien, Assistant in charge.

METROPOLITAN SEWERAGE COMMISSION.

Office, No. 17 Battery place. George A. Soper, Ph.D., President; James H. Fuertes, Secretary; H. de B. Parsons, Charles Soosmith, Linsly R. Williams, M.D.

Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 1694 Rector.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 299 Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Frank Gallagher, President; Richard Welling and Alexander Keogh, Commissioners.

Frank A. Spencer, Secretary.

LABOR BUREAU.

Nos. 54-60 Lafayette street. Telephone, 2140 Worth.

MUNICIPAL EXPLOSIVES COMMISSION.

Nos. 157 and 159 East 67th street, Headquarters Fire Department.

Joseph Johnson, Fire Commissioner and ex-officio Chairman; Geo. O. Eaton, Sidney Harris, Bartholomew Donovan, Russell W. Moore.

Albert Bruns, Secretary.

Meetings at call of Fire Commissioner.

## POLICE DEPARTMENT.

## CENTRAL OFFICE.

No. 240 Centre street, 9 a. m. to 5 p. m. (month of June, July and August, 9 a. m. to 4 p. m.). Saturdays, 9 a. m. to 12 m.

Telephone, 3100 Spring.

Rhineland Waldo, Commissioner.

Douglas I. McKay, First Deputy Commissioner.

George S. Dougherty, Second Deputy Commissioner.

Harry W. Newberger, Third Deputy Commissioner.

James E. Dillon, Fourth Deputy Commissioner.

William H. Kipp, Chief Clerk.

PUBLIC RECREATION COMMISSION.

51 Chambers street; Room 1001.

James E. Sullivan, President; General George W. Wingate, Charles B. Stover, Mrs. V. G. Simkhovitch, Gustavus T. Kirby, George D. Pratt, Robbins Gilman, Cyril H. Jones, Acting Secretary.

Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 1471 Worth.

Commission meeting every second Thursday at 4 p. m.

PUBLIC SERVICE COMMISSION.

The Public Service Commission for the First District, Tribune Building, No. 154 Nassau street, Manhattan.

Office hours, 8 a. m. to 11 p. m., every day in the year, including holidays and Sundays.

Stated public meetings of the Commission, Tuesdays and Fridays at 12.15 p. m., in the Public Hearing Room of the Commission, third floor of the Tribune Building, unless otherwise ordered.

Commissioners—Edward E. McCall, Chairman; Milo R. Maltbie, John E. Eustis, J. Sergeant Cram, George V. S. Williams, Counsel, George S. Coleman, Secretary, Travis H. Whitney.

Telephone, 4150 Beekman.

TENEMENT HOUSE DEPARTMENT.

John J. Murphy, Commissioner. Manhattan office, 44 East 23d street. Telephone, 5331 Gramercy. William H. Abbott, Jr., First Deputy Commissioner.

Brooklyn office (Boroughs of Brooklyn, Queens and Richmond), 503 Fulton street. Telephone, 3825 Main. Frank Mann, Second Deputy Commissioner.

Bronx office, 391 East 149th street. Telephone, 7107-7108 Melrose. William B. Calvert, Superintendent.

Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

## BOROUGH OFFICES.

## BOROUGH OF MANHATTAN.

Office of the President Nos. 14, 15 and 16, City Hall, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

George McAneny, President.

Leo Arnstein, Secretary of the Borough.

Louis Graves, Secretary to the President.

Telephone, 6725 Cortlandt.

Commissioner of Public Works. Office, Municipal Building.

Edgar Victor Frothingham, Commissioner of Public Works.

W. R. Patterson, Assistant Commissioner of Public Works.

Henry Welles Durham, Chief Engineer in Charge of Highways.

Charles H. Graham, Chief Engineer in Charge of Sewers.

Julian B. Beatty, Superintendent of Public Buildings and Offices.

Telephone 4227 Worth.

Rudolph P. Miller, Superintendent of Buildings. Telephone, 1575 Stuyvesant.

## BOROUGH OF THE BRONX.

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street; 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Cyrus C. Miller, President.



Max S. Grifenhagen, Register.  
William Halpin, Deputy Register.  
Telephone, 3900 Worth.

**SHERIFF.**

No. 299 Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 p. m.; Except during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 p. m.  
Julius Harburger, Sheriff.  
John F. Gilchrist, Under Sheriff.  
Telephone, 4984 Worth.

**SURROGATES.**

Halls of Records. Court opens from 9 a. m. to 4 p. m., except Saturday, when it closes at 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m.  
John P. Cohan and Robert Ludlow Fowler, Surrogates; William V. Leary, Chief Clerk.  
Bureau of Records: John F. Curry, Commissioner; Charles W. Calkin, Deputy Commissioner; Frank J. Scannell, Superintendent.  
Telephone, 3900 Worth.

**KINGS COUNTY.****COMMISSIONER OF JURORS.**

Park Building, 381-387 Fulton street, Brooklyn. Thomas R. Farrell, Commissioner.  
Michael J. Trudgen, Deputy Commissioner.  
Office hours, from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m.  
Office hours during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1454 Main.

**COMMISSIONER OF RECORDS.**

Hall of Records.  
Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.  
Edmund O'Connor, Commissioner.  
William F. Thompson, Deputy Commissioner.  
Telephone, 6988 Main.

**COUNTY CLERK.**

Hall of Records, Brooklyn. Office hours, 9 a. m. to 4 p. m.; during months of July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.  
Charles S. Devoy, County Clerk.  
John Feltner, Deputy County Clerk.  
Telephone call, 4930 Main.

**COUNTY COURT.**

County Court House, Brooklyn, Rooms 1, 10, 14, 17, 18, 22 and 23. Court opens at 10 a. m. daily and sits until business is completed. Part I, Room No. 23; Part II, Room No. 10; Part III, Room No. 14; Part IV, Room No. 1. Court House, Clerk's office, Rooms 17, 18, 19 and 22, open daily from 9 a. m. to 5 p. m.; Saturdays, 12 m. to 2 p. m.  
Norman S. Dike and Lewis L. Fawcett, County Judges.  
John T. Rafferty, Chief Clerk.  
Telephones, 4154 and 4155 Main.

**DISTRICT ATTORNEY.**

Office, 66 Court street, Borough of Brooklyn. Hours, 9 a. m. to 5.30 p. m.; Saturdays, 9 a. m. to 1 p. m.  
James C. Cropsy, District Attorney.  
Telephones, 2954-5-6-7 Main.

**PUBLIC ADMINISTRATOR.**

No. 44 Court street (Temple Bar), Brooklyn. 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Frank V. Kelly, Public Administrator.  
Telephone, 2840 Main.

**REGISTER.**

Hall of Records. Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then from 9 a. m. to 2 p. m., provided for by statute; Saturdays, 9 a. m. to 12 m.  
Edward T. O'Loughlin, Register.  
Alfred T. Hobley, Deputy Register.  
Telephone, 2830 Main.

**SHERIFF.**

Temple Bar Building, 186 Remsen street, Room 401, Brooklyn, N. Y.  
9 a. m. to 4 p. m.; Saturdays, 12 m. to 2 p. m.  
Charles B. Law, Sheriff.  
Lewis M. Swasey, Under Sheriff.  
Telephones, 6845, 6847 Main.

**SURROGATE.**

Hall of Records, Brooklyn N. Y.  
Herbert T. Ketcham, Surrogate.  
John H. McCoey, Chief Clerk and Clerk to the Surrogate's Court.  
Court opens at 10 a. m. Office hours, 9 a. m. to 4 p. m., except during months of July and August, when office hours are from 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 3945 Main.

**BRONX COUNTY.****COMMISSIONER OF JURORS.**

Seventh floor, Bergen Building, Arthur and Tremont avenues, Bronx. 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m. July and August, 9 a. m. to 2 p. m.  
John A. Mason, Commissioner.  
John A. Pachler, Assistant Commissioner.  
James A. McMahon, Secretary.  
Telephone, 3700 Tremont.

**QUEENS COUNTY.****COMMISSIONER OF JURORS.**

Office hours, 9 a. m. to 4 p. m.; July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.; Queens County Court House, Long Island City.  
Thorndyke C. McKennee, Commissioner of Jurors.  
Rodman Richardson, Assistant Commissioner of Jurors.  
Telephone, 9631 Hunters Point.

**COUNTY CLERK.**

No. 364 Fulton street, Jamaica.  
Office open, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Leonard Ruoff, County Clerk.  
Telephone, 151 Jamaica.

**COUNTY COURT.**

County Court House, Long Island City. Telephone, 596 Hunters Point.  
County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms on Saturday of each week and on Friday of each week during which civil actions are being tried with juries, except Saturdays and Fridays during the month of August and the first Saturday and all the Fridays in the month of September, at each of said terms issues of law, and issues of fact triable without a jury, will be tried, and motions and special proceedings heard.  
Clerk's Office open 9 a. m. to 5 p. m., except Saturdays, 9 a. m. to 12.30 p. m.  
Burt Jay Humphrey, County Judge.  
Telephone, 551 Jamaica.

**DISTRICT ATTORNEY.**

Office, Queens County Court House, Long Island City, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.  
County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y.  
Matthew J. Smith, District Attorney.  
Telephones, 3871 and 3872 Hunters Point.

**PUBLIC ADMINISTRATOR.**

No. 364 Fulton street, Jamaica, Queens County. Randolph White, Public Administrator, County of Queens.  
Office hours, 9 a. m. to 4 p. m.  
Saturdays, 9 a. m. to 12 m.  
Telephone, 397 Jamaica.

**SHERIFF.**

County Court House, Long Island City, 9 a. m. to 4 p. m.; during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.  
George Emener, Sheriff.  
Samuel J. Mitchell, Under Sheriff.  
Telephones, 3766-7 Hunters Point (office).

**SURROGATE.**

Daniel Noble, Surrogate.  
Office, No. 364 Fulton street, Jamaica.  
Except on Sundays, holidays and half-holidays, the office is open from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m. July and August, 9 a. m. to 2 p. m.  
The calendar is called on each week day at 10 a. m., except during the month of August.  
Telephone, 397 Jamaica.

**RICHMOND COUNTY.****COMMISSIONER OF JURORS.**

Village Hall, Stapleton.  
Charles J. Kullman, Commissioner.  
Office open from 9 a. m. until 4 p. m.; Saturdays from 9 a. m. to 12 m.  
Telephone, 81 Tompkinsville.

**COUNTY CLERK.**

County Office Building, Richmond, S. I., 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
C. Livingston Bostwick, County Clerk.  
Telephone, 28 New Dorp.

**COUNTY JUDGE AND SURROGATE.**

County Court—J. Harry Tiernan, County Judge. Terms of the County Court.  
Trial Terms, with Grand and Trial Jury. Second Monday of March, First Monday of October.  
Trial Terms, with Trial Jury only. First Monday of May, first Monday of December.  
Special Terms, without Jury—Wednesday of each week, except the last week of July, the month of August and the first week of September.  
Surrogate's Court, J. Harry Tiernan, Surrogate. Monday and Tuesday of each week at the Borough Hall, St. George, and on Wednesday at the session of the County Court, when all Surrogate's matters shall be made returnable at Borough Hall, St. George, on Saturday at 10.30 a. m. There will be no Surrogate's Court during the month of August. Office at Richmond is open daily from 9 a. m. to 4 p. m., Saturdays from 9 a. m. to 12 noon.  
Surrogate's Court and Office, Richmond, S. I. Surrogate's Chambers, Borough Hall, St. George, New Brighton, N. Y.  
William Finley, Clerk of the Surrogate's Court.

**DISTRICT ATTORNEY.**

Borough Hall, St. George, S. I.  
Albert C. Fach, District Attorney.  
Telephone, 50 Tompkinsville.  
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

**PUBLIC ADMINISTRATOR.**

Office, Port Richmond.  
William T. Holt, Public Administrator.  
Telephone, 704 West Brighton

**SHERIFF.**

County Court House, Richmond, S. I.  
Joseph F. O'Grady, Sheriff; Peter J. Finn, Jr., Under Sheriff.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 120 New Dorp.

**THE COURTS.****APPELLATE DIVISION OF THE SUPREME COURT.**

FIRST JUDICIAL DEPARTMENT.  
Court House, Madison avenue, corner Twenty-fifth street. Court open from 2 p. m. until 6 p. m. Friday, Motion Day, Court opens at 10.30 a. m. Motions called at 10 a. m. Orders called at 10.30 a. m.  
George L. Ingraham, Presiding Justice; Chester B. McLaughlin, Frank C. Laughlin, John Proctor Clarke, Francis M. Scott, Victor J. Dowling, Henry D. Hotchkiss, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.  
Clerk's Office opens 9 a. m.  
Telephone, 3340 Madison Square.

**SUPREME COURT—FIRST DEPARTMENT**

County Court House, Chambers street: Court open from 10.15 a. m. to 4 p. m.  
Special Term, Part I. (motions), Room No. 16.  
Special Term, Part II. (ex-parte business), Room No. 13.  
Special Term, Part III., Room No. 19.  
Special Term, Part IV., Room No. 20.  
Special Term, Part V., Room No. 6.  
Special Term, Part VI., Room No. 31.  
Trial Term, Part I., Room No. 34.  
Trial Term, Part II., Room No. 32.  
Trial Term, Part III., Room No. 21.  
Trial Term, Part IV., Room No. 18.  
Trial Term, Part V., Room No. 24.  
Trial Term, Part VI., Room No. 23.  
Trial Term, Part VII., Room No. 35.  
Trial Term, Part VIII., Room No. 26.  
Trial Term, Part IX., Room No. 27.  
Trial Term, Part X., Room No. 28.  
Trial Term, Part XI., Room No. 29.  
Trial Term, Part XII., Room No. 30.  
Trial Term, Part XIII., and Special Term, Part IV., Room No. 36.  
Trial Term, Part XIV., Room No. 28.  
Trial Term, Part XV., Room No. 37.  
Trial Term, Part XVI., Room No. 38.  
Trial Term, Part XVII., Room No. 20.  
Trial Term, Part XVIII., Room No. 29.  
Appellate Term, Room No. 29.  
Naturalization Bureau, Room No. 7, first floor.  
Assignment Bureau, room on mezzanine floor, northeast.  
Clerks in attendance from 10 a. m. to 4 p. m.  
Clerk's Office, Special Term, Part I. (motion), Room No. 15.  
Clerk's Office, Special Term, Part II. (ex-parte business), ground floor, southeast corner.  
Clerk's Office, Special Term, Calendar ground floor, south.  
Clerk's Office, Trial Term, Calendar, room northeast corner, second floor east.  
Clerk's Office, Appellate Term, room southwest corner, third floor.

Trial Term, Part I. (criminal business), Criminal Court House, Centre street.  
Justices—Leonard A. Giegerich, P. Henry Dugro, James A. Blanchard, Samuel Greenbaum, Edward B. Amend, Vernon M. Davis, Joseph E. Newburger, John W. Goff, Samuel Seabury, M. Warley Platzek, Peter A. Hendrick, John Ford, John J. Brady, Mitchell L. Erlanger, Charles L. Guy, Irving Lehman, Alfred R. Page, Edward J. Gavegan, Nathan Bijur, John J. Delany, Francis K. Pendleton, Daniel F. Cohan, Thomas F. Donnelly, Edward G. Whitaker, Bartow S. Weeks, Eugene A. Philbin.  
Telephone, 4580 Cortlandt.

**SUPREME COURT—CRIMINAL DIVISION.**

Building for Criminal Courts, Centre, Elm, White and Franklin streets.  
Court opens at 10.30 a. m.  
William F. Schneider, Clerk; Edward R. Carroll, Special Deputy to the Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
During July and August, Clerk's Office will close at 2 p. m.  
Telephone, 6064 Franklin.

**APPELLATE DIVISION, SUPREME COURT.**

SECOND JUDICIAL DEPARTMENT.  
Court House, Borough Hall, Brooklyn. Court meets from 1 p. m. to 5 p. m., excepting that on Fridays court opens at 10 o'clock a. m. Almet F. Jenks, Presiding Justice; Michael H. Hirschberg, Joseph A. Burr, Edward B. Thomas, William J. Carr, Adelbert P. Rich, Luke D. Stapleton, Justices. John B. Byrne, Clerk; Clarence A. Barrow, Deputy Clerk. Motion days, first and third Mondays of each term.  
Clerk's office opens 9 a. m.  
Telephone, 1392 Main.  
John B. Byrne, Clerk.

**APPELLATE TERM—SUPREME COURT.**

Court Room, 503 Fulton street, Brooklyn. Court meets 10 a. m. December term begins December 1, 1913. Justices Samuel T. Maddox, Walter H. Jaycox, Joseph Aspinall; Joseph H. DeBragga, Clerk; O. J. Macaulay, Deputy Clerk.  
Clerk's Office opens 9 a. m.  
Telephones, 7452 and 7453 Main.

**SUPREME COURT—SECOND DEPARTMENT.**

KINGS COUNTY.  
Kings County Court House, Joralemon and Fulton streets, Borough of Brooklyn.  
Clerk's office hours, 9 a. m. to 5 p. m. Seven jury trial parts. Special Term for Trials. Special Term for Motions. Special Term (ex-parte business). Court opens at 10 a. m.  
Naturalization Bureau, Room 7, Hall of Records, Brooklyn, N. Y.  
James F. McGee, General Clerk.  
Telephone, 5460 Main.

**QUEENS COUNTY.**

County Court House, Long Island City.  
Court opens at 10 a. m. Trial and Special Term for Motions and ex-parte business each month except July, August and September, in Part I.  
Trial Term, Part 2, January, February, March, April, May and December.  
Special Term for Trials, January, April, June and November.  
Naturalization, first Friday in each Term.  
Thomas B. Seaman, Special Deputy Clerk in charge.  
John D. Peace, Part 1 and Calendar Clerk.  
James Ingram, Part 2, Clerk.  
Clerk's office open 9 a. m. to 5 p. m., except Saturdays, 9 a. m. to 12.30 p. m.  
Telephone, 3896 Hunters Point.

**RICHMOND COUNTY.**

Terms of Court in Year 1913.  
Second Monday of January, first Monday of February, first Monday of April, first Monday of June, first Monday of November. Trial Terms to be held at County Court House at Richmond.  
Second Monday of February, second Monday of June, second Monday of November. Special Terms for Trials to be held at Court Room, Borough Hall, St. George.  
First and third Saturdays of January, second and fourth Saturdays of March, first and third Saturdays of April, second and fourth Saturdays of May, first and third Saturdays of October, first and third Saturdays of December. Special Terms for Motions to be held at Court House, Borough Hall, St. George.  
C. Livingston Bostwick, Clerk.  
John H. Wilkinson, Special Deputy.

**COURT OF GENERAL SESSIONS.**

Held in the Building for Criminal Courts, Centre, Elm, White and Franklin streets.  
Court opens at 10.30 a. m.  
Warren W. Foster, Otto A. Rosalsky, Thomas C. T. Crain, Edward Swann, Joseph F. Mulqueen, James T. Malone, Jeremiah T. Mahoney, Judges of the Court of General Sessions; Edward R. Carroll, Clerk. Telephone, 1201 Franklin.  
Clerk's Office open from 9 a. m. to 4 p. m., and on Saturdays until 12 m.  
During July and August Clerk's Office will close at 2 p. m., and on Saturdays at 12 m.

**CITY COURT OF THE CITY OF NEW YORK**

No. 32 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.  
Special Term. Chambers will be held from 10 a. m. to 4 p. m.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Edward F. O'Dwyer, Chief Justice; Francis B. Delehanty, Joseph I. Green, Alexander Finelite, John V. McAvoy, Peter Schmuck, Richard T. Lynch, Edward B. La Petra, Richard H. Smith, Robert L. Luce, Justices. Thomas P. Smith, Clerk.  
Telephone, 122 Cortlandt.

**COURT OF SPECIAL SSESSEIONS.**

Isaac Franklin Russell, Chief Justice; Lorenz Zeller, John B. Mayo, Franklin Chase Hoyt, Joseph F. Moss, Howard J. Forker, John Fleming, Robert J. Wilkin, George J. O'Keefe, Morgan M. L. Ryan, James J. McInerney, Arthur C. Salmon, Cornelius F. Collins, Moses Herman and Frederic Kernochan, Justices. Frank W. Smith, Chief Clerk.  
Building for Criminal Courts, Centre street, between Franklin and White streets, Borough of Manhattan. Telephone, 3983 Franklin.  
Court opens at 10 a. m.  
Part I, Criminal Courts Building, Borough of Manhattan. John P. Hilly, Clerk. Telephone, 3983 Franklin.  
Part II, 171 Atlantic avenue, Borough of Brooklyn. Joseph L. Kerrigan, Clerk. Telephone, 4280 Main.  
Part III, Town Hall, Jamaica, Borough of Queens. This part is held on Tuesday of each week. H. S. Moran, Clerk. Telephone, 657 Jamaica.  
Part IV., Borough Hall, St. George, Borough of Richmond. This part is held on Wednesday of each week. Robert Brown, Clerk. Telephone, 324 Tompkinsville.

**CHILDREN'S COURT.**

New York County—No. 66 Third avenue, Manhattan. Dennis A. Lambert, Clerk. Telephone, 1832 Stuyvesant.

Kings County—No. 102 Court street, Brooklyn. Joseph W. Duffy, Clerk. Telephone, 627 Main.  
Queens County—No. 19 Hardenbrook avenue, Jamaica. Sydney Ollendorff, Clerk. This court is held on Monday and Thursday of each week. Telephone, 657 Jamaica.  
Richmond County—Corn Exchange Bank Bldg., St. George, S. I. William J. Browne, Clerk. Court is held on Tuesday of each week. Telephone, 324 Tompkinsville.

**CITY MAGISTRATES' COURT.****FIRST DIVISION.**

William McDoo, Chief City Magistrate; Robert C. Cornell, Peter T. Barlow, Matthew P. Breen, Frederick B. House, Charles N. Harris, Joseph E. Corrigan, Paul Krotel, Henry W. Herbert, Charles W. Appleton, Daniel F. Murphy, John J. Freschi, Francis X. McQuade, John A. L. Campbell, Samuel D. Levy, Norman J. Marsh, Joseph M. Deuel, George M. S. Schulz, Thomas J. Nolan, Robert C. Ten Eyck, City Magistrates.  
Court open from 9 a. m. to 4 p. m.  
Philip Bloch, Chief Clerk, 300 Mulberry street. Telephone, 6213 Spring.  
First District—Criminal Court Building.  
Second District—Jefferson Market.  
Third District—Second avenue and First street.  
Fourth District—151 East Fifty-seventh street.  
Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.  
Sixth District—One Hundred and Sixty-second street and Washington avenue.  
Seventh District—No. 314 West Fifty-fourth street.  
Eighth District—1014 East One Hundred and Eighty-first street, west of Boston road, The Bronx.  
Ninth District (Night Court for Females)—No. 125 Sixth avenue.  
Tenth District (Night Court for Males)—No. 151 East Fifty-seventh street.  
Eleventh District—Domestic Relations Court—151 East Fifty-seventh street.

**SECOND DIVISION.****BOROUGH OF BROOKLYN.**

Otto Kempner, Chief City Magistrate; Edward J. Dooley, John Naumer, A. V. B. Voorhees, Jr., Alexander H. Geismar, John F. Hylan, Howard P. Nash, Charles J. Dodd, John C. McGuire, Louis H. Reynolds, John J. Walsh, Alfred E. Steers, City Magistrates.  
Office of Chief Magistrate, 44 Court street; Rooms 209-214. Telephone, 7411 Main.  
William F. Delaney, Chief Clerk.  
Archibald J. McKinney, Chief Probation Officer.  
Myrtle and Vanderbilt avenues, Brooklyn, N. Y.  
Courts.  
First District—No. 318 Adams street.  
Second District—Court and Butler streets.  
Fifth District—No. 249 Manhattan avenue.  
Sixth District—No. 495 Gates avenue.  
Seventh District—No. 31 Snider avenue (Flat-bush).  
Eighth District—West Eighth street (Coney Island).  
Ninth District—Fifth avenue and Twenty-third street.  
Tenth District—No. 133 New Jersey avenue.  
Domestic Relations Court—Myrtle and Vanderbilt avenues.

**BOROUGH OF QUEENS.**

City Magistrates—Joseph Fitch, John A. Leach, Harry Miller, James J. Conway.  
Courts.  
Fifth District—St. Mary's Lyceum, Long Island City.  
Second District—Town Hall, Flushing, L. I.  
Third District—Central avenue, Far Rockaway, L. I.  
Fourth District—Town Hall, Jamaica, L. I.  
BOROUGH OF RICHMOND.  
City Magistrates—Joseph B. Handy, Nathanie Marsh.  
Courts.  
First District—Lafayette avenue, New Brighton, Staten Island.  
Second District—Village Hall, Stapleton, Staten Island.  
All Courts open daily for business from 9 a. m. to 4 p. m., except on Saturdays, Sundays and legal holidays, when only morning sessions are held.

**MUNICIPAL COURTS.****BOROUGH OF MANHATTAN.**

First District—The First District embraces the territory bounded on the south and west by the southerly and westerly boundaries of the said borough, on the north by the centre line of Fourteenth street and the centre line of Fifth street from the Bowery to Second avenue, on the east by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.  
Wauhope Lynn, William F. Moore, John Hoyer, Justices.  
Thomas O'Connell, Clerk.  
Frank Mangin, Deputy Clerk.  
Location of Court—Merchants' Association Building, Nos. 54-60 Lafayette street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. July and August from 9 a. m. to 2 p. m.  
Additional Part is held at southwest corner of Sixth avenue and Tenth street.  
Telephone, 6030 Franklin.  
Second District—The Second District embraces the territory bounded on the south by the centre line of Fifth street from the Bowery to Second avenue and on the south and east by the southerly and easterly boundaries of the said borough, on the north by the centre line of East Fourteenth street, on the west by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.  
Benjamin Hoffman, Alexander Wolf, Leonard A. Smitkin, Gustave Hartman, Justices.  
James J. Devlin, Clerk.  
Location of Court—Nos. 264 and 266 Madison street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.  
Telephone, 4300 Orchard.  
Third District—The Third District embraces the territory bounded on the south by the centre line of Fourteenth street, on the east by the centre line of Seventh avenue from Fourteenth street to Fifty-ninth street and by the centre line of Central Park West from Fifty-ninth street to Sixty-fifth street, on the north by the centre line of Sixty-fifth street and the centre line of Fifty-ninth street from Seventh to Eighth avenues, on the west by the westerly boundary of the said borough.  
Thomas E. Murray, Thomas F. Noonan, Justices.  
Michael Skelly, Clerk.  
Location of Court—No. 314 West Fifty-fourth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone 3450 Columbus.

Fourth District—The Fourth District embraces the territory bounded on the south by the centre line of East Fourteenth street, on the west by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, on the north by the centre line of Fifty-ninth street, on the east by the easterly line of said borough; excluding, however, any portion of Blackwells Island.  
Michael P. Blake, William J. Boyhan, Justices.  
Abram Bernard, Clerk.  
Location of Court—Part I. and Part II., No. 207 East Thirty-second street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.  
Telephone, 4358 Murray Hill.



**Fifth District**—The Fifth District embraces the territory bounded on the south by the centre line of Sixty-fifth street, on the east by the centre line of Central Park West, on the north by the centre line of One Hundred and Tenth street, on the west by the westerly boundary of said borough. Alfred P. W. Seaman, William Young, Frederick Spiegelberg, Justices.

John H. Servis, Clerk.

Location of Court—Northwest corner of Broadway and Ninety-sixth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 4006 Riverside.

**Sixth District**—The Sixth District embraces the territory bounded on the south by the centre line of Fifty-ninth street and by the centre line of Ninety-sixth street from Lexington avenue to Fifth avenue, on the west by the centre line of Lexington avenue from Fifty-ninth street to Ninety-sixth street and the centre line of Fifth avenue from Ninety-sixth street to One Hundred and Tenth street, on the north by the centre line of One Hundred and Tenth street, on the east by the easterly boundary of said borough, including, however, all of Blackwells Island and excluding any portion of Wards Island.

Jacob Marks, Solomon Oppenheimer, Justices.

John J. Dietz, Clerk.

Location of Court—Nos. 155 and 157 East 88th street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

**Seventh District**—The Seventh District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the east by the centre line of Fifth avenue to the northerly terminus thereof, and north of the northerly terminus of Fifth avenue, following in a northerly direction the course of the Harlem River, on a line coterminous with the easterly boundary of said borough, on the north and west by the northerly and westerly boundaries of said borough.

Philip J. Sinnott, David L. Weil, John R. Davies, Justices.

John P. Burns, Clerk.

Location of Court—No. 70 Manhattan street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; July and August, 9 a. m. to 2 p. m.

**Eighth District**—The Eighth District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the west by the centre line of Fifth avenue, on the north and east by the northerly and easterly boundaries of said borough, including Randal's Island and the whole of Wards Island.

Joseph P. Fallon and Leopold Prince, Justices.

Hugh H. Moore, Clerk.

Location of Court—Sylvan place and One Hundred and Twenty-first street, near Third avenue. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 3950 Harlem.

**Ninth District**—The Ninth District embraces the territory bounded on the south by the centre line of Fourteenth street and by the centre line of Fifty-ninth street from the centre line of Seventh avenue to the centre line of Central Park West, on the east by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, and by the centre line of Fifth avenue from the centre line of Ninety-sixth street to the centre line of One Hundred and Tenth street, on the north by the centre line of Ninety-sixth street from the centre line of Lexington avenue to the centre line of Fifth avenue and One Hundred and Tenth street from Fifth avenue to Central Park West, on the west by the centre line of Seventh avenue and Central Park West.

Edgar J. Lauer, Frederic De Witt Wells, Frank D. Sturges, William C. Wilson, Justices.

Frank Bulkley, Clerk.

Location of Court—Southwest corner of Madison avenue and Fifty-ninth street. Parts I. and II. Court opens at 9 a. m. Clerk's office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 3873 Plaza.

#### BOROUGH OF THE BRONX.

**First District**—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by chapter 934 of the Laws of 1895, comprising all of the Town of Westchester and part of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williamsbridge. Court room, Town Hall, No. 1400 Williamsbridge road, Westchester, New York City. Court open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Trial of causes, Tuesday and Friday of each week.

Peter A. Sheil, Justice.

Stephen Collins, Clerk.

Office hours from 9 a. m. to 4 p. m.; Saturdays closing at 12 m.

Telephone, 457 Westchester.

**Second District**—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 934 of the Laws of 1895. Court room, southeast corner of Washington avenue and One Hundred and Sixty-second street. Office hours from 9 a. m. to 4 p. m. Court opens at 9 a. m. (Sundays and legal holidays excepted).

John M. Tierney and William E. Morris, Justices.

Thomas A. Maher, Clerk.

Telephone, 3043 Melrose.

#### BOROUGH OF BROOKLYN.

**First District**—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards, and that portion of the Eleventh Ward beginning at the intersection of the centre lines of Hudson and Myrtle avenues, thence along the centre line of Myrtle avenue to North Portland avenue, thence along the centre line of North Portland avenue to Flushing avenue, thence along the centre line of Flushing avenue to Navy street, thence along the centre line of Navy street to Johnson street, thence along the centre line of Johnson street to Hudson avenue, and thence along the centre line of Hudson avenue to the point of beginning of the Borough of Brooklyn.

Court House, northwest corner State and Court streets. Parts I. and II.

Eugene Conran, Justice. John L. Gray, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m. (Sundays and legal holidays excepted).

Telephone, 7091 Main.

**Second District**—Seventh Ward and that portion of the Twenty-first and Twenty-third Wards west to the centre line of Stuyvesant avenue, also that portion of the Twentieth Ward beginning at the intersection of the centre lines of North Portland and of 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.

John R. Farrar, George Freifeld, Justices.

John Henigin, Jr., Clerk.

Clerk's Office open from 9 a. m. to 4 p. m. (Sundays and legal holidays excepted). Saturdays, 9 a. m. to 12 m.

Telephone, 504 Bedford.

**Third District**—Embraces the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards, and that portion of the Twenty-seventh Ward lying northwest of the centre line of Starr street between the boundary line of Queens County and the centre line of Central

avenue and northwest to the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.

Court House, Nos. 6 and 8 Lee avenue, Brooklyn.

Philip D. Meagher and William J. Bogenschutz, Justices. John W. Carpenter, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m. (Sundays and legal holidays excepted).

Court opens at 9 a. m.

Telephone, 955 Williamsburg.

**Fourth District**—Embraces the Twenty-fourth and Twenty-fifth Wards, that portion of the Twenty-first and Twenty-third Wards lying east of the centre line of Stuyvesant avenue and east of the centre line of Schenectady avenue, and that portion of the Twenty-seventh Ward lying southeast of the centre line of Starr street between the boundary line of Queens and the centre line of Central avenue and southeast of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and southeast of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.

Court room, No. 14 Howard avenue.

Jacob S. Strahl, Justice. William A. Nelson, Jr., Clerk.

Clerk's Office open from 9 a. m. to 4 p. m. (Sundays and legal holidays excepted).

**Fifth District**—Contains the Eighth, Thirtieth and Thirty-first Wards, and so much of the Twenty-second Ward as lies south of Prospect avenue.

Court House, northwest corner of Fifty-third street and Third avenue (No. 5220 Third avenue).

Cornelius Furgueson, Justice. Jeremiah J. O'Leary, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m. (Sundays and legal holidays excepted).

Telephone, 3907 Sunset.

**Sixth District**—The Sixth District embraces the Ninth and Twenty-ninth Wards and that portion of the Twenty-second Ward north of the centre line of Prospect avenue; also that portion of the Eleventh and Twentieth Wards beginning at the intersection of the centre lines of Bridge and Fulton streets; thence along the centre line of Fulton street to Flatbush avenue; thence along the centre line of Flatbush avenue to Atlantic avenue; thence along the centre line of Atlantic avenue to Washington avenue; thence along the centre line of Washington avenue to Park avenue; thence along the centre line of Park avenue to Waverly avenue; thence along the centre line of Waverly avenue to Myrtle avenue; thence along the centre line of 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.

Lucien S. Baylis and Stephen Callaghan, Justices. William R. Pagan, Clerk.

Court House, No. 236 Duffield street.

Telephone, 6166 Main.

**Seventh District**—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.

Alexander S. Rosenthal and Edward A. Richards, Justices. James P. Sinnott, Clerk.

Court House, corner Pennsylvania avenue and Fulton street (No. 31 Pennsylvania avenue).

Clerk's Office open from 8.45 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Trial days, Mondays, Tuesdays, Wednesdays, Thursdays and Fridays.

During July and August, 8.45 a. m. to 2 p. m.

Telephones, 904 and 905 East New York.

#### BOROUGH OF QUEENS.

**First District**—Embraces the territory bounded by and within the canal, Rapelye avenue, Jackson avenue, Old Bowers Bay road, Bowers Bay, East River and Newtown Creek.

Court room, St. Mary's Lyceum, Nos. 115 and 117 Fifth street, Long Island City.

Clerk's Office open from 9 a. m. to 4 p. m. each day, excepting Saturdays, closing at 12 m. Trial days, Mondays, Wednesdays and Fridays.

All other business transacted on Tuesdays and Thursdays.

Thomas C. Kadien, Justice. John F. Cassidy, Clerk.

Telephone, 1420 Hunters Point.

**Second District**—Embraces the territory bounded by and within Maspeth avenue, Maurice avenue, Calamus road, Long Island Railroad, Trotting Course lane, Metropolitan avenue, boundary line between the Second and Fourth Wards, boundary line between the Second and Third Wards, Flushing Creek, Ireland Mill road, Lawrence avenue, Bradford avenue, Main street, Lincoln street, Union street, Broadway, Parsons avenue, Lincoln street, Percy street, Sanford avenue, Murray lane, Bayside avenue, Little Bayside road, Little Neck Bay, East River, Bowers Bay, Old Bowers Bay road, Jackson avenue, Rapelye avenue, the canal and Newtown Creek.

Court room in Court House of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. address, Elmhurst, Queens County, New York.

John M. Cragen, Justice. J. Frank Ryan, Clerk.

Trial days, Tuesdays, Thursdays and Fridays.

Fridays for jury trials only.

Clerk's Office open from 9 a. m. to 4 p. m. (Sundays and legal holidays excepted).

Telephone, 87 Newtown.

**Third District**—Embraces the territory bounded by and within Maspeth avenue, Maurice avenue, Calamus road, Long Island Railroad, Trotting Course lane, Metropolitan avenue, boundary line between the Second and Fourth Wards, Vandever avenue, Jamaica avenue, Shaw avenue, Atlantic avenue, Morris avenue, Rockaway road, boundary line between Queens and Nassau counties, Atlantic Ocean, Rockaway Inlet, boundary line between Queens and Kings counties and Newtown Creek.

Alfred Denton, Justice. John H. Nuhn, Clerk.

1908 and 1910 Myrtle avenue, Glendale.

Telephone, 2352 Bushwick.

Clerk's Office open from 9 a. m. to 4 p. m.

Trial days, Tuesdays and Thursdays (Fridays for jury trial only), at 9 a. m.

**Fourth District**—Embraces the territory bounded by and within the boundary line between the Second and Fourth Wards, the boundary line between the Second and Third Wards, Flushing Creek, Ireland Mill road, Lawrence avenue, Bradford avenue, Main street, Lincoln street, Union street, Broadway, Parsons avenue, Lincoln street, Percy street, Sanford avenue, Murray lane, Bayside avenue, Little Bayside road, Little Neck Bay, boundary lines between Queens and Nassau counties, Rockaway road, Morris avenue, Atlantic avenue, Shaw avenue, Jamaica avenue and Vandever avenue.

Court House, Town Hall, northeast corner of Fulton street and Flushing avenue, Jamaica.

James F. McLaughlin, Justice. George W. Damon, Clerk.

Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Court held on Mondays, Wednesdays and Fridays at 9 a. m.

Telephone, 1654 Jamaica.

#### BOROUGH OF RICHMOND.

**First District**—First and Third Wards (Towns of Castleton and Northfield). Court room, former Village Hall, Lafayette avenue and Second street, New Brighton.

Thomas C. Brown, Justice. Thomas E. Cremins, Clerk.

Clerk's Office open from 8.45 a. m. to 4 p. m. (Sundays and legal holidays excepted).

Court opens 9 a. m.

Telephone, 503 Tompkinsville.

**Second District**—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court room, former Edgewater Village Hall, Stapleton.

Arnold J. B. Wedemeyer, Justice. William Wedemeyer, Clerk.

Clerk's Office open from 8.45 a. m. to 4 p. m.

Court opens at 9 a. m. Calendar called at 9 a. m. Court continued until close of business.

Trial days, Mondays, Wednesdays and Fridays.

Telephone, 313 Tompkinsville.

#### NORMAL COLLEGE OF THE CITY OF NEW YORK.

##### Notices of Examinations.

NORMAL COLLEGE OF THE CITY OF NEW YORK, PARK AVE. AND 68TH ST.

Examinations for Candidates for Positions on the Eligible List for College Instructors and High School Tutors (For Women Only).

ON TUESDAY AND WEDNESDAY, DECEMBER 30 and 31, 1913, beginning at 9 o'clock in the morning, an examination will be held in the college building for women who wish to gain positions on the eligible list for College Instructors and High School Tutors. The examination will include only the following departments of study:

COLLEGE—Latin and Greek; Natural Science; Education (Pedagogy of Music); Physiology and Hygiene.

HIGH SCHOOL—Natural Science; Physics; History; Music.

A bulletin of information will be sent upon application.

ERNEST C. HUNT, Secretary. n24,d26

#### BELLEVUE AND ALLIED HOSPITALS.

##### Proposals.

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, 26TH ST. AND 1ST AVE., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Trustees in the Staff Room of Bellevue Hospital (entrance 415 E. 26th st.) until 3 o'clock p. m.

MONDAY, DECEMBER 15, 1913.

FOR SPECIFICATION NO. 1—FOOD SUPPLIES:

Fresh Meats, Fresh Kosher Meats, Dried and Smoked Meats, Poultry, Fresh Fish, Dried Fish, Fresh Stock Vegetables, Dried Vegetables, Canned Vegetables, Bread and Rolls, Crackers, Farinaceous Foods, Dairy Products, Fresh Milk and Cream, Staples, Fresh Stock Fruits, Dried Fruits, Preserved Fruits, Teas, Coffee and Cocoa, Sauces, Pickles, Relishes and Spices and Miscellaneous Groceries.

SPECIFICATION NO. 2—FORAGE.

SPECIFICATION NO. 3—COAL.

SPECIFICATION NO. 4—GENERAL DRUG SUPPLIES:

Bottles, Alcohol, Absorbent Cotton, Hospital Gauze, Hydrogen Peroxide, Absorbent Lint, Plaster and Rye Whiskey.

SPECIFICATION NO. 5—LAUNDRY, CLEANING AND DISINFECTING SUPPLIES.

SPECIFICATION NO. 6—REFRIGERATING SUPPLIES:

Ice, Ammonia, Calcium Chloride and Rock Salt.

SPECIFICATION NO. 7—WEARING APPAREL:

Doctors' Uniforms and Operating Gowns.

The time for the delivery and full performance of the contract for Meats, Poultry and Fish is by or before March 31, 1914, and for the remaining articles by or before December 31, 1914.

The surety required on contract will be thirty (30) per cent. of the total amount of the award.

The deposit required will be not less than one and one-half (1½) per cent. of the total amount of the bid or estimate.

The bidder will state the price per gallon, per yard, per pound, or other designated unit, by which the bid will be tested.

The extensions must be made and footed up, as the bids will be read from the total, and will be compared and awards made to the lowest bidder on each line or class, as stated in the specifications, as soon thereafter as practicable, according to law.

Bids must be submitted in duplicate, each in a separate envelope. No bids will be accepted unless this provision is complied with.

Blank forms and further information may be obtained at the office of the Contract Clerk and Auditor, entrance No. 400 E. 29th st., Borough of Manhattan.

BOARD OF TRUSTEES, BELLEVUE AND ALLIED HOSPITALS, by John W. Brannan, President.

Dated December 1, 1913. d4,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

#### MUNICIPAL CIVIL SERVICE COMMISSION.

##### Notices of Examinations.

MUNICIPAL CIVIL SERVICE COMMISSION, MUNICIPAL BUILDING, ROOM 1482, NEW YORK, DECEMBER 4, 1913.

##### AMENDED NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN THAT application will be received from

THURSDAY, DECEMBER 4, 1913, TO 4 P. M.

THURSDAY, DECEMBER 18, 1913,

for the position of

TELEGRAPH OPERATOR (MALE), FIRE DEPARTMENT.

No applications delivered at the office of the Commission, by mail or otherwise, after 4 p. m., Thursday, December 18, 1913, will be accepted. Application blanks will be mailed upon request to the Commission will not guarantee the delivery of the same. Applications, forwarded by mail, upon which postage is not fully prepaid, will not be accepted.

Applicants must be citizens of the United States and residents of the State of New York.

Applicants who filed applications for this position in October, 1913, will be notified to appear for the examination.

The subjects and weights of the examination are: Technical (to include a practical test and a written examination), each to count fifty (50) per cent.; 8; experience, 2; 75 per cent. required on the written technical paper and 75 per cent. on the practical test. A total percentage of seventy is required.

Candidates should possess a thorough knowledge of telegraphy and of the maintenance of circuits, including the correction of trouble; should be familiar with the Morse code and other telegraphic signals; and should have experience fitting them for the exercise of quick judgment in cases of emergency.

Applications for this examination must be filed

on a special blank, Form B. Experience blanks will be issued with the applications and must be filed with the Commission at the time of filing applications.

A physical examination will precede the mental. Candidates having organic diseases which are likely to incapacitate them in a short time and candidates whose hearing is defective will be rejected.

Minimum age, 21 years; maximum age, 40 years. Salary, \$1,200 and \$1,500 per annum.

There are vacancies in the Fire Department. The dates of the mental and physical examinations will be announced later.

d4,18. F. A. SPENCER, Secretary.

#### MUNICIPAL CIVIL SERVICE COMMISSION, MUNICIPAL BUILDING, ROOM 1482, NEW YORK, DECEMBER 3, 1913.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received from

WEDNESDAY, DECEMBER 3, 1913, TO 4 P. M. WEDNESDAY, DECEMBER 17, 1913,

for the position of

JUNIOR CHEMIST (ASPHALT).

No applications delivered at the office of the Commission, by mail or otherwise, after 4 p. m., WEDNESDAY, DECEMBER 17, 1913, will be accepted. Application blanks will be mailed upon request, but the Commission will not guarantee the delivery of the same. Applications forwarded by mail upon which postage is not fully prepaid will not be accepted.

Applicants must be citizens of the United States and residents of the State of New York.

The subjects and weights of the examination are: Experience, 4; Technical, 6. Seventy-five per cent. is required on the Technical and seventy per cent. on Experience.

Applications for this examination must be filed on a special blank, Form B. Experience blanks will be issued with the applications, and must be filed with the Commission at the time of filing applications. The experience will then be rated. A physical examination will be held. Candidates receiving less than seventy per cent. on the experience paper will not be summoned for the physical examination. Candidates failing to pass the physical examination will not be summoned for the mental test.

Candidates are required to work at asphalt plants as well as at the laboratory. Candidates should have had training in qualitative and quantitative analysis, or practical experience in the mixing of asphalts with sufficient knowledge of qualitative and quantitative analysis to make the usual laboratory tests of asphalts.

Minimum age, 21 years. Salary, \$1,200 per annum.

F. A. SPENCER, Secretary. d3,17

##### Amendment to Classification.

MUNICIPAL CIVIL SERVICE COMMISSION, New York, November 20, 1913.

AT A MEETING OF THE MUNICIPAL CIVIL SERVICE COMMISSION of New York held November 19, 1913, it was

Resolved, That the classification be and the same hereby is amended by including in the Non-Competitive Class the following:

"Positions in the Board of Inebriety, at compensations not exceeding the amounts set forth below:

"With Maintenance.

"Farmer and Caretaker.....\$720 per annum

"Helper.....\$480 per annum

"Helper.....\$



1,000 square feet of concrete sidewalk,  
4,000 square feet of new bridge stone,  
1,000 square feet of old bridge stone,  
500 cubic yards of dry rubble masonry,  
600 cubic yards of Class B concrete,  
500 linear feet of vitrified pipe 12 inches in diameter,  
1,400 linear feet of guard rail,  
4 standard receiving basins, Type B,  
13 receiving basins rebuilt,  
2 inlets rebuilt.

The time allowed for the completion of the work will be one hundred and fifty (150) working days.

The amount of security required will be Eighteen Thousand Dollars (\$18,000).

Blank forms can be obtained upon application therefor; the plans and specifications may be seen and other information obtained at said office.

CYRUS C. MILLER, President.

See General Instructions to Bidders on the last page, last column, of the "City Record."

## DEPARTMENT OF FINANCE.

### Interest on City Bonds and Stocks.

THE INTEREST DUE JANUARY 1, 1914, on registered bonds and stock of The City of New York, and of former corporations now included therein, will be paid on January 2, 1914, by the Comptroller, at his office (Room 85) in the Stewart Building, corner of Broadway and Chambers st., in the Borough of Manhattan.

The interest due January 1, 1914, on the coupon bonds of the late City of Brooklyn will be paid on January 2, 1914, by the Nassau National Bank of Brooklyn, 26 Court st., in the Borough of Brooklyn.

The interest due on January 1, 1914, on coupon bonds of former corporations now included in The City of New York, except the late City of Brooklyn and the former County of Queens, will be paid on January 2, 1914, at the office of the Guaranty Trust Co. of New York, 140 Broadway, Borough of Manhattan.

The coupons that are payable on January 1, 1914, for interest on bonds issued by the former County of Queens will be paid on January 2, 1914, at the Queens County Bank, Branch of the Corn Exchange Bank, Borden ave. and Front st., Long Island City.

The books for the transfer of bonds and stock on which interest is due on January 1, 1914, will be closed from December 15, 1913, to January 2, 1914.

WM. A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, December 2, 1913. d3j2

### Proposals.

SEALED BIDS OR ESTIMATES WILL BE received at the office of the Department of Finance, No. 280 Broadway, City of New York, until 12 o'clock m., on

**FRIDAY, DECEMBER 5, 1913.**  
FOR FURNISHING AUTOMOBILE SERVICE FOR THE DEPARTMENT OF FINANCE, WITHIN THE CITY OF NEW YORK, MACHINES TO START FROM AND RETURN TO BROADWAY AND CHAMBERS ST. ONE TO NINE FIVE-PASSENGER CARS, AS MAY BE REQUIRED, TO BE FURNISHED DAILY, EXCEPT SUNDAYS AND HOLIDAYS.

The time of the performance of the contract is from January 1, 1914, to December 31, 1914. The amount of security shall be Two Thousand Dollars (\$2,000).

The estimate of the work to be done as set forth in specifications is as follows:

About forty-one thousand (41,000) miles of automobile service for five-passenger cars.  
About twenty-three hundred and seventy-two (2,372) hours of stoppage for five-passenger cars.

Bidders must state in their estimates a price per mile of automobile service for a five (5) passenger car; a price per hour for stoppage for a five-passenger car.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Comptroller of The City of New York, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Comptroller, No. 280 Broadway, in the Borough of Manhattan, New York City.

WILLIAM A. PRENDERGAST, Comptroller.  
Dated The City of New York, November 20, 1913. n22,d5

See General Instructions to Bidders on the last page, last column, of the "City Record."

### Confirmation of Assessments.

#### NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN:

**TWENTY-FOURTH WARD, SECTION 5.**  
PARK PLACE—REGULATING, GRADING, CURBING AND FLAGGING between Utica and Rochester aves. Area of assessment: Both sides of Park place, between Utica and Rochester aves., and to extent of half the block at the intersecting avenues.

**PROSPECT PLACE—REGULATING AND GRADING** between Utica and Rochester aves. Area of assessment: Both sides of Prospect place, between Utica and Rochester aves., and to the extent of half the block at the intersecting avenues.

**TWENTY-NINTH WARD, SECTION 16.**  
EAST FOURTH STREET—REGULATING, GRADING, CURBING AND FLAGGING from Avenue D to a point 240 feet, more or less, north of Avenue F. Area of assessment: Both sides of E. 4th st., from Cortelyou road to Avenue F, and to the extent of half the block at the intersecting streets.

**THIRTIETH WARD, SECTION 17.**  
SIXTY-FOURTH STREET—REGULATING, GRADING, CURBING AND FLAGGING between 12th and New Utrecht aves. Area of assessment: Both sides of 64th st., from 12th to New Utrecht aves., and to the extent of half the block at the intersecting avenues.

**SIXTY-FIRST STREET—REGULATING, GRADING, CURBING AND FLAGGING** between 8th and 9th aves. Area of assessment: Both sides of 61st st., from 8th to 9th aves., and to the extent of half the block at the intersecting avenues.

**THIRTIETH WARD, SECTION 19.**  
EIGHTY-FIFTH STREET—PAVING: from 18th to 21st aves. Area of assessment: Both sides of 81st st., from 18th to 21st aves., and to the extent of half the block at the intersecting avenues.

**THIRTY-FIRST WARD, SECTION 21.**  
WEST THIRTY-THIRD STREET—REGULATING, GRADING, CURBING AND FLAG-

GING between Neptune and Surf aves. Area of assessment: Both sides of W. 33d st., from Neptune to Surf aves., and to the extent of half the block at the intersecting avenues.

—that the same were confirmed by the Board of Revision of Assessments on November 28, 1913, and entered November 28, 1913, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." \* \* \*

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents in the Mechanics Bank Building, Court and Montague sts., Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before January 27, 1914, 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.

WM. A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 28, 1913. d415

### NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

**FIRST WARD.**  
WILLIAM STREET—REGULATING AND GRADING, from Harris ave. to Wilbur ave., and CURBING AND FLAGGING from Jane st. to Wilbur ave. Area of assessment affects properties in Blocks Nos. 107, 108, 118, 119, 121 and 122 in the 1st Ward.

—that the same was confirmed by the Board of Revision of Assessments on November 28, 1913, and entered November 28, 1913, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." \* \* \*

The above 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, Court House square, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before January 27, 1914, 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 assessment became a lien to the date of payment.

WILLIAM A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 28, 1913. d415

### 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 assessments for OPENING AND ACQUIRING TITLE to the following named avenues and streets in the BOROUGH OF QUEENS:

**FIRST AND SECOND WARDS.**  
NOTT AVENUE AND ANABLE AVENUE—OPENING AND EXTENDING, from Van Dam st. to Calvary Cemetery. Confirmed September 29, 1913; entered November 28, 1913. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the prolongation of a line midway between Covert ave. and Anable ave., distant 100 feet easterly from the easterly line of Addison place, the said distance being measured at right angles to Addison place, and running thence westwardly along the said line midway between Covert ave. and Anable ave., and along the prolongations of the said line to the intersection with a line midway between Hulst st. and Van Pelt st.; thence southwardly along the said line midway between Hulst st. and Van Pelt st. to the intersection with a line bisecting the angle formed by the intersection of the southerly line of Anable ave. with the prolongation of the northeasterly line of Hunters Point ave., as this street is laid out between Van Dam st. and Greenpoint ave.; thence northwardly along the said line bisecting line to the intersection with the prolongation of a line midway between Covert ave. and Anable ave.; thence westwardly along the prolongation of the said line midway between Covert ave. and Anable ave. to the intersection with a line midway between School st. and Van Dam st.; thence northwardly along the said line midway between School st. and Van Dam st. to the intersection with a line midway between Nott ave. and Thomson ave.; thence eastwardly along the said line midway between Nott ave. and Thomson ave. as these streets are laid out between Van Dam st. and Lowery st., and along the prolongation of the said line to a point distant 100 feet easterly from the easterly line of Jessie

place, the said distance being measured at right angles to Jessie place; thence southwardly and parallel with Jessie place and the prolongation thereof to the intersection with a line distant 100 feet southerly from and parallel with the southerly line of Nott ave. as this street is laid out between Fitting st. and Jessie place, the said distance being measured at right angles to Nott ave.; thence westwardly along the said line parallel with Nott ave. to the intersection with a line parallel with Addison place and passing through the point of beginning; thence southwardly along the said line parallel with Addison place to the point or place of beginning.

**SECOND WARD.**  
OPENING AND EXTENDING OLMSTEAD PLACE, from Edsall ave. to Indiana place; EDISON PLACE, from Edsall ave. to Indiana place; TESLA PLACE, from Edsall ave. to Indiana place; and RIDGEWOOD PLACE, from Edsall ave. to Myrtle ave. Confirmed October 21, 1913; entered November 28, 1913. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the prolongation of a line midway between Ridgewood place and McCombe place, distant 100 feet northerly from the northerly line of Edsall ave., the said distance being measured at right angles to Edsall ave., and running thence southwardly along the said line midway between Ridgewood place and McCombe place, and along the prolongations of the said line, to the intersection with a line distant 100 feet southerly from and parallel with the southerly line of Myrtle ave., the said distance being measured at right angles to Myrtle ave.; thence westwardly along the said line parallel with Myrtle ave. to the intersection with a line distant 100 feet easterly from and parallel with the easterly line of Tesla place, the said distance being measured at right angles to Tesla place; thence southwardly along the said parallel line with Tesla place, and along the prolongation of the said line, to the intersection with the prolongation of a line distant 100 feet southerly from and parallel with the southerly line of Indiana place, as this street is laid out westerly from Tesla place, the said distance being measured at right angles to Indiana place; thence westwardly along the said line parallel with Indiana place, and along the prolongation of the said line, to the intersection with the prolongation of a line midway between Tompkins place and Olmstead place; thence northwardly along the said line midway between Tompkins place and Olmstead place, and along the prolongations of the said line, to the intersection with a line parallel with Edsall ave., as laid out westerly from and immediately adjoining Ridgewood place, and passing through the point described as the point or place of beginning; thence eastwardly along the said line parallel with Edsall ave. to the said point or place of beginning.

The above-entitled assessments were entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." \* \* \*

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, Court House square, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before January 27, 1914, 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.

WM. A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 28, 1913. d111

### NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

**TWENTY-THIRD WARD, SECTION 10.**  
EAST ONE HUNDRED AND THIRTY-NINTH STREET—REGULATING AND FLAGGING the northerly side, beginning about 200 feet east of St. Ann's ave. Area of assessment affects Lots 68, 69 and 70 in Block 2552.

**BARRETTO STREET—REGULATING, GRADING, PAVING, SETTING CURB-STONES, FLAGGING SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND ERECTING FENCES** from Southern boulevard to Whitlock ave. Area of assessment: Both sides of Barretto st., from Southern boulevard to Whitlock ave., and to the extent of half the block at the intersecting streets.

**GARRISON AVENUE—REGULATING, GRADING, PAVING, SETTING CURB-STONES, FLAGGING SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND ERECTING FENCES** from Whittier st. to the bulkhead line of the Bronx River. Area of assessment: Both sides of Garrison ave., from Whittier st. to the Bronx River, and to the extent of half the block at intersection of streets and river.

**TWENTY-FOURTH WARD, SECTION 11.**  
MARION AVENUE—PAVING AND ADJUSTING CURB from E. 188th st. to Fordham road. Area of assessment: Both sides of Marion ave., from E. 188th st. to Fordham road, and to the extent of half the block at the intersecting streets.

**EAST ONE HUNDRED AND SEVENTY-NINTH STREET—PAVING AND SETTING CURB** from Park Avenue West to Valentine ave. Area of assessment: Both sides of E. 179th st., from Park Avenue West to Valentine ave., and to the extent of half the block at the intersecting avenues.

**TWENTY-FOURTH WARD, SECTION 17.**  
WHITE PLAINS AVENUE AND TWO HUNDRED AND THIRTIETH STREET—ERECTING GUARD RAIL on the northwest corner. Area of assessment: Northwest corner of White Plains ave. and E. 230th st., known as Lot 9 in Block 4833.

—that the same were confirmed by the Board of Assessors November 25, 1913, and entered Novem-

ber 25, 1913, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of the Greater New York Charter.

Said section provides in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." \* \* \*

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of 177th st. and 3d ave., Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before January 24, 1914, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

WM. A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 25, 1913. n29,d10

### NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF RICHMOND:

**FIRST WARD.**  
MARKET STREET—CONSTRUCTING A SANITARY SEWER from Broadway to Burgher ave. Area of assessment: Both sides of Market st., from Broadway to Burgher ave.

—the above entitled assessment was confirmed by the Board of Assessors on November 25, 1913, and entered November 25, 1913, 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 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, Borough Hall, St. George, Borough of Richmond, 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 January 24, 1914, 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.

WILLIAM A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 25, 1913. n29,d10

### 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 RICHMOND:

**FIRST WARD.**  
CASTLETON BOULEVARD—OPENING, from Castleton ave. to Forest ave. Confirmed October 21, 1913; entered November 21, 1913. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Richmond, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the northerly line of Laurel ave. (Harvest ave.) distant 100 feet easterly from the easterly line of Florence ave. (Kissel ave.), the said distance being measured at right angles to Florence ave., and running thence northwardly and always distant 100 feet easterly from and parallel with the easterly line of Florence ave. (Kissel ave.) and its prolongation where it adjoins Forest ave. on the south, to a point distant 300 feet northerly from the northerly line of Castleton ave., the said distance being measured at right angles to Castleton ave.; thence eastwardly and always distant 300 feet northerly from and parallel with the northerly line of Castleton ave., to a point distant 100 feet easterly from the prolongation of the easterly line of Ridgewood place, the said distance being measured at right angles to Ridgewood place; thence southwardly and always distant 100 feet easterly from and parallel with the easterly line of Ridgewood place and the prolongations thereof to a point distant 100 feet southerly from the southerly line of Forest ave. where it adjoins Ridgewood place, the said distance being measured at right angles to Forest ave.; thence westwardly and always distant 100 feet southerly from and parallel with the southerly line of Forest ave. to a point distant 100 feet easterly from the easterly line of Greenwood ave., the said distance being measured at right angles to Greenwood ave.; thence southwardly and always distant 100 feet easterly from and parallel with the easterly line of Greenwood ave. to a point distant 100 feet southerly from the southerly line of Laurel ave. (Harvest ave.), the said distance being measured at right angles to Laurel ave.; thence westwardly and always distant 100 feet southerly from and parallel with the southerly line of Laurel ave. (Harvest ave.) to a point distant 100 feet easterly from the easterly line of Florence ave. (Kissel ave.), the said distance being



measured at right angles to Florence ave.; thence northwardly and always distant 100 feet easterly from and parallel with the easterly line of Florence ave. (Kissel ave.) to the point or place of beginning.

(None of the streets herein named have been incorporated upon the City map, and the lines referred to are intended to be those now in use and as commonly recognized.)

The above-entitled assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Borough Hall, St. George, Borough of Richmond, 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 January 20, 1914, 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.

WILLIAM A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 21, 1913.

#### 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 MANHATTAN:

TWELFTH WARD, SECTION 8.

SEAMAN AVENUE—OPENING, from Academy street to Dyckman street, and UNNAMED STREET—OPENING, northeasterly from Dyckman street, from Seaman avenue to Broadway. Confirmed October 31, 1913; entered November 20, 1913. Area of assessment includes all those lands, tenements and hereditaments and premises situate 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 on a line distant 100 feet southwesterly from and parallel with the southwesterly line of Dyckman street, the said distance being measured at right angles to the line of Dyckman street, where it is intersected by a line distant 100 feet northwesterly from and parallel with the northwesterly line of F street, the said distance being measured at right angles to F street, and running thence northeasterly and parallel with F street and the prolongation thereof to the intersection with the prolongation of a line distant 100 feet easterly from and parallel with the easterly line of Academy street, the said distance being measured at right angles to the said line parallel with Academy street and along the prolongation of the said line to a line bisecting the angle formed by the intersection of the prolongation of the southeasterly line of Seaman avenue and the northwesterly line of Broadway, as these streets are laid out between Academy street and Dyckman street; thence southwestwardly along the said bisecting line to a point distant 100 feet northeasterly from the north easterly line of the unnamed street, the said distance being measured at right angles to the unnamed street; thence southeasterly and parallel with the unnamed street and the prolongation thereof to a point distant 100 feet southeasterly from the southeasterly line of Broadway, the said distance being measured at right angles to Broadway; thence southwestwardly and parallel with Broadway to the intersection with the prolongation of a line distant 100 feet southwesterly from and parallel with the southwesterly line of the unnamed street, the said distance being measured at right angles to the unnamed street; thence northwesterly along the said line parallel with the unnamed street and the prolongation thereof to the intersection with the bisecting line hereinbefore described; thence southwestwardly along the said bisecting line to a line parallel with Dyckman street and passing through the point of beginning; thence northwesterly along the said line parallel with Dyckman street to the point or place of beginning.

The above entitled assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room II, 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before January 19, 1914, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, November 20, 1913.

#### 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:

FOURTH AND FIFTH WARDS, SECTION 1; ELEVENTH WARD, SECTION 7. FLATBUSH AVENUE EXTENSION—CURBING AND FLAGGING, from Fulton to Concord sts. Area of assessment: Both sides of Flatbush Avenue Extension, from Fulton to Concord sts.

EIGHTH WARD, SECTION 3. 40TH STREET—GRADING LOTS on south side, between 5th and 6th aves. Area of assessment affects Lots 20 and 25 in Block 917.

TWENTY-FOURTH WARD, SECTION 5. PARK PLACE—GRADING LOTS, between Utica and Rochester aves. Area of assessment: Both sides of Park place, between Utica and Rochester aves.

TWENTY-FOURTH WARD, SECTION 5; TWENTY-FIFTH WARD, SECTION 6; TWENTY-SIXTH WARD, SECTION 12, AND TWENTY-NINTH WARD, SECTION 16.

LAYING SIDEWALKS ON GRAVESEND AVENUE, between Avenue F and Ditmas aves.; WILLIAMS AVENUE, between Dumont and Riverdale aves.; RALPH AVENUE, between Eastern parkway and East New York ave.; HINSDALE STREET, between Dumont and Riverdale aves.; HANCOCK STREET, north side, between Stuyvesant and Reid aves. Area of assessment: Both sides of Gravesend ave., extending about 225 feet south of Ditmas aves.; both sides of Williams ave. and Hinsdale st., from Dumont ave. to Riverdale ave.; both sides of Ralph ave., from Eastern parkway to East New York ave.; Lot 52 in Block 1656.

TWENTY-SIXTH WARD, SECTION 12. LIVONIA AVENUE—PAVING, between Powell and Junius sts. Area of assessment: Both sides of Livonia ave., from Powell to Junius sts., and to the extent of half the block at the intersecting streets.

SARATOGA AVENUE—GRADING, CURBING AND FLAGGING, between Pitkin and Blake aves. Area of assessment: Both sides of Saratoga ave., from Pitkin to Blake aves., and to the extent of half the block at the intersecting avenues.

SARATOGA AVENUE—PAVING, between Sutter and Livonia aves. Area of assessment: Both sides of Saratoga ave., from Sutter to Livonia aves., and to the extent of half the block at the intersecting avenues.

SUTTER AVENUE—PAVING, between Howard ave. and Grafton st. Area of assessment: Both sides of Sutter ave., from Howard ave. to Grafton st., and to the extent of half the block at the intersecting street and avenue.

DOUGLASS STREET—PAVING, between Sutter and Blake aves. Area of assessment: Both sides of Douglass st., from Sutter to Blake aves., and to the extent of half the block at the intersecting avenues.

TWENTY-SIXTH WARD, SECTION 13. MONTAUK AVENUE—PAVING, between Pitkin and Liberty aves. Area of assessment: Both sides of Montauk ave., from Pitkin to Liberty aves., and to the extent of half the block at the intersecting avenues.

TWENTY-NINTH WARD, SECTION 15. MAPLE STREET—PAVING, between Nostrand and Canarsie aves. Area of assessment: Both sides of Maple st., from Nostrand to Canarsie aves., and to the extent of half the block at the intersecting avenues.

TWENTY-NINTH WARD, SECTION 16. EAST 2D STREET—PAVING AND CURBING, from Beverley road to Cortelyou road. Area of assessment: Both sides of E. 2d st., from Beverley road to Cortelyou road, and to the extent of half the block at the intersecting and terminating streets.

TWENTY-NINTH WARD, SECTION 16; THIRTIETH WARD, SECTION 19, AND SECOND WARD, SECTION 23.

LAYING CEMENT SIDEWALKS ON 16TH AVENUE, between Cropsey ave. and a point about 600 feet southerly; west side of EAST 35TH STREET, between Glenwood road and Avenue H; both sides of NOSTRAND AVENUE, between Clarendon road and Avenue D; south side of HERKIMER STREET, between Bancroft place and Prospect place; west side of CHESTNUT STREET, between Jamaica ave. and Ema st.; west side of OAKLAND STREET, between Java st. and Kent st., and south side of JAVA STREET, between Oakland st. and Manhattan ave. Area of assessment: Both sides of 16th ave., from Cropsey ave. to a point 600 feet southerly; Lots 67 and 69 in Block 7562; both sides of Nostrand ave., between Clarendon road and Avenue D; Lot 9 in Block 1557; Lot 29 in Block 4103 and Lot 31 in Block 2551.

THIRTIETH WARD, SECTION 17. 48TH STREET—PAVING, between 12th and 17th aves. Area of assessment: Both sides of 48th st., between 12th and 17th aves., and to the extent of half the block at the intersecting avenues.

51ST STREET—PAVING, between New Utrecht and 13th aves. Area of assessment: Both sides of 51st st., from New Utrecht to 13th aves., and to the extent of half the block at the intersecting avenues.

THIRTIETH WARD, SECTION 18. 8TH AVENUE—CURBING AND FLAGGING, from Bay Ridge ave. to 70th st. Area of assessment: Both sides of 8th ave., from Bay Ridge ave. to 70th st.

THIRTIETH WARD, SECTION 19. 77TH STREET—REGULATING, GRADING, CURBING AND FLAGGING, between 12th and 15th aves. Area of assessment: Both sides of 77th st., from 12th to 15th aves., and to the extent of half the block at the intersecting avenues.

72D STREET—PAVING, between 13th and 14th aves. Area of assessment: Both sides of 72d st., from 13th to 14th aves., and to the extent of half the block at the intersecting avenues.—that the same were confirmed by the Board of Assessors on November 18, 1913, and entered November 18, 1913, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics Bank Building, Court

and Montague sts., Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before January 17, 1914, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

WILLIAM A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 18, 1913.

#### Corporation Sales of Buildings.

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE BY SEALED BIDS.

AT THE REQUEST OF THE PRESIDENT OF THE Borough of Manhattan, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain buildings, etc., standing upon property owned by The City of New York, acquired by it for street purposes in the

#### Borough of Manhattan.

Being the buildings, parts of buildings, etc., acquired for the extension of 7th ave., from Greenwich ave. to Carmine st., for the widening of Varick st., from Carmine st. to Franklin st., and for the extension of Varick st., from Franklin st. to West Broadway, in the Borough of Manhattan, which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K, 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held September 24, 1913, the sale by sealed bids of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

#### FRIDAY, DECEMBER 19, 1913.

at 11 a. m., in lots and parcels and in manner and form as follows:

Parcel 6A—The buildings, parts of buildings, etc., within the lines of 7th ave., from Commerce st. to Morton st., as follows:

Part of two-story frame (brick front) building, 286 Bleecker st.; cut 12.98 feet on Commerce st. side to rear corner of extension. Also three-story frame building, No. 2 Commerce st. Three-story brick building and extension, No. 4 Commerce st. Three-story brick building, No. 6 Commerce st. Three-story brick building, No. 8 Commerce st. Three-story brick building, No. 10 Commerce st. Part of five-story brick building, No. 12 Commerce st.; cut 16.32 feet on front by 68.82 feet from rear on west side. Part of three-story brick building, No. 14 Commerce st.; cut off rear of building from a point 9.89 feet from front of building on east side to a point 30.89 feet from front of building on west side. Part of one-story frame extension of two-story brick building, No. 16 Commerce st. Also part of one-story brick building in rear of No. 16 and No. 18 Commerce st. Part of five-story brick building, No. 9 Morton st.; cut 14.90 feet on rear by 14.9 feet on west side. Part of five-story brick building, No. 11 Morton st.; cut 14.19 feet from rear on east side by 38.04 feet from rear on west side. Part of six-story brick building, No. 13 Morton st.; cut 23 feet from rear on east side by 46.74 feet on west side. Part of five-story brick building, No. 15 Morton st.; cut 56.94 feet from rear on east side by 80.85 feet from rear on west side. Part of five-story brick building, No. 17 Morton st.; cut 90 feet from rear on east side by 17.83 feet on front. Five-story brick building, No. 19 Morton st. Part of six-story brick building, No. 21 Morton st.; cut 95.57 feet on east side by 71.81 feet on west side. Part of four-story cement stable, No. 23 and No. 25 Morton st.; cut 71.81 feet on east side by 19.85 feet on west side. Part of six-story brick building, No. 62 Bedford st.; cut 12.24 feet on east end by 12.65 feet on Morton st. side.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, No. 280 Broadway, Borough of Manhattan, until 11 a. m. on the 19th day of December, 1913, and then publicly opened for the sale for removal of the above described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of \$50 will be required with all bids, and that a deposit of \$500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to the City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so. All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be enclosed in properly sealed envelopes, marked "Proposals to be opened December 19, 1913," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, No. 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."

WM. A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 26, 1913.

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE BY SEALED BIDS.

AT THE REQUEST OF THE PRESIDENT OF THE Borough of Manhattan, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain buildings, etc., standing upon property owned by The City of New York, acquired by it for street purposes in the

#### Borough of Manhattan.

Being the buildings, parts of buildings, etc., acquired for the extension of 7th ave., from Greenwich ave. to Carmine st., for the widening of Varick st., from Carmine st. to Franklin st., and for the extension of Varick st., from Frank-

lin st. to West Broadway, in the Borough of Manhattan, which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K, 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held September 24, 1913, the sale by sealed bids of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

#### THURSDAY, DECEMBER 18, 1913.

at 11 a. m., in lots and parcels and in manner and form as follows:

Parcel No. 7—The buildings, parts of buildings, etc., within the lines of 7th ave., from Morton st. to Leroy st., as follows:

Part of five-story brick building, No. 20 Morton st.; cut 0.61 feet on front by 0.58 feet on west side. Part of five-story brick building, No. 22 Morton st.; cut 0.58 feet on east side by 24.29 feet on west side. Part of five-story brick building, No. 24 Morton st.; cut 24.29 feet on east side by 49.89 feet on west side. Two-story brick building, No. 26 Morton st. Bedford St. M. E. Church building. Two-story and attic frame (brick front) building, No. 52 Bedford st. Two-story brick extension and part of shed. Part of two-story and attic frame (brick front) building, No. 50 Bedford st.; cut about 4 feet on rear by about 12 feet on south side. Part of five-story brick building, No. 48 Bedford st.; cut 7.24 feet on north side by 6.85 feet on front. Part of two-story and attic frame (brick front) building, No. 57 Bedford st.; cut 15.18 feet on front by 16 feet on south side. Part of two-story and attic brick building, No. 55 Bedford st.; cut 16 feet on north side by 5.09 feet on rear. Part of five-story brick building, No. 53 Bedford st.; cut 38.49 feet on north side by 64.97 feet on south side. Part of five-story brick building, No. 51 Bedford st.; cut 64.97 feet on north side by 2.41 feet on rear. Five-story brick building, No. 49 Bedford st. Five-story brick building, No. 47 Bedford st. Five-story brick building, No. 43 Leroy st. Three-story brick building, No. 45 Leroy st. Part of five-story brick building, No. 47 Leroy st.; cut 41.88 feet on east side by 18.26 feet on west side. Part of five-story brick building, No. 49 Leroy st.; cut 18.26 feet on east side by 19.41 feet on front.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, No. 280 Broadway, Borough of Manhattan, until 11 a. m. on the 18th day of December, 1913, and then publicly opened for the sale for removal of the above described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of \$50 will be required with all bids, and that a deposit of \$500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to the City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be enclosed in properly sealed envelopes marked "Proposals to be opened December 18, 1913," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, No. 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."

WM. A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 25, 1913.

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE BY SEALED BIDS.

AT THE REQUEST OF THE PRESIDENT OF THE Borough of Manhattan, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain buildings, etc., standing upon property owned by The City of New York, acquired by it for street purposes in the

#### Borough of Manhattan.

Being the buildings, parts of buildings, etc., acquired for the extension of 7th ave., from Greenwich ave. to Carmine st., for the widening of Varick st., from Carmine st. to Franklin st., and for the extension of Varick st., from Franklin st. to West Broadway, in the Borough of Manhattan, which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K, 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held September 24, 1913, the sale by sealed bids of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

#### WEDNESDAY, DECEMBER 17, 1913.

at 11 a. m., in lots and parcels and in manner and form as follows:

Parcel No. 8—The buildings, parts of buildings, etc., within the lines of 7th ave., from Leroy st. to Carmine st., as follows: Part of building, 44 Leroy st.; cut 13.42 feet on front by 12.73 feet on west side. Part of building, 46 Leroy st.; cut 12.73 feet on east side by 30.50 feet on west side. Part of five-story brick building, 48 Leroy st.; cut 30.50 feet on east side by 54.02 feet on west side. Part of five-story brick building, 50 Leroy st.; cut 54.02 feet on east side by 3.13 feet on rear. Five-story brick building, 54 Leroy st. Five-story brick building, 56 Leroy st. Part of five-story brick building, 58 Leroy st.; cut 12.02 feet on front by 57.59 feet from rear on west side. Part of five-story brick building, 60 Leroy st.; cut 57.59 feet from rear on east side by 33.38 feet from rear on west side. Part of five-story brick building, 62 Leroy st.; cut 33.38 feet from rear on east side by 9.78 feet from rear on west side. Part of five-story brick building, 64 Leroy st.; cut 9.78 feet on east side by 10.17 feet on rear. Part of five-story brick building, 63 Carmine st.; cut 1.27 feet on rear by 1.20 feet on west side.



Part of five-story brick building, 65 Carmine st.; cut 1.20 feet from rear on east side by 24.85 feet from rear on west side. Part of five-story brick building, 67 Carmine st.; cut 24.85 feet from rear on east side by 48.43 feet from rear on west side. Part of five-story brick building, 69 Carmine st.; cut 48.43 feet from rear on east side by 71.93 feet from rear on west side. Part of five-story brick building, 73 Carmine st.; cut 61.08 feet from rear on east side by 19.05 feet from front. Five-story brick building, 75 Carmine st. Five-story brick building, 77 Carmine st. Three-story brick building, 79 Carmine st. Part of five-story brick building, 81 Carmine st.; cut 69.81 feet on east side by 20.98 feet on west side.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, No. 280 Broadway, Borough of Manhattan, until 11 a. m. on the 17th day of December, 1913, and then publicly opened for the sale for removal of the above described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of \$50 will be required with all bids, and that a deposit of \$500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be enclosed in properly sealed envelopes, marked "Proposals to be opened December 17, 1913," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, No. 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

**THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."**

WM. A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 25, 1913.  
d1,17

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE BY SEALED BIDS.

AT THE REQUEST OF THE PRESIDENT OF the Borough of Manhattan, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain buildings, etc., standing upon property owned by The City of New York, acquired by it for street purposes in the

##### Borough of Manhattan.

Being the buildings, parts of buildings, etc., acquired for the extension of 7th ave., from Greenwich ave. to Carmine st., for the widening of Varick st., from Carmine st. to Franklin st., and for the extension of Varick st., from Franklin st. to West Broadway, in the Borough of Manhattan, which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held September 24, 1913, the sale by sealed bids of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

**TUESDAY, DECEMBER 16, 1913.**

at 11 a. m., in lots and parcels and in manner and form as follows:

Parcel No. 17—The buildings, parts of buildings, etc., on the westerly side of West Broadway and the southerly side of Franklin st., as follows: Part of six-story brick building, 131-133 Franklin st.; cut 60.04 feet on front by 23.85 feet on rear. Eight-story brick building, 127 and 129 Franklin st. Part of seven-story brick building, 198 West Broadway; cut 71.62 feet on north side by 60.26 feet on south side. Part of seven-story brick building, 33 Leonard st. and 196 West Broadway; cut 16.20 feet on west side by 61.69 feet on east side of Leonard st. part of building. Seven-story brick building, 35 Leonard st. and 190 to 194 West Broadway. Part of seven-story brick building, 31 Leonard st.; cut 16.20 feet on east side by 6.88 feet on rear.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, No. 280 Broadway, Borough of Manhattan, until 11 a. m. on the 16th of November, 1913, and then publicly opened for the sale for removal of the above described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of \$50 will be required with all bids, and that a deposit of \$500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid

for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be enclosed in properly sealed envelopes, marked "Proposals to be opened December 16, 1913," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, No. 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

**THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."**

WM. A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 25, 1913.  
n29,d16

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE BY SEALED BIDS.

AT THE REQUEST OF THE BOARD OF Education, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain buildings standing upon property owned by The City of New York, acquired by it for school purposes, in the

##### Borough of Brooklyn.

Being the buildings, parts of buildings, etc., on the plot of ground on the northeast corner of Driggs ave. and S. 3d st., including the buildings, 753 to 759 Driggs ave., 178 to 191 S. 3d st., and a portion of the annex to old Public School 50, in the Borough of Brooklyn, which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution adopted by the Commissioners of the Sinking Fund, at a meeting held October 22, 1913, the sale by sealed bids of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

**MONDAY, DECEMBER 15, 1913.**

at 11 a. m., in lots and parcels and in manner and form as follows:

Parcel No. 2—Brick engine house, No. 181 S. 3d st., and frame shed in rear.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, No. 280 Broadway, Borough of Manhattan, until 11 a. m. on the 15th day of December, 1913, and then publicly opened for the sale for removal of the above described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of \$50 will be required with all bids, and that a deposit of \$500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be enclosed in properly sealed envelopes, marked "Proposals to be opened December 15, 1913," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, No. 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

**THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."**

WM. A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 21, 1913.  
n28,d15

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE BY SEALED BIDS.

AT THE REQUEST OF THE PRESIDENT OF the Borough of Richmond, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain buildings standing upon property owned by The City of New York, acquired by it for street opening purposes in the

##### Borough of Richmond.

Being the buildings, parts of buildings, etc., situated along the lines of DeKalb st. and Stuyvesant place, on the plot acquired for an additional Court House adjoining the Borough Hall, and bounded by Stuyvesant place, DeKalb st. and Jay st., in the 1st Ward of the Borough of Richmond, which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution adopted by the Commissioners of the Sinking Fund at a meeting held November 19, 1913, the sale by sealed bids of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

**FRIDAY, DECEMBER 12, 1913.**

at 11 a. m., in lots and parcels and in manner and form as follows:

Parcel No. 5—Two and one-half story frame building ("New York Inn") and one and one-half story frame barn on the southwest corner of Jay and DeKalb sts.

Parcel No. 6—Three-story frame house, No. 149 Stuyvesant place; one-story frame shed, one-story frame store on DeKalb st., adjoining the "New York Inn."

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, No. 280 Broadway, Borough of Manhattan, until 11 a. m. on the 12th day of December, 1913, and then publicly opened for the sale for removal of the above described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of \$50 will be required with all bids, and that a deposit of \$500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be enclosed in properly sealed envelopes marked "Proposals to be opened December 12, 1913," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, No. 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

**THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."**

WM. A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 20, 1913.  
n25,d12

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE BY SEALED BIDS.

AT THE REQUEST OF THE PRESIDENT OF the Borough of Queens, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain encroachments upon property owned by The City of New York, acquired by it for street opening purposes in the

##### Borough of Queens.

Being the buildings, parts of buildings, etc., standing within the lines of Skillman ave., from the easterly boundary line of Damage Parcel No. 143, near Greenpoint ave., to Woodside ave., in the Borough of Queens, all of which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held November 19, 1913, the sale by sealed bids at the upset or minimum prices named in the description of each parcel of the above buildings and appurtenances thereto will be held by direction of the Comptroller on

**THURSDAY, DECEMBER 11, 1913.**

at 11 a. m., in lots and parcels and in manner and form and at upset prices as follows:

Parcel No. 150—Part of two-story frame house, No. 32 Greenpoint ave.; cut 1.5 feet on rear by 22.1 feet on east side. Upset price, \$400.

Parcel No. 151—Part of two-story frame house, No. 30 Greenpoint ave.; cut 16.9 feet on west side by 9.9 feet on east side. Upset price, \$150.

Parcel No. 152—Part of two-story frame house, No. 28 Greenpoint ave.; cut 8.58 feet on west side by 3.15 feet on east side. Upset price, \$25.

Parcel No. 153—Part of two-story frame house, No. 26 Greenpoint ave.; cut 4.93 feet on west side by 2.28 feet on east side. Upset price, \$10.

Parcel No. 154, 155—Part of two-story frame house, No. 24 Greenpoint ave.; cut 2.08 feet on west side by 1.48 feet on east side. Upset price, \$10.

Parcel No. 157—Part of two-story frame building, No. 22 Greenpoint ave.; cut 10.99 feet on west side by 10.54 feet on east side. Upset price, \$25.

Parcel No. 158—Part of two-story frame building, No. 22A Greenpoint ave.; cut 10.60 feet on west side by 9.93 feet on east side. Upset price, \$25.

Parcel No. 159—Porch and steps of two-story frame house, No. 20 Greenpoint ave. Upset price, \$5.

Parcel No. 160—Steps and stoop of one-story frame house No. 16 Greenpoint ave. Upset price, \$5.

Parcel No. 162—Part of two-story frame house, No. 14 Greenpoint ave.; cut 1.63 feet on west side by 1.26 feet on east side. Upset price, \$3.

Parcel No. 163—Part of three-story frame building, No. 12 Greenpoint ave.; cut 5.23 feet on west side by 5.01 feet on east side. Upset price, \$10.

Parcel No. 179—Porch and steps of two-story frame building on south side of Greenpoint ave., about 50 feet east of 3d st. Upset price, \$5.

Parcel No. 197—Part of two-story frame building No. 1 Greenpoint ave.; cut 5.15 feet on west side by 8.8 feet on east side. Upset price, \$5.

Parcel No. 198—Part of two-story frame building on the southwest corner of Greenpoint ave. and 5th st.; cut 19.84 feet on west side by 15.62 feet on east side. Upset price, \$100.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, No. 280 Broadway, Borough of Manhattan, until 11 a. m. on the 11th day of December, 1913, and then publicly opened for the sale for removal of the above described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of \$50 will be required with all bids, and that a deposit of \$500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale, as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be enclosed in properly sealed envelopes, marked "Proposals to be opened December 11, 1913," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, No. 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

**THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."**

WM. A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 20, 1913. n24,d11

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE BY SEALED BIDS.

AT THE REQUEST OF THE PRESIDENT OF the Borough of Queens, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain encroachments standing upon property owned by The City of New York, acquired by it for street opening purposes in the

##### Borough of Queens.

Being the buildings, parts of buildings, etc., standing within the lines of Putnam ave., from Forest ave. to Prospect ave., in the Borough of Queens, which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held November 19, 1913, the sale by sealed bids, at the upset or minimum prices named in the description of each parcel of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

**WEDNESDAY, DECEMBER 10, 1913.**

at 11 a. m. in lots and parcels, and in manner and form, and at upset prices as follows:

Parcel No. 183—Part of one-story frame building, No. 2339 Putnam ave. Cut 9.15 feet on west side by 9.14 feet on east side. Upset price, \$10.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, No. 280 Broadway, Borough of Manhattan, until 11 a. m., on the 10th day of December, 1913, and then publicly opened for the sale for removal of the above described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of \$50 will be required with all bids, and that a deposit of \$500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be enclosed in properly sealed envelopes, marked "Proposals to be opened December 10, 1913," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, No. 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

**THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."**

WM. A. PRENDERGAST, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, November 20, 1913.  
n22,d10

#### Sales of Tax Liens.

#### NOTICE OF CONTINUATION OF BROOKLYN TAX SALE.

THE SALE OF THE LIENS FOR UNPAID taxes, assessments and water rents for the Borough of Brooklyn, as to liens remaining unsold at the termination of the sale of October 15, November 19, December 10 and 31, 1912, January 21, February 11, March 4, March 25, April 15, May 6, May 27, June 17, July 22, August 25, September 29, October 29 and November 26, 1913, has been continued to

**WEDNESDAY, JANUARY 7, 1914.**

at 2.30 p. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time in Room 2, in basement of the Borough Hall, Brooklyn, N. Y.

Dated December 3, 1913.

DANIEL MOYNAHAN, Collector of Assessments and Arrears. d4,j7

#### NOTICE OF CONTINUATION OF QUEENS TAX SALE.

THE SALE OF THE LIENS FOR UNPAID taxes, assessments and water rents for the Borough of Queens, 2d Ward, as to liens remaining unsold at the termination of the sales of October 29, November 19, December 10 and 31, 1912, January 21, February 11, March 4, March 25, April 15, May 6, May 27, June 17, July 22, August 25, September 29, October 29 and November 26, 1913, has been continued to

**WEDNESDAY, DECEMBER 24, 1913.**

at 10 o'clock a. m. pursuant to section 1028 of the Greater New York Charter, and will be continued at that time in the Arrears Office, third floor, Municipal Building, Court House square, Long Island City, in the Borough of Queens, City of New York.

Dated November 26, 1913. n28,d24

DANIEL MOYNAHAN, Collector of Assessments and Arrears.



NOTICE OF CONTINUATION OF THE  
BRONX TAX SALE.

THE SALE OF THE LIENS FOR UNPAID taxes, assessments and water rents for the Borough of The Bronx, as to liens remaining unsold at the termination of the sale of December 16, 1912, January 6, January 27, February 17, March 10, March 31, April 21, May 12, June 9, June 23, July 7, July 21, August 18, August 25, September 22, October 20 and November 17, 1913, has been continued to

**MONDAY, DECEMBER 15, 1913.**  
at 2 o'clock p. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time on the fourth floor of the Bergen Building, corner of Arthur and Tremont ayes, Borough of The Bronx, City of New York.  
DANIEL MOYNAHAN, Collector of Assessments and Arrears.  
Dated November 17, 1913. n19,d15

## NOTICE OF CONTINUATION OF MANHATTAN TAX SALE.

THE SALE OF THE LIENS FOR UNPAID taxes, assessments and water rents for the Borough of Manhattan, as to liens remaining unsold at the termination of the sale of September 4, October 9 and November 13, 1913, has been continued to

**THURSDAY, DECEMBER 18, 1913.**  
at 2 o'clock p. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time in the Aldermanic Chamber, City Hall, Borough of Manhattan, City of New York.  
Dated November 13, 1913.  
DANIEL MOYNAHAN, Collector of Assessments and Arrears. n14,d18

## NOTICE OF CONTINUATION OF RICHMOND TAX LIEN SALE.

THE SALE OF THE LIENS FOR UNPAID taxes, assessments and water rents for the Borough of Richmond, as to liens remaining unsold at the termination of the sale of November 13, December 4, 1912; January 8, January 29, February 19, March 12, April 2, April 23, May 14, June 11, July 16, August 6, September 10, October 1, October 22 and November 12, 1913, has been continued to

**WEDNESDAY, DECEMBER 10, 1913.**  
at 2 o'clock p. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time in Room 129, in the Borough Hall, New Brighton, Borough of Richmond.  
Dated November 12, 1913.  
DANIEL MOYNAHAN, Collector of Assessments and Arrears. n13,d12

## NOTICE OF CONTINUATION OF BRONX TAX SALE.

THE SALE OF THE LIENS FOR THE UNPAID taxes, assessments and water rents for the Borough of The Bronx, as to liens remaining unsold at the termination of the sale of September 15, 1913, has been continued to

**MONDAY, DECEMBER 22, 1913.**  
at 2 o'clock p. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time on the fourth floor of the Bergen Building, corner of Arthur and Tremont ayes, Borough of The Bronx, City of New York.  
Dated September 15, 1913.  
DANIEL MOYNAHAN, Collector of Assessments and Arrears. s16,d22

## Sureties on Contracts.

UNTIL FURTHER NOTICE SURETY COMPANIES will be accepted as sufficient upon the following contracts to the amounts named:

*Supplies of All Description, Including Gas and Electricity.*

One company on a bond up to \$50,000.  
When such company is authorized to write that amount as per letter of Comptroller to the surety companies, dated September 16, 1907.

*Construction.*  
One company on a bond up to \$25,000.  
Including regulating, grading, paving, sewers, maintenance, dredging, construction of parks, parkways, docks, buildings, bridges, tunnels, aqueducts, repairs, heating, ventilating, plumbing, etc., etc.

When such company is authorized to write that amount as per letter of Comptroller to the surety companies, dated September 16, 1907.

*Asphalt, Asphalt Block and Wood Block Pavements.*

Two companies will be required on any and every bond up to amount authorized by letter of Comptroller to the surety companies, dated September 16, 1907.

Dated January 3, 1910.  
WILLIAM A. PRENDERGAST, Comptroller.

## CHANGE OF GRADE DAMAGE COMMISSION.

## TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF chapter 537 of the Laws of 1893 and the acts amendatory thereof and supplemental thereto, notice is hereby given that meeting of the Commissioners appointed under said acts will be held at the office of the Commission, Room 228, 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Tuesdays and Thursdays of each week, at 2 o'clock p. m., until further notice.

Dated New York City, July 26, 1911.  
WILLIAM D. DICKEY, CAMBRIDGE LIVINGSTON, DAVID ROBINSON, Commissioners.  
LAMONT McLOUGHLIN, Clerk.

## BOARD OF WATER SUPPLY.

## Proposals.

SEALED BIDS WILL BE RECEIVED BY the Board of Water Supply, at its offices, twenty-second floor, Municipal Building, New York, until 11 a. m., on

**TUESDAY, DECEMBER 16, 1913.**

CONTRACT AE.

FOR PRINTING.  
An approximate statement of the quantities of the various classes of work and further information are given in the information for bidders, forming part of the contract. At the above place and time bids will be publicly opened and read. The award of the contract, if awarded, will be made by the Board as soon thereafter as practicable. The Board reserves the right to reject any and all bids.

A bond in the sum of thirty-five (35) per cent. of the total amount of the contract will be required for the faithful performance of the contract.  
No bid will be received and deposited unless accompanied by a certified check upon a national or State bank, drawn to the order of the Comptroller of the City of New York to the amount of five hundred dollars (\$500).

The contract will terminate on the completion of all editions under way December 31, 1914.

Pamphlets containing information for bidders, forms of proposal, contracts, specifications, etc., can be obtained at the above address, upon application in person or by mail, by depositing the sum of five dollars (\$5) in cash, or its equivalent, for each pamphlet. This deposit will be refunded upon the return of the pamphlets in acceptable condition within thirty days from the date on which bids are to be opened.

CHARLES STRAUSS, President; CHARLES N. CHADWICK, JOHN F. GALVIN, Commissioners of the Board of Water Supply.  
JOSEPH P. MORRISSEY, Secretary. n28,d16

Note—See general instructions to bidders on last page, last column of the City Record, so far as applicable hereto and not otherwise provided for.

## DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

## Proposals.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, Room 1903, 13 to 21 Park Row, Borough of Manhattan, City of New York.  
SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity, at the above office, until 2 o'clock p. m., on

**THURSDAY, DECEMBER 11, 1913.**  
Boroughs of Manhattan and The Bronx.  
FOR IMPROVING AND REMODELING THE COAL CONVEYOR, ITS BUILDINGS AND APPURTENANCES AT THE 179TH STREET PUMPING STATION.

The time allowed for doing and completing the entire work will be ninety (90) working days.  
The security required will be Four Thousand Dollars (\$4,000).

The bidder will state the price per unit for each item of work contained in the specifications or schedule, by which the bids will be tested. The bids will be compared and award will be made to the lowest formal bidder in a lump or aggregate sum.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelopes in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department, Room 1903, 13 to 21 Park Row, Borough of Manhattan, where any further information desired may be obtained.

HENRY S. THOMPSON, Commissioner. d11

See General Instructions to Bidders on the last page, last column, of the "City Record."

## DEPARTMENT OF BRIDGES.

## Proposals.

DEPARTMENT OF BRIDGES, MUNICIPAL BUILDING, 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, DECEMBER 11, 1913.**  
FOR CONSTRUCTING OUTSIDE PLATFORMS AT THE BEDFORD AVE. TROLLEY STATION ON THE WILLIAMSBURG BRIDGE.

The contractor will be required to begin work within five days of the date of certification of the contract by the Comptroller of the City of New York, and will be required to complete the entire work to the satisfaction of the Commissioner and in accordance with the plans and specifications on or before the expiration of one hundred and twenty (120) consecutive working days.

In case the contractor shall fail to complete the work within the time aforesaid, he shall pay to the City of New York the sum of Thirty Dollars (\$30) for each and every calendar day the time consumed in said performance and completion may exceed the time allowed.

The amount of the security to guarantee the faithful performance of the work will be Four Thousand Dollars (\$4,000).  
The right is reserved by the Commissioner to reject all the bids should he deem it to the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

ARTHUR J. O'KEEFE, Commissioner.  
Dated November 25, 1913. n29,d11

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES, MUNICIPAL BUILDING, 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, DECEMBER 4, 1913.**  
FOR THE EQUIPMENT OF THE EAST-ERLY TRACKS OF THE UPPER DECK OF THE MANHATTAN BRIDGE.

The contractor will be required to begin work within five days of the date of certification of the contract by the Comptroller of the City of New York, and will be required to complete the entire work to the satisfaction of the Commissioner and in accordance with the plans and specifications on or before the expiration of ninety (90) consecutive working days.

In case the contractor shall fail to complete the work within the time aforesaid, he shall pay to the City of New York the sum of One Hundred Dollars (\$100) for each and every calendar day the time consumed in said performance and completion may exceed the time allowed.

The amount of security to guarantee the faithful performance of the work will be Thirty-five Thousand Dollars (\$35,000).

The right is reserved by the Commissioner to reject all the bids, should he deem it to the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

ARTHUR J. O'KEEFE, Commissioner.  
Dated November 13, 1913. n17,d4

See General Instructions to Bidders on the last page, last column, of the "City Record."

## BOARD OF ASSESSORS.

## Completion of Assessments.

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.

3429. Sewer in Hillside ave., between Nagle ave. and Broadway. Affecting Block Nos. 2170, 2171 and 2173.

3577. Paving with permanent sheet asphalt 176th st., between St. Nicholas and Wadsworth

aves. The area of assessment extends to within one-half the block at the intersecting and terminating streets and avenues.

3580. Extension to Barrel sewer under pier at the foot of 36th st., North River. Affecting both sides of W. 34th, W. 35th, W. 36th and W. 37th sts., between 9th and 12th ayes; east side of 12th ave., both sides of 11th ave. and west side of 10th ave., between 33d and 38th sts.

## Borough of Richmond.

3446. Constructing a temporary combined sewer in Hillside ave., from Van Duzer st. to a point about 950 feet westerly therefrom, 2d Ward. Affecting property in Plot Nos. 10, 11, 12, 13 and 14.

## Borough of The Bronx.

3564. Regulating, grading, curbing, flagging, etc. Dorsey st., from Zerega ave. to Seddon st.  
3565. Paving and curbing where necessary Morris ave., from E. 184th st. to Fordham road (preliminary pavement).  
3567. Permanent paving and curbing where necessary E. 173d st., from Minford place to Southern boulevard.

3569. Preliminary paving and curbing where necessary Ogden ave., from W. 169th st. to Aqueduct ave.

3571. Preliminary paving and curbing where necessary Walton ave., from E. 177th st. to Tremont ave.

3581. Preliminary pavement and curbing where necessary Aqueduct ave., from Fordham road to Kingsbridge road.

3582. Regulating, grading, curbing, flagging, etc., Fuller st., from Seddon st. to Zerega ave.

3583. Reregulating, regrading, curbing, flagging, etc., Sedgwick ave., from Van Cortlandt ave. to the change of grade, about 430 feet westerly therefrom.

## Borough of Queens.

3385. Regulating, grading, curbing and flagging Herald ave. (Grant ave.), from Emerson st. (Cleveland ave.) to Brandon ave. (Orchard ave.), 4th ward.

## Borough of Brooklyn.

2962. Regulating, grading, curbing, flagging E. 15th st., from Avenue O to Kings highway, together with a list of awards for damages caused by a change of grade.

3202. Regulating, grading, curbing, flagging Bogart st., from Johnson ave. to Montrose ave., and from Meserole st. to Meadow st.

3233. Regulating, grading, curbing and flagging Sterling place, between Ralph and Buffalo ayes.

3234. Regulating, grading, curbing and flagging W. 20th st., between Neptune ave. and Surf ave., excepting that portion occupied by the tracks of the New York and Coney Island Railroad.

3247. Regulating, grading, curbing and flagging Montauk ave., between Liberty and Pitkin ayes.

3250. Regulating, grading, curbing, flagging and paving (preliminary) Union st., from Albany ave. to a point 100 feet westerly.

3252. Regulating, grading, curbing and flagging W. 35th st., between Neptune and Surf ayes.

3263. Regulating, grading, curbing and flagging E. 7th st., between Church ave. and Beverley road.

3264. Regulating, grading, curbing and flagging E. 12th st., from Kings highway to Avenue O.

3303. Regulating, grading, curbing and flagging 67th st., between 1st and 2d ayes.

3306. Regulating, grading, curbing and flagging on 36th st., from Fort Hamilton parkway to 12th ave.

3392. Regulating, grading, curbing and flagging Warwick st., between Sutter and Livonia ayes.

3409. Regulating, grading, curbing and flagging E. 3d st., from Fort Hamilton ave. to Beverley road.

3426. Regulating, grading, curbing, flagging and paving W. 16th st., between Surf and Neptune ayes.

3427. Regulating, grading, curbing and flagging W. 16th st., between Neptune and Canal ayes, together with a list of awards for damages caused by a change of grade.

3428. Regulating, grading, curbing and flagging W. 25th st., from Neptune ave. to a point 50 feet south of Surf ave.

3453. Paving Beverley road, between Nstrand and Rogers ayes.

3455. Paving 1st ave., between 50th and 52d sts., and 53d and 60th sts.

3456. Regulating, grading, curbing and flagging Malbone st., between New York and Brooklyn ayes.

3460. Paving 38th st., between 13th ave. and West st.

3464. Paving Lincoln ave., between Ema st. and Ridgewood ave. The area of assessment in the above entitled matters extends to within one-half the block at the intersecting and terminating streets and avenues.

3430. Sewer in Avenue I, from a point 100 feet east of Brooklyn ave. to E. 39th st., and from a point 100 feet east of E. 39th st. to E. 40th st.; in E. 37th st., from Avenue I to Flatbush ave., and in E. 38th st., between Avenues I and K. Affecting Block Nos. 7582, 7583, 7600, 7601, 7618, 7619, 7742, 7743, 7764, 7765 and 7786.

3432. Sewer in 76th st., between 13th and 15th ayes, and in 13th ave., between 75th and 76th sts. Affecting Block Nos. 6220 to 6223, inclusive; 6231 to 6234, inclusive.

3473. Sewer in E. 14th st., between Avenues J and K. Affecting Block Nos. 6715 and 6716.

3474. Sewers in E. 35th st., from Clarendon road to a point 215 feet south of Newkirk ave.; Newkirk ave. (outlet), between E. 35th st. and New York ave.; E. 34th st., between Clarendon road and Newkirk ave.; Newkirk ave., between E. 35th st. and Brooklyn ave.; Brooklyn ave., between Avenue D and Flatbush Water Works line, and in Avenue D, between E. 34th st. and Brooklyn ave. Affecting Block Nos. 4950 to 4953, inclusive; 4966 to 4970, inclusive.

3478. Sewer in Lincoln place, between Franklin and Classon ayes. Affecting Block Nos. 1178 and 1181.

3479. Sewer in Linden ave., both sides, between New York ave. and E. 34th st., and outlet in Linden ave., south side, between E. 34th and E. 35th sts. Affecting Block Nos. 4854, 4870 and 4871.

3481. Sewer in 9th ave., between 47th and 49th sts. Affecting Block Nos. 769, 778, 5625 and 5631.

3484. Sewer in 12th ave., from 65th to 66th sts.; in 11th ave., from 66th st. to Ovington ave., and in 66th st., between 10th and 12th ayes. Affecting Block Nos. 5751, 5752, 5758, 5759, 5765 and 5766.

All persons whose interests are affected by the above named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, 320 Broadway, New York, on or before December 30, 1913, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

JOS. P. HENNESSY, WM. C. ORMOND, ANTONIO C. ASTARITA, Board of Assessors.  
THOMAS J. DRENNAN, Secretary, 320 Broadway, City of New York, Borough of Manhattan, November 29, 1913. n29,d10

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.

3210. Regulating, grading, building approaches, building fences and laying vitrified pipe on Randall ave., between Leggett ave. and the Bronx River.

3448. Paving and adjusting curb where necessary in Lind ave., from the 23d and 24th Ward line to Aqueduct ave., and in Aqueduct ave., from Lind ave. to Washington Bridge.

3468. Regulating, grading, curbing and flagging Garfield st., from Morris Park ave. to the New York, New Haven & Hartford R. R.

3469. Regulating, grading, curbing, flagging Paulding ave., from E. 223d to E. 233d st. The area of assessment in the above entitled matters extends to within one-half the block at the intersecting and terminating streets and avenues.

3436. Sewer and appurtenances in St. Georges crescent, between 206th st. and Van Cortlandt ave. Affecting Block No. 3313.

## Borough of Queens.

3384. Paving 14th ave., from Broadway to Jamaica ave., 1st Ward. The area of assessment extends to within one-half the block at the terminating streets.

3189. Sewer in Ely ave., from Jamaica ave. to Broadway, 1st Ward. Affecting Block Nos. 61 to 63, inclusive, and 76 to 78, inclusive.

## Borough of Richmond.

3572. Temporary combined sewer in Irving place, from Targee st. to a point about 95 feet east of Van Duzer st., Sewerage District 30, 2d Ward. Affecting property in 2d Ward, Plot 7.

3573. Temporary combined sewer in Rhine ave., between DeKalb st. and its northerly end and through an easement in the prolongation of Rhine ave., in a northerly direction for a distance of about 35 feet, to connect with the existing sewer through an easement and through the land owned by George W. Vanderbill, 4th Ward. Affecting property in the 4th Ward, Plot 14.

3574. Constructing sidewalks and crosswalks in York ave., from Prospect ave. to Brighton ave., and sidewalks in Innis st., between Morningstar road and John st.; in Erestina place, easterly from Central ave. to the end of street and southerly to the S. I. R. T. R. R.; also in Richmond terrace, between Broadway and Columbia st. Affecting property in Ward 1, District 1, Plot 8, Block 1; District 2, Plot 5, Block 2; District 2, Plot 5, Block 3; District 2, Plot 5, Block 4; District 4, Plot 2, Block 2; District 4, Plot 2, Block 4; District 4, Plot 2, Block 10; District 4, Plot 1, Block 8A and 9; 3d Ward, Blocks 74 and 95.

All persons whose interests are affected by the above named proposed assessments, and who are opposed to the same, or to either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, 320 Broadway, New York, on or before December 23, 1913, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

JOS. P. HENNESSY, WM. C. ORMOND, ANTONIO C. ASTARITA, Board of Assessors.

THOMAS J. DRENNAN, Secretary, 320 Broadway, City of New York, Borough of Manhattan, November 22, 1913. n22,d4

## BOARD OF ESTIMATE AND APPORTIONMENT.

## Notice of Public Hearing.

## FRANCHISE MATTER.

PUBLIC NOTICE IS HEREBY GIVEN THAT at the meeting of the Board of Estimate and Apportionment held this day, the following resolutions were adopted:

Whereas, The Manhattan Bridge Three Cent Line has, under date of September 25, 1913, made application to this Board for a modification of the terms and conditions of a certain contract dated July 10, 1912, granting said company a franchise for the construction, maintenance and operation of a street surface railway upon and along Desbrosses, Vestry, Greenwich, and Canal streets in the Borough of Manhattan, to and across the Manhattan Bridge, and upon and along Flatbush Avenue Extension and other streets in the Borough of Brooklyn, from the Desbrosses Street Ferry, Borough of Manhattan, to the Long Island Railroad Depot, Borough of Brooklyn; and

Whereas, Sections 72, 73 and 74 of the Greater New York Charter, as amended by chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on October 2, 1913, fixing the date for public hearing thereon as October 30, 1913, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "Globe" and "Brooklyn Standard Union," newspapers designated by the Mayor, and in the City Record for ten (10) days immediately prior to the date of hearing, and the public hearing was duly held on such day; and

Whereas, This Board has made inquiry as to the proposed modifications and amendments of said contract of July 10, 1912; now, therefore, it is

Resolved, That the following form of resolution for the consent or right applied for by the Manhattan Bridge Three Cent Line, containing the form of proposed contract for the grant of such right, be hereby introduced and entered in the minutes of this Board, as follows, to wit:

Resolved, That the Board of Estimate and Apportionment hereby consents to certain modifications in the terms and conditions of the said contract of July 10, 1912, such modified terms and conditions being fully set forth and described in the following form of proposed contract for the grant thereof, embodying such terms and conditions as modify or alter said contract of July 10, 1912, which said contract otherwise remains unchanged as to all the other terms and conditions expressed therein, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

## Proposed Form of Contract.

This contract, made and executed in duplicate this day of , 1913, by and between The City of New York, (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Manhattan Bridge Three Cent Line (hereinafter called the Company), party of the second part; witnesseth:

Whereas, By a contract dated July 10, 1912, the Company was authorized to construct, maintain and operate a street surface railway upon and along Desbrosses, Vestry, Washington, Greenwich and Canal streets in the Borough of Manhattan, to and across the Manhattan Bridge, and upon and along Flatbush Avenue Extension and other streets in the Borough of Brooklyn, from the Desbrosses Street Ferry, Borough of Manhattan, to the Long Island Railroad Depot, Borough of Brooklyn; and



Whereas, By a contract dated July 10, 1912, said contract of July 10, 1912, was amended by extending the times for commencement and completion of construction; and

Whereas, The Company has by a petition dated September 25, 1913, applied to the Board for certain modifications and amendments in and to said contract dated July 10, 1912, as amended by said contract dated July 10, 1912, to wit:

First—By substituting for that portion of the route authorized by said contract of July 10, 1912, upon and along Rockwell place, Flatbush ave. from Rockwell place to 4th ave., 4th, Atlantic and 3d aves., in the Borough of Brooklyn, the following routes:

(a) An additional single track upon and along Fulton st. from Flatbush Avenue Extension to Rockwell place; thence by double track upon and along Fulton st. and Ashland place from Rockwell place to Hanson place.

(b) A single track upon and along Lafayette ave. and Flatbush ave. from the above described route on Ashland place to and connecting with the existing route of the Company in Flatbush ave. between 3d ave. and Livingston st.

Second—By amending Section 2, sixth of said contract of July 10, 1912, by permitting the use of overhead electric power upon the Manhattan Bridge, its terminals and approaches.

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

Section 1. The City hereby consents, subject to the conditions and provisions hereinafter set forth, to certain modifications and amendments in and to said contract of July 10, 1912, as amended by said contract of July 10, 1912; said modifications and amendments to be as follows:

1. So much of section 1, first (2) of said contract dated July 10, 1912, reading as follows:—"thence by single track in and upon Fulton street to Rockwell place, thence by single track in and upon Rockwell place to Flatbush avenue, thence by single track in and upon Flatbush avenue to 4th avenue, thence by single track in and upon 4th avenue to Atlantic avenue, thence by single track in and upon Atlantic avenue to 3d avenue, thence by single track in and upon 3d avenue to Flatbush avenue,"

is hereby stricken out and the following substituted therefor:

"thence by double track in and upon Fulton street to Ashland place, thence by double track in and upon Ashland place to the northerly side of Hanson place. Also a branch beginning at and connecting with the above described route at the intersection of Ashland place and Lafayette avenue; thence by single track in and upon Lafayette avenue to Flatbush avenue;"

2. By adding at the end of Section 1-First of said contract of July 10, 1912, a new paragraph reading as follows:

"The said substituted routes with turnouts, switches and crossovers hereby authorized are shown upon a map entitled: 'Map Showing Proposed Substitute Route of the Manhattan Bridge Three Cent Line in the Borough of Brooklyn, City of New York, to accompany petition to Board of Estimate and Apportionment, dated September 25, 1913,' and signed by Frederick W. Rowe, President, and J. C. Brackner, Engineer; a copy of which is attached hereto, it to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed, provided that deviations therefrom and additional turnouts, switches and crossovers which are consistent with the foregoing description, and the other provisions of this contract may be permitted by resolution of the Board."

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

First—All the terms, provisions and conditions contained in said contract dated July 10, 1912, as amended by said contract dated July 10, 1912, excepting those which are herein amended or modified, shall remain unchanged, and shall apply to the route herein described in Section 1 of this contract, with the same force and effect as when they applied to the route described in said contract dated July 10, 1912, and as though the route herein described had been specifically described in said contract.

Second—The consent in writing of the owners of half in value of the property bounded on the routes herein described in and upon Fulton street, Ashland place, Lafayette avenue and Flatbush avenue, to the construction and operation of said railway shall be obtained by the company within six (6) months from the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time, the company shall, within said six (6) months or within one (1) month thereafter, make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railway ought to be constructed; otherwise this grant shall cease and determine.

Third—The Company shall within one year from the date on which this contract is signed by the Mayor, comply with the provisions of section 184 of the Railroad Law for the abandonment of that portion of the route granted by said contract dated July 10, 1912, shown in yellow upon the map attached hereto, and more particularly described as follows:

Beginning at the intersection of Rockwell place and Fulton street, thence by single track in and upon Rockwell place to Flatbush avenue, thence by single track in and upon Flatbush avenue to 4th avenue, thence by single track in and upon 4th avenue to Atlantic avenue, thence by single track in and upon Atlantic avenue to 3d avenue, and thence by single track in and upon 3d avenue to Flatbush avenue.

If the Company shall fail to secure the approval of the Public Service Commission, or shall fail for any other reason to comply with the provisions of this subdivision within the time stipulated, this contract shall thereupon cease and determine and the original franchise contract dated July 10, 1912, as amended by said contract dated July 10, 1912, shall remain in full force and effect.

Fourth—Upon one (1) year's notice from the Board, the Company shall, if the Board shall so determine by resolution, cease the operation of the stub end terminal in Ashland place at or near the northerly side of Hanson place, and shall within sixty (60) days from the date of such notice, make application to the Board for the right to construct, maintain and operate a loop terminal upon streets to be designated by the Board, and shall on or before the expiration of said one (1) year, enter into a contract for such new terminal in substitution for the stub end terminal hereby authorized.

Section 3. The Company promises, covenants and agrees on its part and behalf to conform to, abide by and perform all the terms, conditions

and requirements in this contract fixed and contained.

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

THE CITY OF NEW YORK,

By \_\_\_\_\_ Mayor.

[CORPORATE SEAL.] City Clerk.

MANHATTAN BRIDGE THREE CENT LINE,

By \_\_\_\_\_ President.

[SEAL.] Secretary.

(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the proposed franchise and the adequacy of the compensation to be paid therefor and of the terms and conditions are as specified and fully set forth in the said contract dated July 10, 1912, as amended by the foregoing form of proposed contract for the consent to such modifications and alterations.

Resolved, That these preambles and resolutions, including the said resolution for the consent of The City of New York to the modifications and alterations as applied for by the Manhattan Bridge Three Cent Line, and the said form of a proposed contract for the grant of such franchise or right, containing said results of such inquiry, after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Wednesday, December 4, 1913, in the City Record, and at least twice during the ten (10) days immediately prior to Wednesday, December 24, 1913, in two (2) daily newspapers to be designated by the Mayor therefor and published in The City of New York, at the expense of the Manhattan Bridge Three Cent Line, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the consent of the City to certain modifications and amendments in the terms and conditions of the said contract of July 10, 1912, such modifications and amendments being fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing such contract, will at a meeting of said Board, to be held in Room 16, City Hall, Borough of Manhattan, City of New York, on Wednesday, December 24, 1913, at 10.30 o'clock a. m., hold a public hearing thereon at which citizens shall be entitled to appear and be heard.

JOSEPH HAAG, Secretary.

Dated New York, November 20, 1913. d1,24

**PUBLIC NOTICE IS HEREBY GIVEN THAT** at the meeting of the Board held this day a communication was received from the Public Service Commission for the First District, transmitting certified copy of resolution adopted by said Commission establishing route and general plan of construction for an additional rapid transit railway in the Borough of Manhattan, known as "Park Avenue-Lexington Avenue Connection at Fortieth Street," and requesting the approval and consent of this Board therefor.

Whereupon the following resolutions were adopted:

Resolved, That the communication be received and, in pursuance of law, this Board hereby fixes Thursday, December 4, 1913, as the time, and Room 16, City Hall, Borough of Manhattan, as the place when and where such plans and conclusions will be considered; and be it further

Resolved, That the Secretary of this Board be and he hereby is directed to cause a notice of such consideration to be published in the City Record.

JOSEPH HAAG, Secretary.

Dated New York, November 26, 1913. n29,d4

**Notices of Public Hearings.**

**PUBLIC IMPROVEMENT MATTERS.**

**PUBLIC NOTICE IS HEREBY GIVEN THAT**

the Board of Estimate and Apportionment, in accordance with the provisions of chapter 372 of the Laws of 1907, will hold a public hearing in Room 16, City Hall, Borough of Manhattan, City of New York, at 10.30 o'clock in the forenoon on Thursday, December 18, 1913, relative to the recommendation of the Commissioner of Docks of The City of New York, that the Board of Estimate and Apportionment authorize the institution of condemnation proceedings for the acquisition of property located between Jefferson and Montgomery streets, East River, Borough of Manhattan, being more particularly noted as the wharf properties lying about 48 feet westerly of Clinton street and the wharf properties lying about 88 feet east of Clinton street, and including Pier (old) 49, which property is bounded and described as follows:

All the wharfage right, terms, easements, emoluments and privileges not now owned by The City of New York, and appurtenant to the following described piers and bulkheads situated on the East River, Borough of Manhattan, City of New York, viz.:

**Parcel "A."**

The bulkhead, dock or wharf property situated westerly of Clinton street, and lying between the easterly line of wharf property acquired by The City of New York from Mary Bell, and the westerly line of wharf property acquired by The City of New York from James Keese, described as follows:

Beginning at a point in the present bulkhead in the vicinity of the southerly line of South street at its intersection with the easterly line of the wharf property acquired by The City of New York from Mary Bell by deed dated September 15, 1900, said point being where a line drawn in a southerly direction and parallel with the westerly line of Clinton street and distant westerly therefrom along the southerly line of South street about one hundred and twenty (120) feet would intersect said bulkhead, and running thence easterly and along said bulkhead a distance of about seventy-two and eighteen one-hundredths (72.18) feet to a point where said bulkhead would be intersected by the westerly line of the wharf property acquired by The City of New York from James Keese by deed dated March 27, 1901, said point being where a line drawn in a southerly direction and parallel with the westerly line of Clinton street, and distant westerly therefrom along the southerly line of South street forty-eight (48) feet would intersect said bulkhead.

**Parcel "B."**

The bulkhead, dock or wharf property situated easterly of Clinton street and lying between the easterly line of wharf property acquired by The City of New York under condemnation proceedings confirmed May 6, 1901, and the westerly side of Pier (old) 49, described as follows:

Beginning at a point in the present bulkhead in the vicinity of the southerly line of South

street at its intersection with the easterly line of the wharf property acquired by The City of New York under condemnation proceedings confirmed May 6, 1901, said point being at the intersection of the said bulkhead with a line drawn in a southerly direction and parallel with the westerly line of Montgomery street, at a point in the southerly line of South street, distant about eighty-eight (88) feet easterly along said southerly line of South street from its intersection with the southerly prolongation of the easterly line of Clinton street, and running thence easterly and along said bulkhead a distance of about twenty-nine and three-tenths (29.3) feet to its intersection with the westerly side of Pier (old) 49, as said pier existed before widening.

**Parcel "C."**

The bulkhead, dock or wharf property situated easterly of Clinton street and lying between the easterly side of Pier (old) 49 and the westerly line of wharf property acquired by The City of New York from the New York, New Haven & Hartford Railroad Company by deed dated August 8, 1903, described as follows:

Beginning at a point in the present bulkhead in the vicinity of the southerly line of South street at its intersection with the easterly side of Pier (old) 49, as said pier existed before widening, and running thence easterly and along said bulkhead a distance of about thirty-one and forty-eight one-hundredths (31.48) feet to its intersection with the westerly line of the wharf property acquired by The City of New York from the New York, New Haven & Hartford Railroad Company by deed dated August 8, 1903, said last mentioned point being where a line drawn in a southerly direction and parallel with the westerly line of Montgomery street and distant westerly therefrom along the southerly line of South street about two hundred and seventy-six and five-tenths (276.5) feet would intersect said bulkhead.

**Parcel "D."**

Pier (old) 49, East River, as it existed before widening, situated between Clinton street and Montgomery street, and bounded and described as follows:

Beginning at a point in the present bulkhead in the vicinity of the southerly line of South street at its intersection with the westerly side of Pier (old) 49, East River, as said pier existed before widening, said point being distant about twenty-nine and three-tenths (29.3) feet easterly along said bulkhead from its intersection with the easterly line of the wharf property acquired by The City of New York under condemnation proceedings confirmed May 6, 1901, and running thence easterly and along the northerly or inner end of said pier and along said bulkhead in the rear of same a distance of thirty-five and one-tenth (35.1) feet to a point in said bulkhead where the easterly side of said pier as it existed before widening would intersect the same; thence southerly outshore and along the easterly side of said pier as it existed before widening a distance of three hundred and twenty-six and thirty-four one-hundredths (326.34) feet to its intersection with the southerly or outer end of said pier as it existed before extension; thence westerly and along the southerly or outer end of said pier as it existed before extension a distance of thirty-five and two-tenths (35.2) feet to its intersection with the westerly side of said pier as it existed before widening, and thence northerly inshore and along the westerly side of said pier as it existed before widening a distance of three hundred and twenty-three and ninety-seven one-hundredths (323.97) feet to the point or place of beginning.

Together with all right, title and interest in and to said pier or any portion thereof not now owned by The City of New York.

ARDOLPH L. KLINE, Mayor, and Chairman, Board of Estimate and Apportionment.

Dated New York, November 29, 1913. d1,6

## BOARD MEETINGS.

### Board of Aldermen.

The Board of Aldermen meets in the Aldermanic Chamber, City Hall, every Tuesday, at 1.30 o'clock p. m.

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

### Board of Estimate and Apportionment.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Thursday, at 10.30 o'clock a. m.

JOSEPH HAAG, Secretary.

### Commissioners of Sinking Fund.

The Commissioners of the Sinking Fund meet in the Meeting Room (Room 16), City Hall, on Wednesday, at 11 a. m., at call of the Mayor.

JOHN KORB, JR., Secretary.

### Board of Revision of Assessments.

The Board of Revision of Assessments meets in the Meeting Room (Room 16), City Hall, every Friday, at 11 a. m., upon notice of the Chief Clerk.

JOHN KORB, JR., Chief Clerk.

### Board of City Record.

The Board of City Record meets in the City Hall at call of the Mayor.

DAVID FERGUSON, Supervisor, Secretary.

## POLICE DEPARTMENT.

### Auction Sales.

POLICE DEPARTMENT, CITY OF NEW YORK, November 24, 1913.

**PUBLIC NOTICE IS HEREBY GIVEN THAT** the one hundred and fifty-sixth public auction sale, consisting of condemned Police Department automobiles, will be held at the Police Department Garage, No. 301 Mott st., Borough of Manhattan, on

### THURSDAY, DECEMBER 4, 1913.

at 10 a. m.

Lot No. 1—1 Stevens Duryea five-passenger touring car, 36 H.P., No. 12510.

Lot No. 2—1 Cadillac five-passenger touring car, 25-6 H.P., No. 17368.

Terms—Strictly cash. No checks accepted. Property not warranted. Property must be removed at once.

R. WALDO, Police Commissioner. n28,d4

### Owners Wanted for Unclaimed Property.

POLICE DEPARTMENT, CITY OF NEW YORK.

**OWNERS WANTED BY THE PROPERTY**

Clerk of the Police Department of The City of New York, No. 240 Centre st., for the following property now in custody, without claimants:

Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

R. WALDO, Police Commissioner.

POLICE DEPARTMENT OF CITY OF NEW YORK, Borough of Brooklyn.

**OWNERS WANTED BY THE PROPERTY**

Clerk of the Police Department of The City of New York—Office, No. 72 Poplar st., Borough of Brooklyn—for the following property, now

in custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

R. WALDO, Police Commissioner.

## BOARD OF CITY RECORD.

### Proposals.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received at the office of the Supervisor of the City Record, 21 Park row, in The City of New York, until 11 o'clock a. m., on

**MONDAY, DECEMBER 22, 1913.**

FOR SUPPLYING STATIONERY, ETC., FOR THE USE OF COURTS AND THE DEPARTMENTS AND BUREAUS OF THE CITY OF NEW YORK DURING 1914.

The delivery shall be fully and entirely performed within one hundred and fifty (150) calendar days after the execution of the contract. The amount of security shall be twenty-five (25) per cent. of the amount of the bid.

The bidder must state the price of each item. The bids will be tested and the award made to the bidders whose bids are the lowest for each schedule.

The said Board reserves the right to reject all bids or estimates if it deems it to be for the interest of the City so to do.

Delivery will be required to be made at the office of the Distributing Division of the City Record, 96 and 98 Reade st., from time to time and in such quantities as may be directed by the Supervisor of the City Record.

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, to be had at the office of the Supervisor.

ARDOLPH L. KLINE, Mayor; ARCHIBALD R. WATSON, Corporation Counsel; WILLIAM A. PRENDERGAST, Comptroller, Board of City Record.

The City of New York, November 26, 1913. n29,d22

See General Instructions to Bidders on the last page, last column, of the "City Record."

### PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received at the office of the Supervisor of the City Record, Room 809, Park Row Building, 13 to 21 Park row, in The City of New York, until 11 o'clock a. m., on

**FRIDAY, DECEMBER 19, 1913.**

FOR SUPPLYING PRINTED, LITHOGRAPHED OR BLANK BOOKS, DOCKETS, LIBERS, BINDING COVERS, BINDING, ETC., FOR THE USE OF THE COURTS AND THE DEPARTMENTS AND THE BUREAUS OF THE GOVERNMENT OF THE CITY OF NEW YORK DURING THE YEAR 1914.

The delivery shall be fully and entirely performed within one hundred and fifty (150) calendar days after the execution of the contract. The Supervisor, however, may require delivery at an earlier date of any item or items on this contract by notice to the contractor, whereupon the item or items called for must be delivered not later than thirty days after said notice.

The amount of security shall be twenty-five (25) per cent. of the amount of the bid.

The bidder must state the item price for each item and the total price of each Department, Bureau or Court schedule. The bids will be tested and the award made by the schedule.

Bidders will write out the total amount of their estimates in addition to inserting the same in figures.

The said Board reserves the right to reject all bids or estimates if it deems it to be for the interest of the City so to do.

Delivery will be required to be made at the Distributing Division of the City Record at 96 and 98 Reade st., from time to time and in such quantities as may be directed by the Supervisor of the City Record.

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, to be had at the office of the Supervisor and on file in the office of the Comptroller.

ARDOLPH L. KLINE, Mayor; ARCHIBALD R. WATSON, Corporation Counsel; WM. A. PRENDERGAST, Comptroller; Board of City Record.

The City of New York, November 26, 1913. n28,d19

See General Instructions to Bidders on the last page, last column, of the "City Record."

### PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received at the office of the Supervisor of the City Record, 13 to 21 Park row, in The City of New York, until 11 o'clock a. m., on

**FRIDAY, DECEMBER 12, 1913.**

FOR THE TRANSPORTATION AND DELIVERY OF SUPPLIES OF PRINTED FORMS, BLANK BOOKS, STATIONERY AND GLASSWARE, FROM THE DISTRIBUTING OFFICE OF THE CITY RECORD TO THE COURTS, COUNTY OFFICES, DEPARTMENTS AND BUREAUS OF THE GOVERNMENT OF THE CITY OF NEW YORK, IN THE BOROUGH OF MANHATTAN, THE BRONX, BROOKLYN AND QUEENS, FROM JANUARY 1, 1914, TO DECEMBER 31, 1914.

The amount of security shall be twenty-five per cent. of the amount of the bid.

Bids will be accepted only from individuals or firms known to be engaged in and well equipped for the business of forwarding.

The bidder must state the price per month. The bids will be tested by the price per month and the award made to the bidder whose bid is the lowest for acceptable service.

Delivery will be required to be made in such manner and order, and at such times and seasons as may be required.

For particulars as to the quantity, nature and extent of the work, reference must be made to the specifications to be had at the office of the Supervisor and on file in the office of the Comptroller.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Board of City Record, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Supervisor of the City Record, where further information can be obtained.

ARDOLPH L. KLINE, Mayor; ARCHIBALD R. WATSON, Corporation Counsel; WILLIAM A. PRENDERGAST, Comptroller, Board of City Record.

New York, November 20, 1913. n26,d12

See General Instructions to Bidders on the last page, last column, of the "City Record."

### PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received at the office of the Supervisor of the City Record, 13 to 21 Park row, in The City of New York, until 11 o'clock a. m.,



**FRIDAY, DECEMBER 12, 1913.**  
FOR FURNISHING ALL THE MATERIALS AND PLANT AND DOING ALL THE WORK NECESSARY AND PROPER TO PRINT, FURNISH, FOLD, BIND AND DISTRIBUTE THE "CITY RECORD" AND FOR FURNISHING REPRINTS FROM SAID "CITY RECORD" FOR AND DURING THE YEAR 1914.

The amount of security shall be Fifty Thousand Dollars (\$50,000).

The bids will be compared and awards made to the lowest bidder for the whole work and all materials required for the complete performance of the contract.

Samples are on exhibition at the office of the Comptroller of The City of New York.

Bidders will write out the total amount of their estimates in addition to inserting the same in figures.

The Board of City Record reserves the right to reject all bids or estimates if it deems it to be for the interest of the City so to do.

Bidders are requested to make their bids or estimates upon the blank form prepared by the 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 therefor at the office of the Supervisor of the City Record, where any further information can be obtained.

ARDOLPH L. KLINE, Mayor; ARCHIBALD R. WATSON, Corporation Counsel; WILLIAM A. PRENDERGAST, Comptroller; Board of City Record.

The City of New York, November 20, 1913.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

#### PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received at the office of the Supervisor of the City Record, Nos. 13 to 21 Park row, in The City of New York, until 11 o'clock a. m., on **WEDNESDAY, DECEMBER 10, 1913.**

FOR SUPPLYING PRINTED, LITHOGRAPHED OR STAMPED FORMS, PAMPHLETS, PRINTED BLANKS, PRINTED CARDS, TAGS, TICKETS, ETC., AND STATIONERY, INCLUDING LETTER AND WRITING PAPER AND ENVELOPES, WITH PRINTED HEADINGS OR INDORSEMENTS, ETC., FOR THE USE OF THE COURTS AND THE DEPARTMENTS AND BUREAUS OF THE GOVERNMENT OF THE CITY OF NEW YORK DURING THE YEAR 1914.

The delivery shall be fully and entirely performed within one hundred and fifty (150) calendar days after the execution of the contract. The amount of security shall be thirty (30) per cent. of the amount of the bid.

The bidder must state the price for each item and the total price of each schedule. The bids will be tested and the award will be made to the bidder whose bid is the lowest for each schedule.

Bidders will write out the total amount of their estimates, in addition to inserting the same in figures.

Delivery will be required to be made at the Distributing Division of the City Record, 96 and 98 Reade st., from time to time and in such quantities as may be directed by the Supervisor of the City Record.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Board of City Record, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the City Record, where further information can be obtained.

ARDOLPH L. KLINE, Mayor; ARCHIBALD R. WATSON, Corporation Counsel; WILLIAM A. PRENDERGAST, Comptroller, Board of City Record.

New York, November 6, 1913.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

#### DEPARTMENT OF HEALTH.

##### Auction Sales.

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, No. 149 CENTRE ST., NEW YORK, December 1, 1913.

SALE OF UNUSED PROPERTY OF THE DEPARTMENT OF HEALTH, BOROUGH OF MANHATTAN.

NOTICE IS HEREBY GIVEN THAT I WILL, at 10 o'clock a. m.

**FRIDAY, DECEMBER 5, 1913.**  
at Stable A of the Street Cleaning Department, 17th st. and Avenue C, under the authority of section 1553 of the Greater New York Charter, sell at public auction the following described unused property of the Department of Health, namely:

1 lot of old rope, 2,000 pounds, more or less.  
20,000 pounds of fat, more or less.  
1 lot of old brass valve parts, 400 pounds, more or less.  
1 lot of old copper wire, 130 pounds, more or less.  
1 lot of old rubber belting, 100 pounds, more or less.  
1 lot of old rubber hot water bottles, etc., 200 pounds, more or less.  
1 lot of old solid rubber tires, 70 pounds, more or less.  
1 lot of old rubber boots, 200 pounds, more or less.

1 lot of scrap iron, 10,000 pounds, more or less, on storage at Riverside Hospital, Borough of The Bronx.

1 lot of old pipe, 3,000 pounds, more or less.  
1 laundry extractor.  
800 pounds of shafting and pulleys, more or less.

1 lot of pulleys and scrap iron, 2,000 pounds, more or less.  
21 oil barrels, on storage at Kingston Avenue Hospital, Borough of Brooklyn.

**TERMS OF SALE.**  
A deposit of twenty-five (25) per cent. will be required at the time of sale on the fat, and on all the rest of the property a deposit of seventy-five (75) per cent. will be required at the time of the sale, and all articles are to be removed within 48 hours.

The deposit on all articles not removed within the specified time shall be forfeited to The City of New York as liquidated damages.

ERNST J. LEDERLE, Ph.D., Commissioner of Health.

##### Proposals.

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER OF CENTRE AND WALKER STS., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 10.30 o'clock a. m., on

**FRIDAY, DECEMBER 12, 1913.**  
FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY OR REQUIRED

TO ERECT, WITH ALL NECESSARY ALTERATIONS AND OTHER WORK INCIDENTAL THERETO, EXCEPTING PLUMBING AND HEATING WORK, ONE BUILDING FOR A DORMITORY FOR FEMALE HELP, ON THE GROUNDS OF THE WILLARD PARKER HOSPITAL, AT FOOT OF E. 16TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is two hundred (200) consecutive working days.

No bond will be required with the bid, as heretofore, but will be required upon awarding of the contract, in an amount equal to 50 per cent. of the contract.

The bid, however, must be accompanied by a deposit of an amount of not less than 2½ per cent. of the amount of the bid.

Bids will be compared and the contract awarded to the lowest bidder for the entire contract.

Plans may be seen and blank forms for the above work and further information may be obtained at the office of the Chief Clerk of the Department of Health, southwest corner of Centre and Walker sts., Borough of Manhattan, City of New York.

ERNST J. LEDERLE, Ph.D., President; JOSEPH J. O'CONNELL, M.D., RHINE-LANDER WALDO, Board of Health.

Dated December 1, 1913.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER OF CENTRE AND WALKER STS., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 10.30 o'clock a. m., on

**FRIDAY, DECEMBER 12, 1913.**

FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY OR REQUIRED TO INSTALL AND COMPLETE WITH ALL NECESSARY ALTERATIONS AND OTHER WORK INCIDENTAL THERETO, THE STEAM HEATING WORK FOR A DORMITORY FOR FEMALE HELP, ON THE GROUNDS OF THE WILLARD PARKER HOSPITAL, AT FOOT OF E. 16TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is two hundred (200) consecutive working days.

No bond will be required with the bid, as heretofore, but will be required upon awarding of the contract, in an amount equal to 50 per cent. of the contract.

The bid, however, must be accompanied by a deposit of an amount of not less than 2½ per cent. of the amount of the bid.

Bids will be compared and the contract awarded to the lowest bidder for the entire contract.

Plans may be seen and blank forms for the above work and further information may be obtained at the office of the Chief Clerk of the Department of Health, southwest corner of Centre and Walker sts., Borough of Manhattan, City of New York.

ERNST J. LEDERLE, Ph.D., President; JOSEPH J. O'CONNELL, M.D., RHINE-LANDER WALDO, Board of Health.

Dated December 1, 1913.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER OF CENTRE AND WALKER STS., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 10.30 o'clock a. m., on

**FRIDAY, DECEMBER 12, 1913.**

FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY OR REQUIRED TO INSTALL AND COMPLETE WITH ALL NECESSARY ALTERATIONS AND OTHER WORK INCIDENTAL THERETO, THE PLUMBING AND GASFITTING WORKS FOR A DORMITORY FOR FEMALE HELP ON THE GROUNDS OF THE WILLARD PARKER HOSPITAL, AT FOOT OF E. 16TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is two hundred (200) consecutive working days.

No bond will be required with the bid, as heretofore, but will be required upon awarding of the contract, in an amount equal to 50 per cent. of the contract.

The bid, however, must be accompanied by a deposit of an amount of not less than 2½ per cent. of the amount of the bid.

Bids will be compared and the contract awarded to the lowest bidder for the entire contract.

Plans may be seen and blank forms for the above work and further information may be obtained at the office of the Chief Clerk of the Department of Health, southwest corner of Centre and Walker sts., Borough of Manhattan, City of New York.

ERNST J. LEDERLE, Ph.D., President; JOSEPH J. O'CONNELL, M.D., RHINE-LANDER WALDO, Board of Health.

Dated December 1, 1913.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER OF CENTRE AND WALKER STS., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 10.30 o'clock a. m., on

**TUESDAY, DECEMBER 9, 1913.**

FOR FURNISHING ALL LABOR AND MATERIAL REQUIRED FOR FURNISHING AND ERECTING AN ELECTRIC FAN AND MOTOR ON OUTSIDE OF RECORD VAULT AND INSTALLING TWO ELECTRIC BOOK LIFTS FROM CELLAR TO FIRST STORY OF THE DEPARTMENT OF HEALTH OFFICE BUILDING, ON THE SOUTHWEST CORNER OF CENTRE AND WALKER STS., FOR THE DEPARTMENT OF HEALTH, CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is sixty (60) consecutive working days.

No bond will be required with the bid, as heretofore, but will be required upon awarding of the contract, in an amount equal to 50 per cent. of the contract.

The bid, however, must be accompanied by a deposit of an amount of not less than 2½ per cent. of the amount of the bid.

(As to form of deposit, see General Instructions, last page, last column, of this issue of the City Record.)

Bids will be compared and the contract awarded to the lowest bidder for the entire contract.

Plans may be seen and blank forms for the above work and further information may be obtained at the office of the Chief Clerk of the Department of Health, southwest corner of Centre

and Walker sts., Borough of Manhattan, City of New York.

ERNST J. LEDERLE, Ph.D., President; JOSEPH J. O'CONNELL, M.D., RHINE-LANDER WALDO, Board of Health.

Dated November 25, 1913.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

#### DEPARTMENT OF STREET CLEANING.

##### Auction Sales.

DEPARTMENT OF STREET CLEANING, 13-21 PARK ROW, MANHATTAN.

NOTICE IS HEREBY GIVEN THAT IN ACCORDANCE WITH THE PROVISIONS OF SECTION 541 OF THE GREATER NEW YORK CHARTER, I shall sell at public auction, at Stable A, 17th st. and Avenue C, in the Borough of Manhattan, the following described condemned property of this Department of the Boroughs of Manhattan, The Bronx and Brooklyn, at 10 o'clock a. m., on

**FRIDAY, DECEMBER 5, 1913.**

115 horses, more or less.

1 lot of old harness, consisting of 15 sets single driving harness, more or less.

1 lot of old harness, consisting of 14 sets double truck harness, 5 sets single truck harness, 1 set hill horse harness, 14 halters; all more or less.

1 lot of old canvas, consisting of 1,286 old canvas cart covers, 27 old canvas truck covers, 1,064 old canvas quarter blankets, 432 old canvas feed bags, 1 horse sling, 59 surcingles; all more or less.

1 lot consisting of 3,171 old ticking saddle pads, 185 old stable blankets, 61 old sick-horse blankets, 14 old summer sheets, 1 leather quarter blanket, 17 rubber horse covers, 21 storm aprons; all more or less.

1 lot consisting of 1 buffalo robe, 2 lap robes; all more or less.

2 old hay cutting machines, 1 old clipping machine; all more or less.

2 old horse carriages, more or less.

1 old sweeping machine, more or less.

1 old Lozier 4-cylinder automobile, as is.

1 lot of old auto shoes, consisting of 20, more or less.

1 lot of old auto inner tubes, consisting of 20, more or less.

175 pounds (more or less) horse hair, manes and tails only.

50 empty barrels (more or less) oil, turpentine, etc.

6,000 pounds (more or less) old manila rope.

1 lot old brass (as is), 800 pounds, more or less.

1 lot old carpet.

1 lot consisting of 14 old dories and 3 flat-bottomed skiffs, all more or less.

1 old tanger and borer, more or less.

1 old punching machine, more or less.

1 old tire setter, more or less.

1 lot consisting of 23 old bicycles, more or less.

1 lot of old bicycle tires, consisting of 125, more or less.

100,000 pounds (more or less) old tire, scrap and malleable iron (including 50 old steel cart bodies, more or less), on storage at Incumbance Yard, 56th st. and 12th ave., Manhattan.

50,000 pounds (more or less) old tire, scrap and malleable iron (including 50 old steel cart bodies, more or less), on storage at Incumbance Yard, Metropolitan and Bedford aves., Brooklyn.

**TERMS OF SALE.**

The horses are to be paid for in full at the time of the sale, and are to be removed before 3 o'clock p. m. on the day of the sale. On all the rest of the property (except old iron) a deposit of 75 per cent. will be required at the time of the sale, and the articles are to be removed within 48 hours. A deposit of \$200 on each lot of old iron will be required at the time of the sale, said deposit to be held by the Department of Street Cleaning until all the iron is removed, which must be within ten working days. The iron will be sold by the ton of 2,000 pounds, and must be paid for as removed.

The deposit on all articles not removed within the specified time shall be forfeited to The City of New York as liquidated damages.

WM. H. EDWARDS, Commissioner.

Dated New York, November 19, 1913.

##### Proposals.

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1403, NOS. 13-21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office at 12 noon.

**WEDNESDAY, DECEMBER 10, 1913.**

FOR THE SALE OF ALL HORSE MANURE PRODUCED AT THE FOLLOWING STABLES OF THIS DEPARTMENT IN THE BOROUGH OF MANHATTAN, NEW YORK CITY:

Stable A, 17th st. and Avenue C.

Stable B, 614 W. 52d st.

Stable E, 408 W. 15th st.

Stable G, 44 Hamilton st.

Stable H, 426 E. 48th st.

Stable K, 221 W. 77th st.

Stable M, 99-101 Sullivan st.

Stable R, 349-353 Rivington st.

—for a period of one year.

This sale is subject to the approval of the Comptroller of the City of New York.

The horse manure is to be delivered by the Department of Street Cleaning to the bidder at such dumps or receiving stations as he shall indicate in his bid.

The manure will be sold to the bidder offering the highest amount, unless for good and sufficient reason the Commissioner of Street Cleaning shall decide that the interest of the City demands other action.

Bidders must submit their offers in one lump sum for the horse manure to be delivered from the above described eight stables. The approximate number of horses kept at such stables is as follows: A, 199; B, 122; E, 137; G, 146; H, 89; K, 142; M, 76; R, 150.

Blank forms of proposal and further information may be obtained at the office of the Department of Street Cleaning, Nos. 13-21 Park row, Borough of Manhattan.

WM. H. EDWARDS, Commissioner.

Dated November 26, 1913.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1403, NOS. 13-21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock noon, on

**TUESDAY, DECEMBER 9, 1913.**

**Borough of Manhattan.**

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF A RUNWAY AND DUMPING BOARD AT THE FOOT OF W. 134TH ST., NORTH RIVER, BOROUGH OF MANHATTAN, NEW YORK CITY.

The time for the completion of the work and the full performance of the contract is sixty (60) days.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

Bidders will state one aggregate price, as the contract will be entire and for a complete job.

The deposit to be made with the bid shall be not less than three nor more than five per cent. of the amount of the bond.

Bidders must write out the total amount of their bid or estimate, in addition to inserting the same in figures.

The contract, if awarded, will be awarded to the lowest bidder.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, Borough of Manhattan, 13-21 Park row, and the plans and drawings at the office of the architect, Aymer Embury II, 132 Madison ave., Borough of Manhattan, New York City.

WM. H. EDWARDS, Commissioner.

Dated November 24, 1913.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1403, No. 13-21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock noon, on

**TUESDAY, DECEMBER 9, 1913.**

**Borough of Manhattan.**

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE BUILDING, CONSTRUCTION AND ERECTION OF A RUNWAY AND DUMPING BOARDS AT E. 107TH ST., EAST RIVER, BOROUGH OF MANHATTAN, NEW YORK CITY.

The time for the completion of the work and the full performance of the contract is sixty (60) days.

The amount of security required is Twenty-five Hundred Dollars (\$2,500).

Bidders will state one aggregate price, and the contract will be entire and for a complete job.

The deposit to be made with the bid shall be not less than three per cent. and no more than five per cent. of the amount of the bond.

Bidders must write out the total amount of their bids or estimates, in addition to inserting the same in figures.

The contract, if awarded, will be awarded to the lowest bidder.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, and the plans and drawings at the office of the architect, Aymer Embury II, 132 Madison ave., Borough of Manhattan, New York City.

WM. H. EDWARDS, Commissioner.

Dated November 24, 1913.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

#### BOROUGH OF RICHMOND

##### Local Board Meetings.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, RICHMOND BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, NEW YORK, November 25, 1913.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE WITH SECTION 432 OF THE GREATER NEW YORK CHARTER, that a petition, 1357, to construct a receiving basin at the northwest corner of Bay st. and Broad st., with the necessary connection to the sewer, Ward 2, has been presented to me and is on file in this office for inspection, and that a meeting of the Local Board of the Staten Island District will be held in Richmond Borough Hall, at St. George, Borough of Richmond, on the 16th day of December, 1913, at 7.30 o'clock in the evening, at which meeting said petition will be submitted to said Board.

GEORGE CROMWELL, President.

MAYBURY FLEMING, Secretary.

**OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, RICHMOND BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, NEW YORK, November 25, 1913.**

NOTICE IS HEREBY GIVEN, IN ACCORDANCE WITH SECTION 432 OF THE GREATER NEW YORK CHARTER, that a petition, 1358, to construct the following basins: Northwest side of Richmond turnpike, midway between Westervelt avenue and Pike st.; northwest corner of Richmond turnpike and Pike st.; northwest side of Richmond turnpike, midway between Jersey st. and Cebra ave.; northeast corner of Richmond turnpike and Cebra ave.; southeast side of Richmond turnpike, about 250 feet north of Austin place; northeast corner of Richmond



8,180 square yards of wood block pavement, with five (5) years maintenance.

7,870 square yards of wood block pavement, for the maintenance of which the railroad company is responsible.

120 cubic yards of concrete foundation.

60 linear feet of new five-inch by sixteen-inch bluestone curbstone furnished and set.

260 linear feet of old curbstone redressed, re-jointed and reset.

760 square feet of new bluestone flagstone furnished and laid.

210 square feet of new cement sidewalk constructed.

1,100 square feet of old sidewalk relaid.

10 cubic yards of reinforced concrete in place.

The time for the completion of the work and the full performance of the contract is fifty (50) days.

The amount of security required is Thirteen Thousand Five Hundred Dollars (\$13,500).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REGULATING AND REPAVING WITH NAPPED GRANITE BLOCKS THE ROADWAYS OF RICHMOND TURNPIKE, FROM TOMPKINS AVE. TO BROOK ST., AND OTHER STREETS, TOGETHER WITH ALL WORK INCIDENTAL THEREON.

The Engineer's estimate of the quantity and quality of the materials and the nature and extent, as near as possible, of the work required is as follows:

4,160 square yards of napped granite block pavement, complete, including sand bed and laid with cement grout joints, with one (1) year maintenance.

310 square yards of napped granite block pavement, complete, including sand bed and laid with paving pitch and gravel joints, with one (1) year maintenance.

7,400 square yards of napped granite block pavement, complete, including sand bed and laid with cement grout joints, for the maintenance of which the railroad company is responsible.

1,030 square yards of napped granite block pavement, complete, including sand bed and laid with paving pitch and gravel joints, for the maintenance of which the railroad company is responsible.

1,980 cubic yards of concrete foundation.

330 linear feet of new five-inch by twenty-inch bluestone curbstone furnished and set.

1,840 linear feet of old five-inch by twenty-inch bluestone curbstone redressed, re-jointed and reset.

640 square feet of new bluestone flagstone furnished and laid.

50 square feet of new cement sidewalk constructed.

1,180 square feet of old sidewalk relaid.

340 cubic yards of concrete girder for railroad track.

The time for the completion of the work and the full performance of the contract is one hundred and twenty (120) days.

The amount of security required is Twelve Thousand Dollars (\$12,000).

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to enclose the bid, can be obtained upon application therefor at the office of the Engineer. The plans and the contract, including the specifications, in the form approved by the Corporation Counsel, may be seen and other information obtained at the office of the Engineer of the Borough of Richmond, Borough Hall, St. George, Staten Island.

GEORGE CROMWELL, President.

The City of New York, December 1, 1913.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGH HALL, ST. GEORGE, NEW BRITAIN, NEW YORK CITY.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Richmond, at the above office until 12 o'clock p. m., on

TUESDAY, DECEMBER 9, 1913.

Borough of Richmond.

No. 1. FOR FURNISHING AND DELIVERING FORAGE AT STABLE "A," SWAN ST., TOMPKINSVILLE, S. I.

The Superintendent's estimate of the quantity and quality of the material required is as follows:

1. 200,000 pounds No. 2 Timothy hay.

2. 40,000 pounds No. 1 straight rye straw.

3. 265,000 pounds No. 3 white clipped oats.

4. 11,000 pounds bran.

5. 300 pounds fine salt.

6. 400 pounds oil meal.

7. 25 dozen salt bricks.

The time for the completion of the work and the full performance of the contract is by or before August 31, 1914.

The amount of security required shall be thirty (30) per cent. of the total amount for which contract is awarded.

No. 2. FOR FURNISHING AND DELIVERING FORAGE AT STABLE "B," COLUMBIA ST., WEST NEW BRITAIN, S. I.

The Superintendent's estimate of the quantity and quality of the material required is as follows:

1. 125,000 pounds No. 2 Timothy hay.

2. 22,000 pounds No. 1 straight rye straw.

3. 130,000 pounds No. 3 white clipped oats.

4. 5,000 pounds bran.

5. 900 pounds oil meal.

6. 10 dozen salt bricks.

The time for the completion of the work and the full performance of the contract is by or before August 31, 1914.

The amount of security required shall be thirty (30) per cent. of the total amount for which contract is awarded.

No. 3. FOR SHOEING THE HORSES IN STABLE "A," SWAN ST., TOMPKINSVILLE, S. I.

The Superintendent's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required is as follows:

Shoeing 30 draft horses.

Shoeing 9 driving horses.

The time for the completion of the work and the full performance of the contract is December 31, 1914.

The amount of security required is Six Hundred Dollars (\$600).

No. 4. FOR SHOEING THE HORSES IN STABLE "B," COLUMBIA ST., WEST NEW BRITAIN, S. I.

The Superintendent's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required is as follows:

Shoeing 24 draft horses.

Shoeing 3 driving horses.

The time for the completion of the work and the full performance of the contract is December 31, 1914.

The amount of security required is Four Hundred Dollars (\$400).

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the

President, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the said President.

Other information may be obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

GEORGE CROMWELL, President.

The City of New York, November 21, 1913.

See General Instructions to Bidders on the last page, last column, of the "City Record."

COMMISSIONERS OF SINKING FUND.

Notice of Public Hearing.

PUBLIC NOTICE IS HEREBY GIVEN THAT the Commissioners of the Sinking Fund, in accordance with the provisions of chapter 372 of the Laws of 1907, will hold a public hearing in Room 16, City Hall, Borough of Manhattan, at 11 o'clock in the forenoon, on Wednesday, December 17, 1913, relative to request of the Commissioner of Docks, in communication dated November 13, 1913, that the Commissioners of the Sinking Fund authorize and assent to the institution of condemnation proceedings for the acquisition of water-front property on the East River, lying about 48 feet westerly of Clinton street, and the wharf property lying about 88 feet easterly of Clinton street, including Pier (old) 49, and more particularly described as follows:

*Technical Description of Wharf Properties to be Acquired by The City of New York, Between Jefferson and Montgomery Streets, East River, Borough of Manhattan, Being More Particularly Noted as the Wharf Properties Lying About Forty-eight Feet Westerly of Clinton Street, and the Wharf Properties Lying About Eighty-eight Feet East of Clinton Street, and Including Pier (Old) Forty-nine.*

All the wharfage right, terms, easements, emoluments and privileges not now owned by The City of New York, and appurtenant to the following described piers and bulkheads situated on the East River, Borough of Manhattan, City of New York, viz:

Parcel "A."

The bulkhead, dock or wharf property situated westerly of Clinton street, and lying between the easterly line of wharf property acquired by The City of New York from Mary Bell and the westerly line of wharf property acquired by The City of New York from James Keese, described as follows:

Beginning at a point in the present bulkhead in the vicinity of the southerly line of South street, at its intersection with the easterly line of the wharf property acquired by The City of New York from Mary Bell by deed dated September 15, 1900, said point being where a line drawn in a southerly direction and parallel with the westerly line of Clinton street and distant westerly therefrom along the southerly line of South street about one hundred and twenty (120) feet would intersect said bulkhead, and running thence easterly and along said bulkhead a distance of about seventy-two and eighteen one-hundredths (72.18) feet to a point where said bulkhead would be intersected by the westerly line of the wharf property acquired by The City of New York from James Keese by deed dated March 27, 1901, said point being where a line drawn in a southerly direction and parallel with the westerly line of Clinton street and distant westerly therefrom along the southerly line of South street forty-eight (48) feet would intersect said bulkhead.

Parcel "B."

The bulkhead, dock or wharf property situated easterly of Clinton street, and lying between the easterly line of wharf property acquired by The City of New York under condemnation proceedings confirmed May 6, 1901, and the westerly side of Pier (old) 49, described as follows:

Beginning at a point in the present bulkhead in the vicinity of the southerly line of South street at its intersection with the easterly line of the wharf property acquired by The City of New York under condemnation proceedings confirmed May 6, 1901, said point being at the intersection of the said bulkhead with a line drawn in a southerly direction and parallel with the westerly line of Montgomery street at a point in the southerly line of South street distant about eighty-eight (88) feet easterly along said southerly line of South street from its intersection with the southerly prolongation of the easterly line of Clinton street, and running thence easterly and along said bulkhead a distance of about twenty-nine and three-tenths (29.3) feet to its intersection with the westerly side of Pier (old) 49, as said pier existed before widening.

Parcel "C."

The bulkhead, dock or wharf property situated easterly of Clinton street and lying between the easterly side of Pier (old) 49 and the westerly line of wharf property acquired by The City of New York from the New York, New Haven and Hartford Railroad Company by deed dated August 8, 1903, described as follows:

Beginning at a point in the present bulkhead in the vicinity of the southerly line of South street at its intersection with the easterly side of Pier (old) 49, as said pier existed before widening, and running thence easterly and along said bulkhead a distance of about thirty-one and forty-eight one-hundredths (31.48) feet to its intersection with the westerly line of the wharf property acquired by The City of New York from the New York, New Haven and Hartford Railroad Company by deed dated August 8, 1903, said last mentioned point being where a line drawn in a southerly direction and parallel with the westerly line of Montgomery street and distant westerly therefrom along the southerly line of South street about two hundred and seventy-six and five-tenths (276.5) feet would intersect said bulkhead.

Parcel "D."

Pier (old) 49, East River, as it existed before widening, situated between Clinton and Montgomery streets, and bounded and described as follows:

Beginning at a point in the present bulkhead in the vicinity of the southerly line of South street at its intersection with the westerly side of Pier (old) 49, East River, as said pier existed before widening, said point being distant about twenty-nine and three-tenths (29.3) feet easterly along said bulkhead from its intersection with the easterly line of the wharf property acquired by The City of New York under condemnation proceedings confirmed May 6, 1901, and running thence easterly and along the northerly or inner end of said pier and along said bulkhead in the rear of same a distance of thirty-five and one-tenth (35.1) feet to a point in said bulkhead where the easterly side of said pier as it existed before widening would intersect the same; thence southerly, offshore and along the easterly side of said pier as it existed before widening a distance of three hundred and twenty-six and three-fourths (326.75) feet to its intersection with the southerly or outer end of said pier as it existed before extension; thence westerly and along the southerly or outer end of said

pier as it existed before extension a distance of thirty-five and two-tenths (35.2) feet to its intersection with the westerly side of said pier as it existed before widening and thence northerly inshore and along the westerly side of said pier as it existed before widening a distance of three hundred and twenty-three and ninety-seven one-hundredths (323.97) feet to the point or place of beginning.

Together with all right, title and interest in and to said pier or any portion thereof not now owned by The City of New York.

A. L. KLINE, Chairman. d1,6

DEPARTMENT OF PARKS.

Proposals.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m., on

THURSDAY, DECEMBER 11, 1913.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING FORAGE.

The time allowed for the completion of the contract is by June 30, 1914.

No bond will be required with the bid, as heretofore, but will be required on awarding of the contract in an amount equal to thirty (30) per cent. of the contract. A certified check or cash in the sum of one and one-half (1½) per cent. of the total amount of estimate must accompany bid.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Borough of Manhattan, Arsenal, Central Park, 64th st. and 5th ave., New York City.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m., on

THURSDAY, DECEMBER 11, 1913.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING FRESH BEEF FOR THE CENTRAL PARK MENAGERIE.

The time allowed for the completion of this contract will be as required before January 1, 1915.

The amount of security required is thirty (30) per cent. of the amount for which the contract is awarded.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Submit bid in duplicate.

Certified check or cash in the sum of not less than one and one-half (1½) per cent. of the amount of bid must accompany proposal.

Blank forms may be obtained at the office of the Department of Parks, Arsenal, Central Park, 64th st. and 5th ave., Borough of Manhattan, New York City.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m., on

THURSDAY, DECEMBER 11, 1913.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING FRESH BEEF FOR THE CENTRAL PARK MENAGERIE.

The time allowed for the completion of this contract will be as required before January 1, 1915.

The amount of security required is thirty (30) per cent. of the amount for which the contract is awarded.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Submit bid in duplicate.

Certified check or cash in the sum of not less than one and one-half (1½) per cent. of the amount of bid must accompany proposal.

Blank forms may be obtained at the office of the Department of Parks, Arsenal, Central Park, 64th st. and 5th ave., Borough of Manhattan, New York City.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m., on

THURSDAY, DECEMBER 4, 1913.

Borough of The Bronx.

FOR FURNISHING ALL THE LABOR AND MATERIALS FOR THE ERECTING AND COMPLETION (EXCEPTING PLUMBING, DRAINAGE AND WATER SUPPLY SYSTEM AND STEAM HEATING APPARATUS) OF THE ANNEX TO THE COLONIAL MANSION IN VAN CORTLANDT PARK, IN THE BOROUGH OF THE BRONX, IN THE CITY OF NEW YORK.

The time allowed for the completion of the contract is one hundred sixty (160) calendar days.

The amount of security required is Eight Thousand Dollars (\$8,000).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and other information may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, Borough of The Bronx, on personal application, or by mail, only when request is accompanied by ten (10) cents in stamps to pay postage.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board, at the above office of the Department of Parks, until 3 o'clock p. m., on

THURSDAY, DECEMBER 4, 1913.

Borough of Brooklyn.

1. FURNISHING AND DELIVERING COAL IN PARKS AND ON PARKWAYS, IN THE BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract will be ninety (90) calendar days.

2. FURNISHING AND DELIVERING FORAGE IN PROSPECT PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract will be one hundred and eighty-one (181) calendar days.

3. FURNISHING AND DELIVERING BEEF AND FISH IN PROSPECT PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract will be one hundred and eighty-one (181) calendar days.

4. FURNISHING AND DELIVERING THIRTY-FIVE (35) ROLLS OF WIRE MESH IN PROSPECT PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract will be until December 31, 1913.

No bond will be required with the bid, as heretofore, but will be required on awarding of the contract in an amount equal to thirty (30) per cent. of the contract. A certified check or cash in the sum of one and one-half (1½) per cent.

of the total amount of the estimate must accompany bid.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, West and 5th sts., Prospect Park, Borough of Brooklyn.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES.

Proposals.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF E. 26TH ST., NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities, at the above office, until 2.30 o'clock p. m., on

FRIDAY, DECEMBER 12, 1913.

FOR FURNISHING AND DELIVERING ANTHRACITE, BITUMINOUS AND GAS COAL.

The quantities are as follows:

Boroughs of Manhattan and The Bronx, 1,825 tons egg coal.

6,500 tons buckwheat coal, No. 1.

600 tons pea coal.

900 tons stove coal.

9,600 tons bituminous coal.

400 tons gas coal.

Boroughs of Brooklyn and Queens.

7,800 tons pea coal.

700 tons stove coal.

Borough of Richmond.

800 tons egg coal.

5,000 tons buckwheat coal, No. 2.

The time for the performance of the contract is during the months of January, February, March and April, 1914.

No bond will be required with the bid, as heretofore, but will be required upon awarding of the contract in an amount equal to thirty (30) per cent. of the contract.

No bid will be considered unless it is accompanied by a deposit, which shall be in the form of money or a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Comptroller, or corporate stock or certificates of indebtedness of any nature issued by The City of New York and approved by the Comptroller as of equal value to the security required. Such deposit shall be in an amount not less than one and one-half (1½) per cent. of the total amount of the bid.

The bidder will state the price per gross ton, by which the bids will be



Certified check or cash in the sum of One Thousand Dollars (\$1,000) must accompany each bid.

Blank forms and further information may be obtained at the office of the Chief Engineer of the Department, foot of E. 26th st., The City of New York, where plans and specifications may be seen.

MICHAEL J. DRUMMOND, Commissioner.  
Dated November 22, 1913. n22,d5.

See General Instructions to Bidders on the last page, last column, of the "City Record."

### BOROUGH OF BROOKLYN.

#### Proposals.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn, at the above office, until 11 o'clock a. m., on

WEDNESDAY, DECEMBER 10, 1913.

#### Borough of Brooklyn.

1. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON E. 17TH ST., FROM AVENUE M TO AVENUE N.

The Engineer's estimate is as follows:  
1,310 cubic yards fill (to be furnished).  
470 linear feet cement curb (1 year maintenance).

2,370 square feet cement sidewalk (1 year maintenance).

Time allowed, thirty (30) working days.

Security required, Five Hundred Dollars (\$500).

2. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON E. 18TH ST., FROM A LINE ABOUT 100 FEET SOUTH OF AVENUE K TO AVENUE L.

The Engineer's estimate is as follows:  
10 linear feet old curbstone reset in concrete.  
10 cubic yards excavation.

810 cubic yards fill (to be furnished).  
1,410 linear feet cement curb (1 year maintenance).

7,130 square feet cement sidewalks (1 year maintenance).

Time allowed, thirty (30) working days.

Security required, Eight Hundred Dollars (\$800).

3. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON E. 19TH ST., FROM AVENUE N TO AVENUE O.

The Engineer's estimate is as follows:  
320 cubic yards excavation.

3,080 cubic yards fill (to be furnished).  
1,860 linear feet cement curb (1 year maintenance).

9,260 square feet cement sidewalks (1 year maintenance).

Time allowed, forty (40) working days.

Security required, Fifteen Hundred Dollars (\$1,500).

4. FOR REGULATING AND PAVING WITH PERMANENT ASPHALT PAVEMENT ON A 6-INCH CONCRETE FOUNDATION THE ROADWAY OF MCKINLEY AVE., FROM RAILROAD AVE. TO ELBERTS LANE.

The Engineer's estimate is as follows:  
2,215 square yards asphalt pavement (5 years maintenance).

370 cubic yards concrete.

555 cubic yards excavation to subgrade.

Time allowed, thirty (30) working days.

Security required, Seventeen Hundred Dollars (\$1,700).

5. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON MIDWOOD ST., FROM NEW YORK AVE. WESTERLY ABOUT 100 FEET TO FORMER CANNISIE AVE.

The Engineer's estimate is as follows:  
20 linear feet old curbstone reset in concrete.  
50 cubic yards excavation.

200 linear feet cement curb (1 year maintenance).

1,120 square feet cement sidewalks (1 year maintenance).

Time allowed, fifteen (15) working days.

Security required, Two Hundred Dollars (\$200).

6. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON W. 25TH ST., FROM SURF AVE. TO A LINE ABOUT 350 FEET SOUTH OF SURF AVE.

The Engineer's estimate is as follows:  
20 linear feet old curbstone reset in concrete.

30 cubic yards excavation.

660 cubic yards fill (to be furnished).

780 linear feet cement curb (1 year maintenance).

3,590 square feet cement sidewalks (1 year maintenance).

330 cubic yards loamy earth (to be furnished).

Time allowed, thirty (30) working days.

Security required, Six Hundred Dollars (\$600).

7. FOR REGULATING AND PAVING WITH PRELIMINARY ASPHALT PAVEMENT ON A 4-INCH CONCRETE FOUNDATION THE ROADWAY OF 51ST ST. FROM FORT HAMILTON AVE. TO 11TH AVE.

The Engineer's estimate is as follows:  
1,475 square yards asphalt pavement (5 years maintenance).

165 cubic yards concrete.

45 linear feet bluestone heading stones set in concrete.

285 cubic yards excavation to subgrade.

Time allowed, twenty-five (25) working days.

Security required, One Thousand Dollars (\$1,000).

8. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON 73D ST., FROM 18TH AVE. TO 19TH AVE.

The Engineer's estimate is as follows:  
520 cubic yards excavation.

50 cubic yards fill (not to be bid for).

1,400 linear feet cement curb (1 year maintenance).

6,230 square feet cement sidewalks (1 year maintenance).

Time allowed, thirty (30) working days.

Security required, Seven Hundred Dollars (\$700).

9. FOR REGULATING AND PAVING WITH PERMANENT ASPHALT BLOCK PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF 97TH ST., FROM 4TH AVE. TO FORT HAMILTON AVE.

The Engineer's estimate is as follows:  
1,815 square yards asphalt block pavement (5 years maintenance).

300 cubic yards concrete.

40 linear feet bluestone heading stones set in concrete.

455 cubic yards excavation to subgrade.

Time allowed, thirty (30) working days.

Security required, Eighteen Hundred Dollars (\$1,800).

10. FOR FURNISHING AND DELIVERING 50,000 WOOD PAVING BLOCKS AT CORPORATION YARD, WALLABOUT BASIN, FOOT OF HEWES ST.

Entire delivery to be completed on or before December 31, 1913.

Security required, thirty (30) per cent. of the total amount for which the contract is awarded.

11. FOR FURNISHING AND DELIVERING 250 TONS OF 2,000 POUNDS EACH, REFINED ASPHALT AT MUNICIPAL ASPHALT PLANT, 7TH ST. BASIN, GO-WANUS CANAL.

Entire delivery to be completed on or before December 31, 1913.

Security required, thirty (30) per cent. of the total amount for which the contract is awarded.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per cubic yard, square yard or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

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 Bureau of Highways, Room No. 12, Municipal Building, Borough of Brooklyn.

L. H. POUNDS, President.  
Dated November 24, 1913. n28,d10.

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 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn, at the above office, until 11 o'clock a. m., on

WEDNESDAY, DECEMBER 10, 1913.

Borough of Brooklyn.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING A SEWER BASIN ON 1ST AVE., WESTERLY SIDE, ABOUT 187 FEET NORTH OF 88TH ST.

The Engineer's preliminary estimate of the quantities is as follows:  
One (1) sewer basin complete, of either standard design, with iron pans or grating, iron basin hood and connecting culvert, including all incidentals and appurtenances; per basin, \$150.

Time allowed for the completion of the work and full performance of the contract will be twelve (12) working days.

The amount of security required will be Seventy-five Dollars (\$75).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASINS ON 72D ST., AT THE INTERSECTION AND NORTHWEST CORNERS OF 7TH AVE.

The Engineer's preliminary estimate of the quantities is as follows:  
Two (2) sewer basins, complete, of either standard design, with iron pans or grating, iron basin hoods and connecting culverts, including all incidentals and appurtenances; per basin, \$145.

Time allowed for the completion of the work and full performance of the contract will be fifteen (15) working days.

The amount of security required will be One Hundred and Forty Dollars (\$140).

The foregoing Engineer's preliminary estimates of the total cost for the completed work are to be taken as the 100 per cent. basis and test for bidding. Proposals shall state a single percentage of such 100 per cent. (such as 95 per cent., 100 per cent. or 105 per cent.), for which all materials and work called for in the proposed contract and the notices to bidders are to be furnished to the City. Such percentage as bid for this contract shall apply to all unit items specified in the Engineer's preliminary estimate to an amount necessary to complete the work described in the contract.

Blank forms and further information may be obtained at the office of the Bureau of Sewers, 215 Montague st., Borough of Brooklyn.

L. H. POUNDS, President.  
Dated November 24, 1913. n28,d10.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM No. 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn, at the above office until 11 o'clock a. m., on

WEDNESDAY, DECEMBER 10, 1913.

Borough of Brooklyn.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING STORM SEWERS AND SANITARY SEWERS IN MASPEETH AVE., FROM NEWTOWN CREEK TO VANDERVOORT AVE., SANITARY SEWER IN MASPEETH AVE., FROM VANDERVOORT AVE. TO MORGAN AVE., COMBINED SEWERS IN MASPEETH AVE., FROM MORGAN AVE. TO CONSELVEA ST., IN CONSELVEA ST., FROM MASPEETH AVE. TO HUMBOLDT ST., STORM SEWER IN GARDNER AVE., FROM MASPEETH AVE. TO THE WEST BRANCH OF NEWTOWN CREEK, KNOWN AS ENGLISH KILLS, AND SIPHON UNDER NEWTOWN CREEK, AT MASPEETH AVE., FROM THE BOROUGH OF BROOKLYN TO THE BOROUGH OF QUEENS, TOGETHER WITH A PUMPING STATION AND ALL APPURTENANCES, TO BE LOCATED ON THE SITE TO BE ACQUIRED BY THE CITY ON THE EASTERLY SIDE OF MORGAN AVE., BETWEEN MASPEETH AVE. AND BULLION ST., AND A FORCE MAIN AND ALL APPURTENANCES AT MASPEETH AND MORGAN AVES.

Section No. 1.

The Engineer's estimate of the quantities is as follows:  
1,886 linear feet 84-inch combined sewer.

26 linear feet 66-inch combined sewer.

90 linear feet 12-inch combined pipe sewer.

3,265 linear feet 60-inch sanitary sewer.

36 linear feet 30-inch sanitary sewer.

30 linear feet 18-inch sanitary pipe sewer.

238 linear feet 8-inch sanitary pipe sewer.

684 linear feet 54-inch storm sewer.

460 linear feet 48-inch storm sewer.

457 linear feet 36-inch storm sewer.

38 linear feet 24-inch storm pipe sewer.

238 linear feet 22-inch storm pipe sewer.

368 linear feet 20-inch storm pipe sewer.

51 linear feet 18-inch storm pipe sewer.

1,093 linear feet 12-inch storm pipe sewer.

24 8-inch standpipes on combined sewer.

72 8-inch standpipes on sanitary sewer.

1,114 linear feet 8-inch combined house connection drain.

202 linear feet 8-inch sanitary house connection drain.

48 linear feet 6-inch sanitary house connection drain.

32 linear feet 6-inch storm house connection drain.

15 house connection drains reconnected.

3 manholes, Class B.

5 manholes, Class C.

7 manholes, Class D.

6 manholes, Class E.

14 manholes, Class F.

1 manhole, Class G.

2 manholes, Class H.

6 manholes, Class J.

12 manholes, Class K.

4 manholes, Class L.

3 sewer basins.

3 sewer basins reconnected.

1 pump well and substructures of sewage pumping station.

1 inverted siphon and appurtenances.

1 force main, complete.

1,100,000 feet, board measure, sheeting and bracing.

275,000 feet, board measure, yellow pine sheet piling and wales.

200,000 feet, board measure, foundation plank and pile capping.

42,000 linear feet bearing piles.

100 cubic yards concrete, Class B, in place, complete.

The time allowed for the completion of the work and full performance of the contract is four hundred (400) working days.

The amount of security required is One Hundred and Twenty-five Thousand Dollars (\$125,000).

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, foot, board measure, or other unit of measure, by which the bids shall be tested.

The bids will be compared and the contract awarded at a lump or aggregate sum for the contract.

Blank forms and further information may be obtained at the office of the Bureau of Sewers, 215 Montague st., Borough of Brooklyn.

LEWIS H. POUNDS, President. n21,d10.

See General Instructions to Bidders on the last page, last column, of the "City Record."

### DEPARTMENT OF EDUCATION.

#### Proposals.

DEPARTMENT OF EDUCATION, PARK AVE. AND 59TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Supplies at the above office of the Department of Education until 11 a. m., on

MONDAY, DECEMBER 15, 1913.

FOR FURNISHING AND DELIVERING SUPPLIES FOR USE IN THE TRUANT SCHOOLS OF THE CITY OF NEW YORK, IN THE BOROUGH OF MANHATTAN, BROOKLYN AND QUEENS, AND ICE FOR OFFICES AND HIGH SCHOOLS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 31, 1914.

The amount of security required is thirty (30) per cent. of the amount of the contract.

The bidder will state the price of each item or article contained in the specifications and schedules herein contained or hereto annexed, per item, pound, dozen, gallon, yard, 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.

Bids must be submitted in duplicate, each in a separate envelope.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Department of Education, Borough of Manhattan, southwest corner of Park ave. and 59th st.

PATRICK JONES, Superintendent of School Supplies.  
Dated December 3, 1913. d3,15.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, CORNER OF PARK AVE. AND 59TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 3 o'clock p. m., on

MONDAY, DECEMBER 15, 1913.

Borough of Manhattan.

No. 1. FOR ADDITIONS AND ALTERATIONS TO SANITARY AND HEATING WORK IN PUBLIC SCHOOL 52, BROADWAY, ACADEMY ST. AND VERMILYEA AVE., BOROUGH OF MANHATTAN.

The time allowed to complete the whole work on each item will be forty (40) working days, as provided in the contract.

The amount of security required is as follows:  
Item 1, \$800; Item 2, \$600; Item 3, \$100.

The deposit accompanying bid on each item shall be five (5) per centum of the amount of security.

A separate proposal must be submitted for each item, and award will be made thereon.

Borough of Queens.

No. 2. For Item 1, INSTALLING HEATING AND VENTILATING APPARATUS; And Item 2, INSTALLING TEMPERATURE REGULATION IN NEW PUBLIC SCHOOL 14, ON THE NORTHWESTERLY CORNER OF HILLSIDE AND FAIRVIEW AVENUES, CORONA, BOROUGH OF QUEENS.

The time allowed to complete the whole work of each item will be one hundred and twenty (120) working days, as provided in the contract.

The amount of security required is as follows:  
Item 1, \$16,000; Item 2, \$1,000.

The deposit accompanying bid on each item shall be five (5) per centum of the amount of security.

A separate proposal must be submitted for each item, and award will be made thereon.

No. 3. FOR INSTALLING ELECTRIC EQUIPMENT IN NEW PUBLIC SCHOOL 94, ON OLD HOUSE LANDING ROAD, CUTTER AVE. AND LAFAYETTE PLACE, LITTLE NECK, BOROUGH OF QUEENS.

The time allowed to complete the whole work will be one hundred (100) working days, as provided in the contract.

The deposit accompanying bid shall be five (5) per centum of the amount of security.

No. 4. For Item 2, PLUMBING AND DRAINAGE OF NEW PUBLIC SCHOOL 96, ON THE NORTHWESTERLY CORNER OF ROCKAWAY ROAD AND LINCOLN AVE., SOUTH OZONE PARK, 4TH WARD, BOROUGH OF QUEENS.

The time allowed to complete the whole work will be two hundred (200) working days, as provided in the contract.

The amount of security required is Four Thousand Dollars (\$4,000).

The deposit accompanying bid shall be five (5) per centum of the amount of security.

On Nos. 1 and 2 the bidders must state the price of each item, by which the bids will be tested.

On Nos. 3 and 4 the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder on each contract.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, 9th floor, hall of the Board of Education, Park ave. and 59th st., Borough of Manhattan; also at Branch Office,

No. 69 Broadway, Flushing, Borough of Queens, for work for their respective boroughs.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated December 3, 1913. d3,15.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, CORNER OF PARK AVE. AND 59TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Supplies at the above office of the Department of Education until 11 a. m., on

FRIDAY, DECEMBER 12, 1913.

FOR FURNISHING AND DELIVERING FORAGE FOR HORSES USED AT THE BROOKLYN TRUANT SCHOOL, BOROUGH OF BROOKLYN, AND THE NEW YORK PARENTAL SCHOOL, BOROUGH OF QUEENS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 31, 1914.

The amount of security required is thirty (30) per cent. of the amount of the contract.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per bag and per 100 pounds, or other unit of measure, by which the bids will be tested.

Award will be made to the lowest bidder on each item whose sample is equal to those referred to in the printed specifications.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Bids must be submitted



## SECTION WITH DUPLEX CURTAINS, FOR THE DEPARTMENT OF PUBLIC WORKS, MUNICIPAL BUILDING, BOROUGH OF MANHATTAN.

The time allowed for the completion of the work will be ninety (90) consecutive calendar working days.

The amount of security required will be One Thousand Dollars (\$1,000), and the amount of deposit accompanying the bid will be five (5) per cent. of the amount of security.

The bidder will state one aggregate price for each item described and specified, as the contract is entire and for a complete job.

The bids will be compared and the contract awarded at a lump or aggregate sum to the lowest bidder of the item selected and determined upon.

Blank forms and specifications may be obtained at the office of the Auditor, offices of the Commissioner of Public Works, Room 2091A, Municipal Building, Borough of Manhattan.

GEORGE McANENY, President.

City of New York, November 21, 1913.

See General Instructions to Bidders on the last page, last column, of the "City Record."

## SUPREME COURT—FIRST DEPARTMENT.

## Filing of Final Reports.

## FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of GARFIELD STREET, from West Farms road to Morris Park avenue; and FILMORE STREET, from Van Nest avenue to Morris Park avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final reports of the Commissioners of Estimate and of the Commissioner of Assessment in the above entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House, in the Borough of Manhattan, in the City of New York, on the 8th day of December, 1913, at 10.30 o'clock in the forenoon of that day; and that the said final reports have been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, December 2, 1913.

SIDWELL S. RANDALL, HERMAN T. RADIN, CHARLES P. HALLOCK, Commissioners of Estimate; CHARLES P. HALLOCK, Commissioner of Assessment.

JOEL J. SQUIER, Clerk.

d2,6

## Hearings on Qualifications.

## FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of BRADY AVENUE, from Bronx Park East to Radcliff avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, First Department, bearing date the 21st day of November, 1913, and duly entered and filed in the office of the Clerk of the County of New York on the 21st day of November, 1913, E. Mortimer Boyle, Oliver E. Davis and Charles E. Jones, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by the said order E. Mortimer Boyle was appointed the Commissioner of Assessment.

Notice is further given that, pursuant to the statutes in such cases made and provided, the said E. Mortimer Boyle, Oliver E. Davis and Charles E. Jones will attend at a Special Term, Part II of the Supreme Court of the State of New York, First Department, to be held at the County Court House, Borough of Manhattan, City of New York, on the 11th day of December, 1913, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the purpose of being examined under oath by the Corporation Counsel, or by any other person having any interest in said proceeding, as to their qualifications to act as such Commissioners.

Dated New York, November 29, 1913.  
ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, Borough of Manhattan, New York City.

n29,d10

## FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of ADAMS STREET, from Morris Park avenue to the New York, New Haven and Hartford Railroad; MELVILLE STREET, from Morris Park avenue to the New York, New Haven and Hartford Railroad; and VAN BUREN STREET, from Morris Park avenue to the New York, New Haven and Hartford Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, First Department, bearing date the 21st day of November, 1913, and duly entered and filed in the office of the Clerk of the County of New York on the 21st day of November, 1913, Charles C. Marrin, Francis P. Kenney and William E. Smith, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by the said order Charles C. Marrin was appointed the Commissioner of Assessment.

Notice is further given that, pursuant to the statutes in such cases made and provided, the said Charles C. Marrin, Francis P. Kenney and William E. Smith will attend at a Special Term, Part II, of the Supreme Court of the State of New York, First Department, to be held at the County Court House, Borough of Manhattan, City of New York, on the 11th day of December, 1913, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the purpose of being examined under oath by the Corporation Counsel, or by any other person having any interest in said proceeding, as to their qualifications to act as such Commissioners.

Dated New York, November 29, 1913.  
ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, Borough of Manhattan, New York City.

n29,d10

## Filing Preliminary Abstracts.

## FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of VAN CORTLANDT PARK SOUTH, from Broadway to Moshulu parkway, excluding the right of way of the New York and Putnam Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN TO ALL PERSONS interested in the above entitled proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That the undersigned, Commissioners of Estimate, have completed their estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with them at their office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 8th day of December, 1913, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 9th day of December, 1913, at 2 o'clock p. m.

Second—That the undersigned, Commissioner of Assessment, has completed his estimate of benefit, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with him at his office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 8th day of December, 1913, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at his said office on the 10th day of December, 1913, at 2 o'clock p. m.

Third—That the Commissioner of Assessment, has assessed any or all such lands, tenements and hereditaments and premises as are within the area of assessment fixed and prescribed by the Board of Estimate and Apportionment on the 31st day of October, 1912, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of The Bronx, in the City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at a point on a line bisecting the angle formed by the intersection of the prolongations of the centre line of West Two Hundred and Thirty-eighth street and Van Cortlandt Park South, as these streets are laid out between Broadway and Review place, distant 100 feet westerly from the westerly line of Broadway, the said distance being measured at right angles to Broadway, and running thence northwardly and parallel with Broadway to the intersection with the prolongation of a line distant 300 feet northerly from and parallel with the northerly line of Van Cortlandt Park South, the said distance being measured at right angles to Van Cortlandt Park South; thence eastwardly along the said line parallel with Van Cortlandt Park South and along the prolongations of the said line to a point distant 100 feet easterly from the prolongation of the easterly line of Moshulu Parkway South, the said distance being measured at right angles to Moshulu Parkway South; thence southwardly along a line always distant 100 feet easterly from and parallel with the easterly line of Moshulu Parkway South and its prolongation to the intersection with a line bisecting the angle formed by the intersection of the prolongation of the southerly line of Van Cortlandt Park South and the northerly line of Sedgwick avenue as these streets are laid out between Dickinson place and Hillhouse avenue; thence westwardly along the said bisecting line to the intersection with the bisecting line hereinbefore described as passing through the point of beginning; thence westwardly along the said bisecting line to the point or place of beginning.

Fourth—That the abstracts of said estimate of damage and of said assessment for benefit, together with the damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate and by the Commissioner of Assessment in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 9th day of December, 1913.

Fifth—That, provided there be no objections filed to either of said abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House, in the Borough of Manhattan, in the City of New York, on the 29th day of January, 1914, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to the foregoing abstracts of estimate and assessment, or to either of them, the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases, to be given in relation to filing the final reports, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, November 11, 1913.

E. MORTIMER BOYLE, Chairman; WILLIAM CONOVER, EARNEST R. ECKLEY, Commissioners of Estimate; EARNEST R. ECKLEY, Commissioner of Assessment.

JOEL J. SQUIER, Clerk.

n18,d5

## FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of WHITE PLAINS ROAD, from a point near Old Unionport road to a point near Thwaites place, and to the area between Bronx Park East and White Plains road south of the northerly line of Bear Swamp road, which has not heretofore been legally acquired, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN TO ALL PERSONS interested in the above entitled proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That the undersigned Commissioners of Estimate have completed their supplemental and amended estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with them at their office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the

City of New York, on or before the 8th day of December, 1913, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 10th day of December, 1913, at 10 o'clock a. m.

Second—That the undersigned Commissioner of Assessment has completed his supplemental and amended estimate of benefit, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with him at his office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 8th day of December, 1913, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at his said office on the 11th day of December, 1913, at 10 o'clock a. m.

Third—That the Commissioner of Assessment has assessed any or all such lands, tenements and hereditaments and premises as are within the area of assessment fixed and prescribed by the Board of Estimate and Apportionment on the 29th day of May, 1913, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of The Bronx, in the City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at a point on a line midway between Wallace avenue and Barnes avenue, distant 100 feet northerly from the northerly line of Mace avenue, and running thence southwardly along a line always midway between Wallace avenue and Barnes avenue and the prolongations of these streets as laid out immediately north and south of Bronx and Pelham parkway to the intersection with the northerly line of the unnamed street adjoining the New York, Westchester and Boston Railroad on the west; thence southwardly in a straight line to a point on the southerly line of Bear Swamp road where it is intersected by a line midway between Wallace avenue and Barnes avenue, as these streets adjoin Rhinelander avenue; thence southwardly along the said line midway between Wallace avenue and Barnes avenue to the intersection with a line midway between Rhinelander avenue and Morris Park avenue, as these streets are laid out between Wallace avenue and Barnes avenue; thence westwardly along the said line midway between Rhinelander avenue and Morris Park avenue and along the prolongation of the said line to a point distant 100 feet westerly from the prolongation of the westerly line of Unionport road, as this street is laid out immediately north of Bronx Park East, the said distance being measured at right angles to Unionport road; thence northwardly and always distant 100 feet westerly from and parallel with the westerly line of Unionport road, and its prolongation, to the intersection with the prolongation of a line distant 400 feet westerly from and parallel with the easterly line of Bronx Park East, as this street is laid out between Brady avenue and Lydig avenue, the said distance being measured at right angles to Bronx Park East; thence northwardly along the said line parallel with Bronx Park East and along the prolongations of the said line to a point distant 100 feet westerly from the prolongation of the westerly line of Bronx Park East, as this street adjoins Thwaites place, the said distance being measured at right angles to Bronx Park East; thence northwardly and always distant 100 feet westerly from and parallel with the westerly line of Bronx Park East, and its prolongation, as laid out at Thwaites place, to the intersection with a line parallel with Mace avenue and passing through the point of beginning; thence eastwardly along the said line parallel with Mace avenue to the point or place of beginning.

Fourth—That the abstracts of said supplemental and amended estimate of damage and of said supplemental and amended assessment for benefit, together with the damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate and by the Commissioner of Assessment in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 8th day of December, 1913.

Fifth—That, provided there be no objections filed to either of said supplemental and amended abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House, in the Borough of Manhattan, in the City of New York, on the 19th day of February, 1914, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to the foregoing abstracts of estimate and assessment, or to either of them, the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases, to be given in relation to filing the final reports, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, November 12, 1913.

FREDERICK C. HUNTER, Chairman; DOMINICK L. O'REILLY, MARTIN F. HUBERTH, Commissioners of Estimate; DOMINICK L. O'REILLY, Commissioner of Assessment.

JOEL J. SQUIER, Clerk.

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## SUPREME COURT—SECOND DEPARTMENT.

## Notice of Appointment.

## SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title in fee, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of EAST THIRTY-SECOND STREET, from Avenue H to Flatbush avenue; from Avenue I to Avenue J, and from a line about 454 feet south of the southerly line of Avenue M to Kings Highway; EAST THIRTY-THIRD STREET, from Flatbush avenue to Avenue J; EAST THIRTY-FOURTH STREET, from Church avenue to Canarsie lane; from the southerly property line of the Flatbush Water Works Company to Farragut road, and from the Long Island Railroad to Flatlands avenue, and to EAST THIRTY-FIFTH STREET, from the southerly property line of the Flatbush Water Works Company to Farragut road, and from Avenue H to Flatbush avenue, in the Twenty-ninth and Thirty-second Wards, Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court, bearing date the 14th day of August, 1913, and duly entered in the office of the Clerk of the County of Kings at his office in the Borough of Brooklyn, in the City of New York, on the 15th day of August, 1913, a copy of which order was duly filed in

the office of the Register of the County of Kings, we, John E. Eastmond, Edward J. Byrne and James Cunningham, were appointed Commissioners of Estimate for the purpose of making a just and equitable estimate and assessment of the loss and damage to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening and extending the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of Kings on the 15th day of August, 1913; and the said John E. Eastmond was appointed Commissioner of Assessment for the purpose of making a just and equitable estimate and assessment of the value of the benefit and advantage of the said street or avenue so to be opened and extended, to the respective owners, lessees, parties and persons respectively entitled to or interested in the respective lands, tenements, hereditaments and premises situated within the area of assessment adopted by the Board of Estimate and Apportionment and not required for the purpose of opening and extending the same, but benefited thereby, the said area of assessment being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of Kings on the 15th day of August, 1913, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts or duties required of us by chapter 17, title 4 of the Greater New York Charter, as amended, and the Acts or parts of Acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening and extending the said street or avenue, and affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate, at our office, No. 166 Montague street, in the Borough of Brooklyn, in the City of New York, with such affidavit or other proof as the owners or claimants may desire, within ten days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 18th day of December, 1913, at 3.30 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto, and examine the proof of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Brooklyn, City of New York, December 4, 1913.

JOHN E. EASTMOND, JAMES CUNNINGHAM, EDWARD J. BYRNE, Commissioners.

EDWARD RIEGELMANN, Clerk.

## Application for Appointment of Commissioners.

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of REMINGTON STREET, from Beaufort avenue to Chichester avenue, in the Fourth Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Trial Term, Part I, of said Court, in the County Court House, in the County of Queens, in the Borough of Queens, in the City of New York, on the 16th day of December, 1913, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and one Commissioner of Assessment in the above entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York in fee for the use of the public to all the lands and premises, with the buildings thereon and the appurtenances thereunto belonging, required for the opening and extending of Remington street, from Beaufort avenue to Chichester avenue, in the Fourth Ward, Borough of Queens, City of New York, being the following described lots, pieces or parcels of land, viz:

Beginning at a point formed by the intersection of the southerly line of Chichester avenue and the westerly line of Remington street; running thence easterly for 50.05 feet along the southerly line of Chichester avenue to the easterly line of Remington street; thence southerly deflecting to the right 87 degrees 28 minutes 40 seconds for 400.78 feet along the easterly line of Remington street to the northerly line of Beaufort avenue; thence westerly deflecting to the right 92 degrees 31 minutes 20 seconds for 50.05 feet along the northerly line of Beaufort avenue to the westerly line of Remington street; thence northerly for 400.78 feet along the westerly line of Remington street to the southerly line of Chichester avenue, the point or place of beginning.

Remington street is shown upon "Map establishing the lines and grades of Remington street, between Chichester avenue and Liberty avenue," copies of which were filed at the office of the President of the Borough of Queens June 1, 1912, at the office of the County Clerk at Jamaica May 28, 1912, and at the office of the Corporation Counsel May 28, 1912.

The Board of Estimate and Apportionment on the 31st day of October, 1912, duly fixed and determined the area of assessment for benefit in this proceeding as follows: Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Chichester avenue, said distance being measured at right angles to Chichester avenue; on the east by a line distant 100 feet easterly from and parallel with the easterly line of Remington street, the said distance being measured at right angles to Remington street, and by the prolongation of the said line; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Beaufort avenue, the said distance being measured at right angles to Beaufort avenue; and on the west by a line distant 135 feet westerly from and parallel with the westerly line of Remington street, the said distance being measured at right angles to Remington street, and by the prolongation of the said line.

Dated New York, December 4, 1913.  
ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, Borough of Manhattan, City of New York.

## SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for



the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of **SOUTHSIDE BOULEVARD**, from Rosebank avenue to the land heretofore acquired for this street, distant about 1,050 feet south of Parkinson avenue, in the Fourth Ward, Borough of Richmond, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House, in the County of Kings, in the Borough of Brooklyn, in the City of New York, on the 16th day of December, 1913, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment in the above-entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of Southside boulevard, from Rosebank avenue to the land heretofore acquired for this street distant about 1,050 feet south of Parkinson avenue, in the Fourth Ward, Borough of Richmond, City of New York, being the following described lots, pieces or parcels of land, viz.:

Beginning at a point on the westerly line of Rosebank avenue 275.90 feet southerly from the intersection of said westerly line of Rosebank avenue and the southerly line of the right of way of the Staten Island Railway; thence southerly curving to the right on the arc of a circle of 60 feet radius tangent to the westerly line of said Rosebank avenue 53.62 feet; thence still southerly tangent to the preceding course 1,221.11 feet; thence still southerly deflecting 9 degrees 19 minutes 31 seconds to the right 756.37 feet; thence still southerly deflecting 5 degrees 49 minutes 03 seconds to the left 1,010.07 feet; thence still southerly deflecting 4 degrees 14 minutes 46 seconds to the right 1,560.87 feet; thence still southerly curving to the left on the arc of a circle of 3,000 feet radius tangent to the preceding course 695.20 feet; thence still southerly tangent to the preceding course 1,386.55 feet; thence still southerly deflecting 43 degrees 35 minutes 18 seconds to the left 145.04 feet along the easterly line of Parkinson avenue; thence northerly parallel to and distant 100 feet easterly from the seventh course 1,491.60 feet; thence still northerly curving to the right on the arc of a circle of 2,900 feet radius tangent to the preceding course parallel to and distant 100 feet easterly from the sixth course 672.03 feet; thence still northerly tangent to the preceding course parallel to and distant 100 feet easterly from the fifth course 1,564.57 feet; thence still northerly deflecting 4 degrees 14 minutes 46 seconds to the left parallel and distant 100 feet easterly from the fourth course 1,008.70 feet; thence still northerly deflecting 5 degrees 49 minutes 03 seconds to the right parallel to and distant 100 feet easterly from the third course 759.44 feet; thence still northerly deflecting 9 degrees 19 minutes 31 seconds to the left parallel to and distant 100 feet easterly from the second course 1,257.92 feet; thence southerly deflecting 176 degrees 28 minutes 49 seconds to the left 71.52 feet; thence northerly deflecting 122 degrees 35 minutes 06 seconds to the right 90.39 feet; thence still northerly deflecting 2 degrees 41 minutes 46 seconds to the right 57.72 feet to the point of beginning.

Beginning at a point at the intersection of the easterly line of Parkinson avenue with the easterly line of Southside boulevard; thence northerly along said easterly line of Parkinson avenue 145.04 feet; thence southerly deflecting 136 degrees 24 minutes 42 seconds to the left 1,092.09 feet; thence southerly curving to the left on the arc of a circle of 623.69 feet radius tangent to the preceding course 3.46 feet; thence easterly on a radial line through Monument No. 37 100 feet; thence northerly curving to the right on the arc of a circle of 523.69 feet radius parallel to and distant 100 feet easterly from the third course 2.91 feet; thence still northerly tangent to the preceding course and distant 100 feet easterly from the second course 987.04 feet to the point of beginning.

Southside boulevard is shown on a map entitled "Map showing a change in the lines and grades of Southside boulevard (heretofore laid out) from Monument No. 37, west of Parkinson avenue, to Tompkins avenue (Rosebank avenue), also map of Oregon avenue, from Southside boulevard, near Monument 37, to Parkinson avenue, about 1,175 feet southeast from the Staten Island Railway; map of Parkinson avenue, from Oregon avenue to Whitney avenue; map of Fingerboard road (Berley road), from Clove road to Marie street; map of Clove road, from Fingerboard road (Berley road) to Staten Island Railway, and map of Charles street (Warren street), from St. Marys avenue to Staten Island Railway, in the Fourth Ward," which was adopted by the Board of Estimate and Apportionment on the 6th day of February, 1913, and filed in the office of the President of the Borough of Richmond March 20, 1913, in the office of the Clerk of the County of Richmond and in the office of the Corporation Counsel on or about the same date.

The Board of Estimate and Apportionment on the 23d day of October, 1913, duly determined that 75 per cent. of the entire cost and expense of the proceeding herein, including the expense of the Bureau of Street Opening, the cost of maps for the use in the proceeding, and any damages allowed for intended regulation be assessed upon the following area:

Beginning at a point on the southwesterly right-of-way line of the Staten Island Rapid Transit Railway, distant 1,000 feet easterly from the easterly line of the Southside boulevard, the said distance being measured at right angles to Southside boulevard, and running thence southwardly along a succession of lines, each of which is distant 1,000 feet easterly from and parallel with the successive tangents in the easterly line of Southside boulevard, or their prolongations, the said distance in each case being measured at right angles to the respective tangents to the intersection with a line at right angles to a point on the prolongation of its westerly side, distant 1,000 feet southerly from its southerly terminus opposite Monument No. 37, the said distance being measured along the prolongation of the westerly line of the Southside boulevard; thence westwardly along the said line at right angles to Southside boulevard to the intersection with the prolongation of a line distant 1,000 feet westerly from and parallel with the westerly line of Southside boulevard as laid out south of Clove road, the said distance being measured at right angles to Southside boulevard; thence northwardly along the said line parallel with Southside boulevard and along the prolongation of the said line to the intersection with a line midway between Neckar avenue and Weser avenue, as these streets adjoin Pierce street; thence northwardly along the said line midway between Neckar avenue and Weser avenue, and along the prolongation of the said line to a point distant 1,000 feet westerly from the westerly line of Southside boulevard, the said distance being measured at right angles to Southside boulevard;

thence northwardly and always distant 1,000 feet westerly from and parallel with the westerly line of Southside boulevard and its prolongation, as laid out in the first tangent south of Rosebank avenue, to the intersection with the southwesterly line of Rosebank avenue; thence northwardly and parallel with Norwood avenue to the intersection with a line distant 100 feet northeasterly from and parallel with the north-easterly line of Talbot place, as this street adjoins Norwood avenue on the southeast, the said distance being measured at right angles to Talbot place; thence southeastwardly along the said line parallel with Talbot place, and along the prolongation of the said line to the intersection with the easterly right-of-way line of the Staten Island Railway; thence northwardly and southeastwardly along the respective easterly and southwesterly right-of-way lines of the Staten Island Railway and of the Staten Island Rapid Transit Railway to the point or place of beginning. (The lines of the streets heretofore referred to which have not been incorporated upon the City plan are intended to be those as in use and as commonly recognized.)

The Board of Estimate and Apportionment determined that the remaining 25 per cent. of the entire cost and expense of the proceeding herein, excluding such proportion of the cost of buildings as may be placed upon the City at large, under the provisions of section 980 of the Greater New York Charter, as amended, shall be borne and paid by the Borough of Richmond.

Dated New York, December 4, 1913.  
ARCHIBALD R. WATSON, Corporation Counsel,  
Hall of Records, Borough of Manhattan, New York City. d4,15

#### SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee to the lands, tenements and hereditaments required for the opening and extending of GROVE (GROVER) STREET, from Woodward avenue to Fresh Pond road; VINCENT STREET, from Ralph street to Metropolitan avenue, and RALPH STREET, from Grandview avenue to Traffic street, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Trial Term, Part I, of said Court, in the County Court House, in the County of Queens, in the Borough of Queens, in the City of New York, on the 16th day of December, 1913, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and one Commissioner of Assessment in the above entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York in fee, for the use of the public, to all the lands and premises, with the buildings thereon, and the appurtenances thereto belonging, required for the opening and extending of Grove (Grover) street, from Woodward avenue to Fresh Pond road; Vincent street, from Ralph street to Metropolitan avenue, and Ralph street, from Grandview avenue to Traffic street, in the Second Ward, Borough of Queens, City of New York, being the following described lots, pieces or parcels of land, viz.:

**Grove Street.**  
**Parcel "A."**  
Beginning at a point formed by the intersection of the northeasterly line of Woodward avenue with the southeasterly line of Grove street; running thence northwesterly for 60.05 feet along the northeasterly line of Woodward avenue to the northwesterly line of Grove street; thence northeasterly deflecting to the right 90 degrees for 437.50 feet along the northwesterly line of Grove street to the southwesterly line of Fairview avenue; thence northeasterly deflecting to the right 1 degree 14 minutes 35 seconds for 60.06 feet to the northerly line of Fairview avenue; thence northeasterly deflecting to the left 1 degree 06 minutes 26 seconds for 708.27 feet along the northwesterly line of Grove street; thence easterly deflecting to the right on the arc of a circle tangent to the last mentioned course, the radius of which is 301.71 feet, for 173.82 feet along the northerly line of Grove street; thence easterly on a tangent to the last mentioned course for 50 feet along the northerly line of Grove street to the westerly line of Forest avenue; thence easterly deflecting to the right 11 degrees 00 minutes 44 seconds for 67.29 feet to the easterly line of Forest avenue; thence easterly deflecting to the left 9 degrees 14 minutes 22 seconds for 553.03 feet along the northerly line of Grove street to the westerly line of Prospect avenue; thence southerly deflecting to the right 83 degrees 00 minutes 01 second for 60.50 feet along the westerly line of Prospect avenue to the southerly line of Grove street; thence westerly deflecting to the right 96 degrees 59 minutes 59 seconds for 558.55 feet along the southerly line of Grove street to the easterly line of Forest avenue; thence westerly deflecting to the right 9 degrees 15 minutes 50 seconds for 67.30 feet to the westerly line of Forest avenue; thence westerly deflecting to the left 11 degrees 02 minutes 11 seconds for 50 feet along the southerly line of Grove street; thence westerly deflecting to the left on the arc of a circle tangent to the last mentioned course, the radius of which is 241.66 feet for 139.23 feet along the southerly line of Grove street; thence southwesterly on a tangent to the last mentioned course for 708.27 feet along the southeasterly line of Grove street to the northwesterly line of Fairview avenue; thence southwesterly deflecting to the right 1 degree 06 minutes 26 seconds for 60.06 feet to the southwesterly line of Fairview avenue; thence southwesterly for 437.55 feet along the southeasterly line of Grove street to the northeasterly line of Woodward avenue, the point or place of beginning.

**Parcel "B."**  
Beginning at a point formed by the intersection of the easterly line of Prospect avenue with the southerly line of Ralph street, running thence northerly for 60.50 feet along the easterly line of Prospect avenue to the northerly line of Grove street; thence easterly deflecting to the right 96 degrees 59 minutes 59 seconds for 760.45 feet along the northerly line of Grove street; to the westerly line of Fresh Pond road; thence southerly deflecting to the right 80 degrees 05 minutes 51 seconds for 60.96 feet along the westerly line of Fresh Pond road to the southerly line of Grove street; thence westerly for 763.56 feet along the southerly line of Grove street to the easterly line of Prospect avenue, the point or place of beginning.

**Ralph Street.**  
**Parcel "A."**  
Beginning at a point formed by the intersection of the easterly side of Grandview avenue with the southerly line of Ralph street, running thence northerly for 60.05 feet along the easterly line of Grandview avenue to the northerly line of Ralph street; thence easterly deflecting to the right 90 degrees 00 minutes 06 seconds for 310.89 feet along the northerly line of Ralph street; thence easterly deflecting to the right on the arc of a circle tangent to the last-mentioned course, the radius of which is 418.08 feet, for 240.87 feet along the northerly line of Ralph street to the westerly line of Forest avenue;

thence easterly deflecting to the right 4 degrees 18 minutes 20 seconds from a tangent to the last-mentioned course for 66.24 feet to the easterly line of Forest avenue; thence easterly deflecting to the left 4 degrees 20 minutes 03 seconds for 534.86 feet along the northerly line of Ralph street to the westerly line of Prospect avenue; thence southerly deflecting to the right 89 degrees 53 minutes 30 seconds for 50.04 feet along the westerly line of Prospect avenue to the southerly line of Ralph street; thence westerly deflecting to the right 90 degrees 06 minutes 30 seconds for 534.98 feet along the southerly line of Ralph street to the easterly line of Forest avenue; thence westerly deflecting to the left 4 degrees 19 minutes 49 seconds for 66.25 feet to the westerly line of Forest avenue; thence westerly deflecting to the left on the arc of a circle, the tangent of which at the westerly extremity of the last-mentioned course deflects to the right 4 degrees 21 minutes 32 seconds therefrom, and the radius of which is 358.03 feet for 206.27 feet along the southerly line of Ralph street; thence westerly for 310.89 feet along the southerly line of Ralph street to the easterly line of Grandview avenue, the point or place of beginning.

**Parcel "B."**  
Beginning at a point formed by the intersection of the easterly line of Prospect avenue with the southerly line of Ralph street, running thence northerly for 50.07 feet along the easterly line of Prospect avenue to the northerly line of Ralph street; thence easterly deflecting to the right 88 degrees 01 minute 03 seconds for 758.38 feet along the northerly line of Ralph street to the westerly line of Fresh Pond road; thence southerly deflecting to the right 89 degrees 50 minutes 25 seconds for 50.04 feet along the westerly line of Fresh Pond road to the southerly line of Ralph street; thence westerly for 760.25 feet along the southerly line of Ralph street to the easterly line of Prospect avenue, the point or place of beginning.

**Parcel "C."**  
Beginning at a point formed by the intersection of the easterly line of Fresh Pond road with the southerly line of Ralph street, running thence northerly for 60.20 feet along the easterly line of Fresh Pond road to the northerly line of Ralph street; thence easterly deflecting to the right 94 degrees 03 minutes 20 seconds for 284.04 feet along the northerly line of Ralph street to the northeasterly line of Traffic street; thence southeasterly deflecting to the right 46 degrees 42 minutes 44 seconds for 82.50 feet along the northeasterly line of Traffic street to the southerly line of Ralph street; thence westerly for 336.35 feet along the southerly line of Ralph street to the easterly line of Fresh Pond road, the point or place of beginning.

**VINCENT STREET.**  
Beginning at a point formed by the intersection of the northerly line of Ralph street with the easterly line of Vincent street, running thence westerly for 60.05 feet along the northerly line of Ralph street to the westerly line of Vincent street; thence northerly deflecting to the right 90 degrees for 699.42 feet along the westerly line of Vincent street to the southerly line of old Metropolitan avenue; thence easterly deflecting to the right 114 degrees 05 minutes 03 seconds for 65.78 feet along the southerly line of old Metropolitan avenue to the easterly line of Vincent street; thence southerly for 672.58 feet along the easterly line of Vincent street to the northerly line of Ralph street, the point or place of beginning.

Grove (Grover) street, Ralph street and Vincent street are shown upon the following sections of the final map:

Section 15—Approved by Board of Estimate and Apportionment May 21, 1909. Approved by Mayor June 4, 1909. Filed at office of President of Borough of Queens August 13, 1909. Filed at County Clerk's office, Jamaica, August 10, 1909. Filed at Corporation Counsel's office August 9, 1909.

Section 16—Approved by Board of Estimate and Apportionment February 8, 1912. Approved by Mayor February 26, 1912. Filed at office of President of Borough of Queens October 7, 1912. Filed at County Clerk's office, Jamaica, September 30, 1912. Filed at Corporation Counsel's office September 30, 1912.

Section 29—Approved by Board of Estimate and Apportionment December 15, 1910. Approved by Mayor December 28, 1910. Filed at office of President of Borough of Queens April 7, 1911. Filed at County Clerk's office, Jamaica, April 6, 1911. Filed at Corporation Counsel's office April 5, 1911.

—as amended by map of territory bounded by Metropolitan avenue, Admiral street, Shaler street, Cornelia street and Fresh Pond road; approved by the Board of Estimate and Apportionment May 29, 1913, and by the Mayor June 9, 1913.

The Board of Estimate and Apportionment on the 10th day of July, 1913, duly fixed and determined the area of assessment for benefit in this proceeding as follows:

Beginning at a point on the easterly line of Prospect avenue where it is intersected by a line midway between Bleeker street and Ralph street as these streets are laid out east of Prospect avenue, and running thence eastwardly along the said line midway between Bleeker street and Ralph street to the intersection with the line bisecting the angle formed by the intersection of the prolongations of the easterly line of Prospect avenue and the westerly line of Vincent street as these streets are laid out adjoining Metropolitan avenue on the south; thence northwardly along the said line at right angles to Metropolitan avenue to the intersection with the southerly side of the said bisecting line to the intersection with the northerly line of Metropolitan avenue; thence northwardly at right angles to Metropolitan avenue a distance of 100 feet; thence eastwardly and parallel with Metropolitan avenue to the intersection with a line at right angles to Metropolitan avenue and passing through a point on its southerly side where it is intersected by a line bisecting the angle formed by the intersection of the prolongation of the easterly line of Vincent street and the westerly line of Fresh Pond road as these streets are laid out adjoining Metropolitan avenue on the south; thence southwardly along the said line at right angles to Metropolitan avenue to the intersection with its southerly side; thence southwardly along the said bisecting line to the intersection with a line midway between Bleeker street and Ralph street as these streets are laid out between Vincent street and Fresh Pond road; thence eastwardly along the said line midway between Bleeker street and Ralph street and along the prolongation of the said line, to the intersection with a line distant 100 feet northeasterly from and parallel with the north-easterly line of Traffic street, the said distance being measured at right angles to Traffic street; thence southeastwardly along the said line parallel with Traffic street to the intersection with the line bisecting the angle formed by the intersection of the prolongations of the southerly line of Ralph street and the northerly line of Grove street as these streets are laid out between Fresh Pond road and Traffic street; thence westwardly along the said bisecting line to a point distant 100 feet easterly from the easterly line of Fresh Pond road, the said distance being measured at right angles to Fresh Pond road; thence southwardly and always distant 100 feet easterly from and parallel with the easterly line of Fresh Pond road to the intersection with a line midway between Grove street and Linden street as these streets adjoin Fresh Pond road on the east; thence westwardly along the said line midway between Grove street and Linden street to

the intersection with the easterly line of Fresh Pond road; thence westwardly in a straight line to a point on the westerly line of Fresh Pond road where it is intersected by a line midway between Grove street and Linden street as these streets are laid out between Prospect avenue and Fresh Pond road; thence westwardly along the said line midway between Grove street and Linden street and along the prolongation of the said line, to the intersection with the prolongation of a line midway between Grove street and Linden street as these streets are laid out between Fairview avenue and Grandview avenue; thence southwestwardly along a line always midway between Grove street and Linden street as these streets are laid out southwestwardly from Grandview avenue and along the prolongation of the said line to the intersection with a line distant 100 feet southwestwardly from and parallel with the southwesterly line of Woodward avenue, the said distance being measured at right angles to Woodward avenue; thence northwestwardly along the said line parallel with Woodward avenue to the intersection with a line midway between Ralph street and Grove street; thence northeastwardly and always midway between Ralph street and Grove street to the intersection with a line distant 100 feet southwestwardly from and parallel with the southwestwardly line of Grandview avenue, the said distance being measured at right angles to Grandview avenue; thence northwestwardly along the said line parallel with Grandview avenue to the intersection with a line midway between Bleeker street and Ralph street as these streets are laid out between Fairview avenue and Grandview avenue; thence northeastwardly along the said line midway between Bleeker street and Ralph street and along the prolongation of the said line to the intersection with the prolongation of a line midway between Bleeker street and Ralph street as these streets are laid out between Forest avenue and Prospect avenue; thence eastwardly along the said line midway between Bleeker street and Ralph street and along the prolongation of the said line to the intersection with the westerly line of Prospect avenue; thence southeastwardly in a straight line to the point or place of beginning.

Dated New York, December 4, 1913.  
ARCHIBALD R. WATSON, Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York. d4,15

#### Filing of Final Report.

#### SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of WASHINGTON AVENUE (although not yet named by proper authority), from the East River to Jackson avenue, in the First Ward, Borough of Queens, in The City of New York.

NOTICE IS HEREBY GIVEN THAT THE final supplemental and amended 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 Trial Term thereof, Part I, to be held at the Queens County Court House, Long Island City, in the Borough of Queens, in The City of New York, on the 9th day of December, 1913, at the opening of the Court on that day; and that the said final supplemental and amended report has been deposited in the office of the Clerk of the County of Queens, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, December 2, 1913.  
CHARLES H. BAILEY, HERMAN E. WINNE, Commissioners,  
WALTER C. SUEPPARD, Clerk. d2,6

#### Filing Preliminary Abstracts.

#### SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of RIDGE STREET, from the Boulevard to Academy street, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN TO ALL PERSONS interested in the above entitled proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That the undersigned, Commissioners of Estimate, have completed their supplemental and amended estimate of damage, and that all persons interested in this proceeding or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with them, at their office, in the Municipal Building, Court House square, Long Island City, in the Borough of Queens, in The City of New York, on or before the 22d day of December, 1913, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 24th day of December, 1913, at 2 o'clock p. m.

Second—That the undersigned, Commissioner of Assessment, has completed his supplemental and amended estimate of benefit, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with him at his office in the Municipal Building, Court House square, Long Island City, in the Borough of Queens, in The City of New York, on or before the 22d day of December, 1913, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at his said office on the 24th day of December, 1913, at 3.30 o'clock p. m.

Third—That the Commissioner of Assessment has assessed any or all such lands, tenements and hereditaments and premises as are within the area of assessment fixed and prescribed as the area of assessment for benefit by the Board of Estimate and Apportionment on the 15th day of December, 1910, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the prolongation of a line distant 100 feet southerly from and parallel with the southerly line of Ridge street, the said distance being measured at right angles to Ridge street, distant 100 feet easterly from the easterly line of Academy street and running thence westwardly and always distant 100 feet southerly from and parallel with the southerly line of Ridge street and the prolongation thereof, to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of Sanford street and Ridge street as these streets are laid out between the Boulevard and Sherman street; thence westwardly along the said bisecting line to the intersection



with a line distant 100 feet westerly from and parallel with the westerly line of the Boulevard, the said distance being measured at right angles to the Boulevard; thence northwardly along the said line parallel with the Boulevard to the intersection with a line at right angles to the Boulevard, and passing through a point on its easterly side where it is intersected by a line midway between Broadway and Ridge street as these streets are laid out adjoining the Boulevard; thence eastwardly along the said line at right angles to the Boulevard to its easterly side; thence eastwardly along a line always midway between Broadway and Ridge street, and along the prolongation of the said line to the intersection with a line parallel with Academy street and passing through the point of beginning; thence southwardly along the said line parallel with Academy street to the point or place of beginning.

Fourth—That the abstracts of said supplemental and amended estimate of damage and of said supplemental and amended assessment for benefit, together with the damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate and by the Commissioner of Assessment in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, in the Municipal Building, Court House square, Long Island City, in the Borough of Queens, in said City, there to remain until the 24th day of December, 1913.

Fifth—That, provided there be no objections filed to either of said supplemental and amended abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof 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 6th day of February, 1914, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to the foregoing abstracts of estimate and assessment, or to either of them, the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, November 25, 1913.

WILLIAM E. STEWART, Chairman; JACOB SULZBACH, Commissioners of Estimate; WILLIAM E. STEWART, Commissioner of Assessment.

WALTER C. SHEPPARD, Clerk. d1,17

#### 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 EIGHTEENTH STREET (although not yet named by proper authority), from Cypress avenue to Broadway, in the Third Ward, Borough of Queens, 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, in the Municipal Building, Court House square, Long Island City, Borough of Queens, in The City of New York, on or before the 22d day of December, 1913, 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 23d day of December, 1913, at 2 o'clock p. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, in the Municipal Building, Court House square, Long Island City, in the Borough of Queens, in said City, there to remain until the 23d day of December, 1913.

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 Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Bounded on the north by the southerly line of Broadway; bounded on the east by a line midway between the westerly line of Nineteenth street and the easterly line of Eighteenth street; bounded on the south by a line distant one hundred feet southerly from the southerly line of Cypress avenue; bounded on the west by a line midway between the easterly line of Seventeenth street and the westerly line of Eighteenth street as these blocks are laid out between Cypress avenue and Broadway.

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, 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 6th day of February, 1914, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to any 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 25, 1913.

WILLIAM W. GILLEN, Chairman; JAMES W. TREADWELL, Commissioners.

WALTER C. SHEPPARD, Clerk. d1,17

#### SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of VAN DEVENTER AVENUE (although not yet named by proper authority), from Old Bowery Bay road to Second avenue, in the First Ward, Borough of Queens, in The City of New York.

WE, THE UNDERSIGNED, COMMISSIONERS of Estimate and Assessment in the above entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our 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, in the Municipal Building, Court House square, Long Island City, Borough of Queens, in The City of New York, on or before the 19th day of December, 1913, 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 22d day of December, 1913, at 2 o'clock p. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, in the Municipal Building, Court House square, Long Island City, in the Borough of Queens, in said City, there to remain until the 22d day of December, 1913.

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 Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the westerly prolongation of the line midway between the northerly line of Grand avenue and the southerly line of Van Deventer avenue and the line parallel with and 100 feet westerly from the westerly line of Second avenue, running thence northerly along said parallel line to its intersection with a line bisecting the angle formed by the intersection of the northerly line of Van Deventer avenue and the southerly line of Flushing avenue, running thence eastwardly along said bisecting line to its intersection with the westerly prolongation of a line midway between the northerly line of Van Deventer avenue and the southerly line of Wilson avenue, thence easterly along said prolongation and line midway between Van Deventer avenue and Wilson avenue to its intersection with a line parallel with and 100 feet easterly from the easterly line of Bowery Bay road, thence southerly along said parallel line to its intersection with the easterly prolongation of a line midway between the southerly line of Van Deventer avenue and the northerly line of Grand avenue, running thence westwardly along said prolongation and line midway between Van Deventer avenue and Grand avenue and along its westerly prolongation to the point or place of beginning.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, 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 13th day of March, 1914, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to any 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 20, 1913.

JOHN E. VAN NOSTRAND, Chairman; MORRIS L. STRAUSS, W. J. HAMILTON, Commissioners.

WALTER C. SHEPPARD, Clerk. n29,d16

#### 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 CYPRESS AVENUE (although not yet named by proper authority), from Brooklyn Borough line to Cooper street, in the Second Ward, Borough of Queens, City of New York, as amended by an order of the Supreme Court, Second Department, dated the 8th day of February, 1910, and entered in the office of the Clerk of the County of Queens on the 8th day of February, 1910, so as to conform to the lines of said street, as shown upon the final maps of Sections 15 and 30 of the Borough of Queens, as adopted by the Board of Estimate and Apportionment on the 21st day of May, 1909, and approved by the Mayor on the 4th day of June, 1909.

The land included in this proceeding is more particularly bounded and described in the petition thereto attached.

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, in the Municipal Building, Court House square, Long Island City, Borough of Queens, in The City of New York, on or before the 18th day of December 1913, 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 22d day of December, 1913, at 2 o'clock p. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, in the Municipal Building, Court House square, Long Island City, in the Borough of Queens, in said City, there to remain until the 22d day of December, 1913.

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 Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the easterly side of line of Stanhope street, midway between Cypress avenue and Seneca avenue, thence southerly along the said easterly line of Stanhope street to a point midway between Cypress avenue and St. Nicholas avenue, thence easterly on a line midway between Cypress avenue and St. Nicholas avenue and the prolongation of the same, to its intersection with the westerly line of the right of way of the Manhattan Beach Division of the Long Island Railroad, thence in a northerly direction along said westerly line of the right of way of the Manhattan Beach Division of the Long Island Railroad to a point midway between Cypress avenue and Seneca avenue, thence westerly midway between said Cypress avenue and Seneca avenue to its intersection with the easterly line of Stanhope street, said point being the place of beginning.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, 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 13th day of March, 1914, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to any 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 7, 1913.

HARRISON S. MOORE, JOHN A. R. PELLYE, Commissioners.

WALTER C. SHEPPARD, Clerk. n28,d15

#### Hearings on Qualifications.

#### SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the westerly side of ROSEBANK AVENUE, where said avenue is intersected by the Staten Island Railway's right of way, and near WILLOW AVENUE, in the Fourth Ward of the Borough of Richmond, in The City of New York, duly selected as a site for municipal purposes, in the care and under the jurisdiction of the Bureau of Street Cleaning of the President of the Borough of Richmond, according to law.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, bearing date November 14, 1913, and entered and filed in the office of the Clerk of the County of Richmond on November 21, 1913, Frank H. Curry, Anning S. Prall and J. Francis Atterbury were appointed Commissioners of Estimate and Appraisal in the above proceeding.

Notice is further given that pursuant to the statutes in such case made and provided, said Frank H. Curry, Anning S. Prall and J. Francis Atterbury will attend at a Special Term of the Supreme Court for the hearing of contested motions to be held at the Kings County Court House, in the Borough of Brooklyn, in The City of New York, on the 10th day of December, 1913, at 10 o'clock in the forenoon of that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person interested in said proceeding as to their qualifications to act as such Commissioners of Estimate and Appraisal in said proceeding.

Dated New York, November 25, 1913.

ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, Borough of Manhattan, New York City. n28,d9

#### SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the PUBLIC PARK (EAST RIVER PARK), bounded by Barclay street, Hoyt avenue, the bulkhead line of the East River and Ditmars avenue, in the First Ward, Borough of Queens, City of New York, except so much of said lands and premises as forms the right of way of the New York Connecting Railroad Company.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, Second Department, bearing date the 17th day of November, 1913, and duly entered and filed in the office of the Clerk of the County of Queens on the 18th day of November, 1913, Harry R. Gelwicks was appointed a Commissioner of Estimate in the above entitled proceeding, in the place and stead of William H. Williams, resigned.

Notice is further given that pursuant to the said order, bearing date the 17th day of November, 1913, and duly entered and filed in the office of the Clerk of the County of Queens on the 18th day of November, 1913, the said Harry R. Gelwicks will attend at a Trial Term, Part I, of the Supreme Court of the State of New York, Second Department, to be held at the County Court House, in the County of Queens, in The City of New York, on the 8th day of December, 1913, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having any interest in the said proceeding, as to his qualifications to act as such Commissioner of Estimate.

Dated New York, November 25, 1913.

ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, Corner of Chambers and Centre streets, Borough of Manhattan, City of New York. n25,d6

#### SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of BRYANT AVENUE, from Benson avenue to Laurel Hill boulevard; HOLMES AVENUE, from Queens boulevard to Tyler avenue; IRVING STREET, from Queens boulevard to Tyler avenue, and LONGFELLOW AVENUE, from Queens boulevard to Tyler avenue, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, Second Department, bearing date the 17th day of November, 1913, and duly entered and filed in the office of the Clerk of the County of Queens on the 18th day of November, 1913, Charles H. Roberts was appointed a Commissioner of Estimate in the above entitled proceeding, in the place and stead of James Caffrey, resigned.

Notice is further given that pursuant to the said order, bearing date the 17th day of November, 1913, and duly entered and filed in the office of the Clerk of the County of Queens on the 18th day of November, 1913, the said Charles H. Roberts will attend at a Trial Term, Part I, of the Supreme Court of the State of New York, Second Department, to be held at the County Court House, in the County of Queens, in The City of New York, on the 8th day of December, 1913, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having any interest in the said proceeding, as to his qualifications to act as such Commissioner of Estimate.

est in the said proceeding, as to his qualifications to act as such Commissioner of Estimate.

Dated New York, November 25, 1913.

ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, Corner of Chambers and Centre streets, Borough of Manhattan, City of New York. n25,d6

#### SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of YOUNG STREET, from Hunters Point avenue to Review avenue, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, Second Department, bearing date the 17th day of November, 1913, and duly entered and filed in the office of the Clerk of the County of Queens on the 18th day of November, 1913, Rawdon W. Kellogg was appointed a Commissioner of Estimate and the Commissioner of Assessment in the above entitled proceeding, in the place and stead of John E. Van Nostrand, resigned, and James H. Leonard was appointed a Commissioner of Estimate in the above entitled proceeding, in the place and stead of Edward C. McParlan, resigned.

Notice is further given that pursuant to the said order, bearing date the 17th day of November, 1913, and duly entered and filed in the office of the Clerk of the County of Queens on the 18th day of November, 1913, the said Rawdon W. Kellogg and James H. Leonard will attend at a Trial Term, Part I, of the Supreme Court of the State of New York, Second Department, to be held at the County Court House, in the County of Queens, in The City of New York, on the 8th day of December, 1913, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having any interest in the said proceeding, as to their qualifications to act as such Commissioners.

Dated New York, November 25, 1913.

ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, Corner of Chambers and Centre streets, Borough of Manhattan, City of New York. n25,d6

#### Filing Bill of Costs.

#### SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of PACKARD STREET, between Borden avenue and Middleburg avenue, in the First and Second Wards, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred, by reason of the proceedings in the above entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held for the hearing of motions, at the County Court House, in the Borough of Brooklyn, in The City of New York, on the 15th day of December, 1913, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Queens, there to remain for and during the space of ten days, as required by law.

Dated Borough of Manhattan, New York, December 1, 1913.

HARRISON S. MOORE, GEORGE W. POPE, JAMES F. O'BRIEN, Commissioners of Estimate; HARRISON S. MOORE, Commissioner of Assessment.

WALTER C. SHEPPARD, Clerk. d1,11

#### SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of ALABAMA AVENUE, from Newport street to New Lots avenue, and from Hegeman avenue to Stanley avenue, and from Fairfield avenue to Vandavia avenue; GEORGIA AVENUE, from Riverdale avenue to New Lots avenue, and from Fairfield avenue to Vandavia avenue; PENNSYLVANIA AVENUE, from New Lots avenue to Wortman avenue, and from Cozine avenue to Vandavia avenue, in the Twenty-sixth Ward, Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred, by reason of the proceedings in the above entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held at the County Court House, in the Borough of Brooklyn, in The City of New York, on the 9th day of December, 1913, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by law.

Dated Borough of Brooklyn, New York, November 26, 1913.

EDW. J. REILLY, JOSEPH B. BURR, HARRY J. ROSENSON, Commissioners of Estimate; EDW. J. REILLY, Commissioner of Assessment.

EDWARD RIEGELMANN, Clerk. n26,d8

#### SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of EAST THIRTY-SIXTH STREET, from Flatbush avenue to Flatlands avenue, in the Thirty-second Ward, Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred, by reason of the proceedings in the above entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held at the County Court House, in the Borough of Brooklyn, in The City of New York, on the 9th day of December, 1913, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by law.



Dated Borough of Brooklyn, New York, November 26, 1913.  
JOHN E. EASTMOND, JOHN J. BARNICLE,  
FRANCIS J. SULLIVAN, Commissioners of Es-  
timate; JOHN E. EASTMOND, Commissioner of  
Assessment.  
EDWARD RIEGELMANN, Clerk. n26,d8

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, acting by and through the Commissioner of Docks, relative to acquiring right and title to and possession of certain 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, at and near the foot of Broadway, in the Borough of Brooklyn, in The City of New York, for ferry purposes, pursuant to the provisions of section 824-a of the Greater New York Charter, as amended by chapter 331 of the Laws of 1909.

NOTICE IS HEREBY GIVEN THAT A BILL of costs, charges and expenses incurred by reason of the proceedings in the above entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held at the County Court House, in the Borough of Brooklyn, in The City of New York, on the 8th day of December, 1913, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by law.

Dated Borough of Brooklyn, New York, November 22, 1913.  
JOSEPH M. SCHENCK, Clerk. n22,d4

## SUPREME COURT—THIRD JUDICIAL DISTRICT.

Application for Appointment of Commissioners.

## THIRD JUDICIAL DISTRICT.

In the matter of the application of Charles Strauss, Charles N. Chadwick and John F. Galvin, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905 and the acts amendatory thereof, in the Towns of Olive and Hurley, County of Ulster, New York, for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

ASHOKAN RESERVOIR, RAILROAD SECTION No. 5.

Notice of Application for the Appointment of Commissioners of Appraisal.

PUBLIC NOTICE IS HEREBY GIVEN THAT it is the intention of the Corporation Counsel of The City of New York to make application to the Supreme Court for the appointment of Commissioners of Appraisal, under chapter 724 of the Laws of 1905 and the acts amendatory thereof.

Such application is to be made at a Special Term of the said Court, to be held in and for the Third Judicial District, at the Court House, in the City of Kingston, Ulster County, New York, on the 3d day of January, 1914, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard.

The object of this application is to obtain an order of the Court appointing three disinterested and competent freeholders, at least one of whom shall reside in the County of New York, and at least one of whom shall reside in the county in which the real estate hereinafter described is situated, as Commissioners of Appraisal, to ascertain and appraise the compensation to be made to the owners of and persons interested in the real estate, and discharge the duties required by said act and the acts amendatory thereof.

The real estate taken or affected is situated in the Towns of Olive and Hurley, County of Ulster, New York.

The real estate sought to be acquired under these proceedings, which is situated in the Towns of Olive and Hurley, County of Ulster and State of New York, is all the real estate formerly owned or occupied by the Ulster & Delaware Railroad Company from the easterly boundary of the Ashokan reservoir taking at West Hurley to a point near the old Boiceville station; the possession of which is required by reason of the construction of the Ashokan reservoir, and is shown on a map entitled: "Board of Water Supply of The City of New York. Map of real estate right of way of Ulster and Delaware Railroad Co., from Stony Hollow to Boiceville, situated in the Towns of Hurley and Olive, County of Ulster and State of New York, to be acquired by The City of New York, under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan reservoir and appurtenances," which map was prepared by the Board of Water Supply on August 5, 1913, and adopted by the Board of Estimate and Apportionment on August 28, 1913, and is bounded and described as follows:

All that portion of real estate formerly occupied by the Ulster and Delaware Railroad, situated in the Towns of Hurley and Olive, and which lies between the real estate sections heretofore acquired by The City of New York for the construction of the Ashokan reservoir and its appurtenances, shown on the above entitled map as Parcels 937 to 1007, inclusive, and more particularly described as follows:

Beginning at a point in the northerly bounds of the Ulster & Delaware Railroad, as located prior to June 15, 1913, which point is in the centre of the old Vandale road (now a part of the substituted highways around the Ashokan reservoir), and is the southwest corner of Parcel No. 827 of Section 17 of the Ashokan reservoir taking, and running thence along the northerly bounds of the right of way north 83 degrees 09 minutes east 60.9 feet to the northeast corner of Parcel No. 1007; thence south 6 degrees 51 minutes east 66 feet across the right of way, being the easterly limit of the taking and the easterly bounds of Parcel No. 1007; thence south 83 degrees 09 minutes west 47.4 feet to a point in the centre of the highway; thence south 36 degrees 21 minutes west 72 feet; thence south 83 degrees 09 minutes west 311 feet; thence north 39 degrees 03 minutes east 63.5 feet to the southeast corner of Parcel No. 1004; thence south 83 degrees 09 minutes west 908.5 feet; thence on a curve with a radius of 988.4 feet to the right along Parcel 1004 and 1003 west 64.2 feet; thence on a curve with a radius of 1,370 feet to the left 1,035.6 feet along Parcels 1003, 1002 and 1001; thence north 82 degrees 52 minutes west 416.3 feet; thence south 7 degrees 08 minutes west 42 feet; thence north 82 degrees 52 minutes west 1,880.6 feet along Parcels Nos. 1001 and 999; thence north 7 degrees 08 minutes east 42 feet; thence north 82 degrees 52 minutes west 3,433.9 feet along Par-

cels Nos. 999, 998 and 997; thence on a curve with a radius of 11,426 feet to the left 409.2 feet; thence north 84 degrees 35 minutes west 1,326.7 feet along Parcels Nos. 997 to 994, inclusive; thence on a curve with a radius of 1,113 feet to the left 772.2 feet; thence south 55 degrees 19 minutes west 457.1 feet along Parcels Nos. 994 and 993; thence south 63 degrees 30 minutes west 109.3 feet; thence south 48 degrees 39 minutes west 133.2 feet along Parcels Nos. 993 and 992; thence south 55 degrees 19 minutes west 707.4 feet; thence on a curve with a radius of 2,898 feet to the right 1,074.2 feet along Parcels Nos. 992, 991 and 990; thence south 76 degrees 33 minutes west 3,286.3 feet along Parcels Nos. 990 to 986, inclusive; thence south 71 degrees 31 minutes west 349.1 feet; thence south 64 degrees 27 minutes west 801.4 feet; thence south 48 degrees 35 minutes west 47.3 feet; thence north 87 degrees 44 minutes west 193.1 feet to a point in the southerly boundary of the right of way; thence on a curve with a radius of 5,697 feet to the left 1,281.6 feet; thence south 52 degrees 28 minutes west 10,817.9 feet along Parcels Nos. 985 to 972, inclusive (crossing the town line between the Towns of Hurley and Olive, between Parcels Nos. 973 and 974); thence on a curve with a radius of 2,832 feet to the left 1,455.6 feet along Parcels Nos. 972, 971 and 970; thence south 22 degrees 59 minutes west 761.4 feet; thence on a curve with a radius of 1,943 feet to the right 1,061.5 feet; thence on a curve with a radius of 2,325 feet to the right 1,014.4 feet along Parcels Nos. 970 and 969; thence on a curve with a radius of 5,763 feet to the right 84.9 feet; thence south 54 degrees 20 minutes east 92.9 feet; thence on a curve with a radius of 5,830 feet to the right 687.3 feet; thence south 41 degrees 10 minutes west 130.8 feet; thence north 59 degrees 33 minutes west 52.1 feet; thence north 41 degrees 10 minutes east 181.7 feet to the southerly bounds of the right of way; thence on a curve with a radius of 5,763 feet to the right 200.2 feet; thence south 88 degrees 17 minutes west 1,518 feet along Parcels Nos. 968 and 967; thence on a curve with a radius of 1,943 feet to the right 612.5 feet along Parcels Nos. 967 and 966; thence north 73 degrees 39 minutes west 1,179.3 feet along Parcels Nos. 966 and 964 to the easterly bounds of Parcel No. 965; thence south 9 degrees 51 minutes west 373 feet to the southeast corner of Parcel No. 965; thence north 70 degrees 03 minutes west 276.9 feet to the southwest corner of said parcel; thence north 10 degrees 33 minutes east 355 feet to the southerly bounds of the right of way; thence north 73 degrees 39 minutes west 1,329.3 feet along Parcels Nos. 964, 963 and 962; thence on a curve with a radius of 1,670 feet to the right 1,138.1 feet; thence north 34 degrees 35 minutes west 315.8 feet along Parcels Nos. 962 and 961; thence on a curve with a radius of 1,943 feet to the right 372.9 feet; thence on a curve with a radius of 1,400 feet to the left 214.4 feet; thence on a curve with a radius of 1,113 feet to the left 631.2 feet along Parcels Nos. 961 and 960; thence north 64 degrees 54 minutes west 617 feet; thence on a curve with a radius of 1,009 feet to the left 863.1 feet along Parcels Nos. 960 and 959; thence south 66 degrees 08 minutes west 92 feet; thence on a curve with a radius of 1,466 feet to the right 139.9 feet to the easterly line of Parcel No. 958; thence along said easterly line south 45 degrees 10 minutes west 308.6 feet; thence north 44 degrees 53 minutes west 33 feet; thence north 45 degrees 10 minutes east 246 feet to the southerly bounds of the right of way; thence on a curve with a radius of 1,466 feet to the right 395.9 feet; thence south 89 degrees 48 minutes 30 seconds west 2,338.7 feet along Parcels Nos. 957 to 954, inclusive; thence on a curve with a radius of 1,179 feet to the right 669.1 feet along Parcels Nos. 954 and 953; thence on a curve with a radius of 4,617 feet to the right 2,728.9 feet along Parcels Nos. 953, 952 and 951; thence north 23 degrees 49 minutes 15 seconds west 1,794.8 feet along Parcels Nos. 951, 950 and 949; thence south 77 degrees 51 minutes west 102.2 feet to the southwest corner of Parcel No. 948; thence north 23 degrees 49 minutes 15 seconds west 2,951.3 feet along Parcels Nos. 948 and 947 to a point in the centre of Bushkill Creek; thence south 84 degrees 35 minutes east 114.5 feet to the westerly line of the right of way; thence north 23 degrees 49 minutes 15 seconds west 5,073.5 feet along Parcels Nos. 946 to 943, inclusive; thence on a curve with a radius of 2,325 feet to the right 1,133 feet along Parcels Nos. 943, 942 and 941; thence north 4 degrees 06 minutes east 2,937.2 feet along Parcels Nos. 941, 940, 939 and 937 to the most northerly corner of Parcel No. 937, which point is where the westerly side of the easement for the railroad meets the westerly bounds of the Ulster & Delaware Railroad Company's property near what was formerly the Boiceville station; thence southerly along the westerly side of said easement on a curve with a radius of 3,324.2 feet to the left 453.5 feet; thence south 59 degrees 30 minutes west 8 feet to the southwest corner of Parcel No. 938, a point 33 feet easterly from the centre line of the Ulster & Delaware Railroad; thence south 4 degrees 06 minutes west 2,487.4 feet along Parcels Nos. 937, 939, 940 and 941; thence on a curve with a radius of 2,235 feet to the left 1,100.8 feet along Parcels Nos. 941, 940 and 943; thence south 23 degrees 49 minutes 15 seconds east 9,784.5 feet along Parcels Nos. 943 to 951, inclusive; thence on a curve with a radius of 4,551 feet to the left 1,049.5 feet along Parcels Nos. 951 and 952 to the westerly line of Parcel No. 953; thence along said westerly line north 5 degrees 18 minutes west 230.7 feet; thence on a curve with a radius of 4,434 feet to the left 1,794.4 feet; thence on a curve with a radius of 996 feet to the left 195 feet to the northerly line of Parcel No. 954; thence north 87 degrees 07 minutes east 305.8 feet; thence north 16 degrees 35 minutes east 41 feet; thence north 82 degrees 15 minutes east 137.1 feet; thence south 36 degrees 0 minutes east 230.3 feet; thence north 89 degrees 48 minutes 30 seconds east crossing the Esopus Creek 2,118.4 feet along Parcels Nos. 955, 956 and 957; thence on a curve with a radius of 1,400 feet to the left 469.1 feet to the westerly line of Parcel No. 958; thence north 4 degrees 34 minutes east 40.2 feet; thence north 18 degrees 35 minutes east 112.7 feet to the most northerly point of Parcel No. 958; thence south 70 degrees 51 minutes east 33 feet; thence south 18 degrees 35 minutes west 112.2 feet; thence south 4 degrees 34 minutes west 17.6 feet to the northerly bounds of the right of way; thence on a curve with a radius of 1,400 feet to the left 75 feet; thence north 66 degrees 08 minutes east 92 feet; thence on a curve with a radius of 1,075 feet to the right 919.4 feet along Parcels Nos. 959 and 960; thence south 64 degrees 54 minutes east 617 feet; thence on a curve with a radius of 1,179 feet to the right 668.9 feet along Parcels Nos. 960 and 961; thence on a curve with a radius of 1,466 feet to the right 224.7 feet; thence on a curve with a radius of 1,877 feet to the left 360.1 feet; thence south 34 degrees 35 minutes east 315.8 feet along Parcels Nos. 961 and 962; thence on a curve with a radius of 1,604 feet to the left 1,093.1 feet; thence south 73 degrees 39 minutes east 2,779.6 feet along Parcels Nos. 962, 963, 964 and 966; thence on a curve with a radius of 1,877 feet to the left 259.4 feet to the westerly line of Parcel No. 967; thence along said westerly line north 21 degrees 15 minutes east 145.1 feet; thence north 87 degrees 30 minutes east 342 feet; thence south 7 degrees 0

minutes east 95 feet; thence south 40 degrees 0 minutes east 97 feet to the northerly line of the right of way; thence north 88 degrees 17 minutes east 1,500.3 feet along Parcels Nos. 967 and 968; thence on a curve with a radius of 5,697 feet to the left 894.9 feet along Parcels Nos. 968 and 969; thence on a curve with a radius of 2,259 feet to the left 986 feet along Parcels Nos. 969 and 970; thence on a curve with a radius of 1,877 feet to the left 1,025.5 feet; thence north 22 degrees 59 minutes east 761.4 feet; thence on a curve with a radius of 2,898 feet to the right 1,489.6 feet along Parcels Nos. 970, 971 and 972; thence north 52 degrees 28 minutes east 10,817.9 feet along Parcels Nos. 972 to 985, inclusive, crossing the line between the Towns of Hurley and Olive, between Parcels Nos. 973 and 974; thence on a curve with a radius of 5,763 feet to the right 2,423.4 feet; thence north 76 degrees 33 minutes east 3,508.9 feet along Parcels Nos. 985 to 990, inclusive; thence on a curve with a radius of 2,832 feet to the left 1,049.5 feet along Parcels Nos. 990, 991 and 992; thence north 55 degrees 19 minutes east 1,405 feet along Parcels Nos. 992, 993 and 994; thence on a curve with a radius of 1,179 feet to the right 818.2 feet; thence south 84 degrees 55 minutes east 1,326.7 feet along Parcels Nos. 994 to 997, inclusive; thence on a curve with a radius of 11,492 feet to the right 411.6 feet; thence south 82 degrees 52 minutes east 3,433.9 feet along Parcels Nos. 997, 998 and 999; thence north 7 degrees 08 minutes east 42 feet; thence south 82 degrees 52 minutes east 352.9 feet to the southwest corner of Parcel No. 1000; thence along the westerly line of said parcel north 25 degrees 02 minutes west 59.3 feet; thence south 82 degrees 52 minutes east 1,187.2 feet; thence south 11 degrees 16 minutes west 50.2 feet to the northerly line of Parcel No. 1001; thence along said northerly line south 82 degrees 52 minutes east 376.4 feet; thence south 7 degrees 08 minutes west 42 feet to a point in the northerly line of the right of way; thence south 82 degrees 52 minutes east 416.3 feet; thence on a curve with a radius of 1,436 feet to the right 1,085.5 feet along Parcels Nos. 1001, 1002 and 1003; thence south 39 degrees 33 minutes east 64.2 feet; thence on a curve with a radius of 922.4 feet to the left 922.5 feet along the northerly bounds of Parcels Nos. 1003 and 1004; thence north 83 degrees 09 minutes east 972 feet to the westerly bounds of Parcel No. 1006; thence along said westerly line north 11 degrees 09 minutes east 104 feet; thence north 17 degrees 38 minutes east 198.1 feet; thence south 65 degrees 53 minutes east 59.5 feet; thence south 4 degrees 37 minutes west 183.5 feet; thence south 22 degrees 57 minutes east 71.6 feet to a point in the northerly bounds of the right of way; thence north 83 degrees 09 minutes east 15 feet to the point or place of beginning.

The fee is to be acquired by The City of New York in all the real estate, Parcels 937 to 1007, both inclusive, contained in the above described parcels.

Reference is hereby made to the said map filed as aforesaid in the office of the Clerk of the County of Ulster for a more detailed description of the real estate to be taken in fee as above described.

Dated November 7, 1913.  
ARCHIBALD C. WATSON, Corporation Counsel, Hall of Records, Borough of Manhattan, New York City. n21,j3

## NOTICE TO BIDDERS AT SALES OF OLD BUILDINGS, ETC.

TERMS AND CONDITIONS UNDER WHICH BUILDINGS, ETC., WILL BE SOLD FOR REMOVAL FROM CITY PROPERTY.

THE BUILDINGS AND APPURTENANCES thereto will be sold to the highest bidder, who must pay cash or certified check, drawn to the order of the Comptroller of The City of New York, and must also give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of \$50, the sum of \$50 shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale. The placing therein or permitting the occupancy of any such building by any tenant free, for rent or otherwise, excepting the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

The sale will be as of the condition of the property at the date of delivery thereof to the purchaser. The City of New York will not be responsible for any change or loss which may occur in the condition of the buildings, or their appurtenances between the time of the sale thereof and the time of delivering possession to the purchaser, after being properly vacated of all tenants. The sale and delivery to purchaser will be made as nearly together as the circumstance of vacating the structures of their tenants will permit.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the exterior walls of the buildings and their foundations and the sidewalks and curb in front of said buildings, extending within the described area shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point. The exterior walls and their foundations shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building. Where there is no curb the elevation of the surrounding ground shall be considered curb level. All wells, cesspools, sinks, etc., existing on the property must be filled to the level of the surrounding ground with clean earth.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer

in street shall be properly closed in compliance with the directions of the Bureau of Sewers in the Borough in which the buildings are situated, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances, or any part thereof, within thirty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances, or portion as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless, The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Where party walls are found to exist between buildings purchased by different bidders, the materials of said party walls shall be understood to be equally divided between the separate purchasers.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beam-ends, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs and adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

## PROPOSALS FOR BIDS AND ESTIMATES FOR THE CITY OF NEW YORK.

## NOTICE TO CONTRACTORS.

## GENERAL INSTRUCTIONS TO BIDDERS.

The person or persons making a bid or estimate for any services, work, materials or supplies for The City of New York, or for any of its departments, bureaus or offices, shall furnish the same in a sealed envelope, indorsed with the title of the supplies, materials, work or services for which the bid or estimate is made, with his or their name or names and the date of presentation to the President or Board or to the head of the Department at his or its office, on or before the date and hour named in the advertisement for the same, at which time and place the estimates received will be publicly opened by the President or Board or head of said Department, and read, and the award of the contract made according to law as soon thereafter as practicable.

Each bid or estimate shall contain the name and place of residence of the person making the same, and names of all persons interested with him therein, and, if no other person be so interested, it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of a Department, chief of a Bureau, deputy thereof, or clerk therein, or other officer of The City of New York is, shall be or become interested, directly or indirectly, as contracting party, partner, stockholder, surety or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated herein are in all respects true.

No bid or estimate will be considered unless as a condition precedent to the reception or consideration of any proposal, it be accompanied by a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Comptroller, or money or corporate stock or certificates of indebtedness of any nature issued by The City of New York, which the Comptroller shall approve as of equal value with the security required in the advertisement, to the amount of not less than three nor more than five per centum of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

The amount shall be as specified in the proposals or instructions to bidders and shall not be in excess of 5 per cent.

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.