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## THE CITY RECORD.

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BOARD OF CITY RECORD.

GEORGE B. McCLELLAN, Mayor.

FRANCIS K. PENDLETON, CORPORATION COUNSEL.

HERMAN A. METZ, COMPTROLLER.

PATRICK J. TRACY, SUPERVISOR.

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## BOARD OF ESTIMATE AND APPORTIONMENT.

EXTRACT FROM

MINUTES, BOARD OF ESTIMATE AND APPORTIONMENT, CITY OF NEW YORK, MARCH 6, 1908.

NEW YORK AND PORT CHESTER RAILROAD COMPANY.

At the meeting of January 31, 1908, the public hearing on the proposed form of contract consenting to certain modifications and alterations in the line of the route of the New York and Port Chester Railroad Company in the Borough of The Bronx, was continued until this day, awaiting the receipt of a modification of the order of the Appellate Division or until the termination of the Court proceedings.

Rudolph L. von Bernuth, of counsel for the company, stated the litigation was still pending, and the matter was thereupon laid upon the table.

NEW YORK, BROOKLYN AND MANHATTAN BEACH RAILWAY COMPANY AND LONG ISLAND RAILROAD COMPANY, AS LESSEE.

The public hearing on the petition of the President of the Flatbush Board of Trade, protesting against the construction of a freight yard by the Long Island Railroad Company at Avenue I and East Sixteenth and East Seventeenth streets, Borough of Brooklyn, was opened.

The hearing was fixed for this day by resolution adopted February 7, 1908.

Elwin S. Piper and members of the Flatbush Board of Trade appeared in opposition to the location of the proposed freight yard.

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

Which motion was adopted.

MUNICIPAL SUBWAY COMPANY.

In the matter of the application of the Municipal Subway Company for a franchise to construct and maintain, under the streets, avenues and highways in The City of New York, electrical conduits or subways for the transmission of electrical current for telegraphic, telephonic and all general electrical purposes.

This application was presented to the Board at its meeting of January 10, 1908, and was referred to the Chief Engineer.

The Secretary presented the following:

REPORT No. F-85.

BOARD OF ESTIMATE AND APPORTIONMENT,  
OFFICE OF THE CHIEF ENGINEER,  
March 3, 1908.

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

SIR—At the meeting of the Board of Estimate and Apportionment held on January 10, 1908, there was presented a petition of the Municipal Subway Company asking

for the right to construct and maintain electrical conduits or subways for the transmission of electric current under the streets and avenues of the City of New York. This application was referred to the Chief Engineer for investigation and report.

I beg to submit herewith the result of this investigation as outlined in the report of the Engineer in charge of the Division of Franchises, from which it will be seen that this company has endeavored to secure from the Commissioner of Water Supply, Gas and Electricity a contract for the construction of subways, and the Corporation Counsel advised the Commissioner that such a contract would be in the nature of a franchise, which could only be granted by the Board of Estimate and Apportionment. The report points out the unsatisfactory conditions now existing in this city through the control of the electric subways by private corporations, and it would seem unwise to grant any further rights to construct such subways.

It is therefore recommended that the application of the petitioner be denied, and it is suggested that the Chief Engineer be directed to secure further data relating to existing subways and overhead wires and to report to the Board a plan to install a system of municipal subways.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,  
DIVISION OF FRANCHISES, ROOM 801, No. 277 BROADWAY,  
March 2, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—Under date of January 6, 1908, the Municipal Subway Company, by its President, Mr. John D. Beers, petitioned the Board of Estimate and Apportionment for the right to construct and maintain under the streets, avenues and highways in The City of New York electrical conduits or subways for the transmission of electrical current for telegraphic, telephonic and all general electrical purposes.

The Municipal Subway Company was incorporated under the Business Corporations Law of the State of New York April 12, 1905, for the purpose of manufacturing conduits for electric conductors, and to construct and build conduits and subways for different electric services, and for gas service, and to sell, rent or lease the same, etc. The amount of capital stock, as authorized by the certificate of incorporation, is \$100,000, with the privilege of increasing the same to \$20,000,000.

It is stated in the petition that a previous application had been made to the Commissioner of Water Supply, Gas and Electricity in June, 1905, for the execution of a contract for the construction of subways similar to that now applied for. No action was taken upon this application, and in January, 1906, the application was renewed to the Mayor, who referred the matter again to the Commissioner of Water Supply, Gas and Electricity. Said Commissioner, on February 13, 1906, returned the papers, stating that the request was in the nature of a franchise, over which his Department had no jurisdiction. The petition was thereupon referred to the Board of Estimate and Apportionment and presented at the meeting of February 16, 1906, at which time it was referred to the Bureau of Franchises.

The application being for the execution of a contract between the Commissioner of Water Supply, Gas and Electricity and the company, instead of an application to the Board of Estimate and Apportionment for a franchise, the opinion of the Corporation Counsel was asked as to the claim of the company that such a contract might legally be entered into by the Commissioner of Water Supply, Gas and Electricity.

Under date of October 11, 1906, the Corporation Counsel, in an opinion rendered to the Board, after quoting section 469 of the Charter, which section was referred to by the Municipal Subway Company in support of its contention that the Commissioner of Water Supply, Gas and Electricity has the power to execute such contract, and also referring to the present provisions of the Charter, which specify the procedure for granting of franchises, states that:

"There is not in my opinion any authority in such section giving to the Commissioner of Water Supply, Gas and Electricity the right to grant the franchise here sought."

He further states that:

"The Municipal Subway Company was organized under the Business Corporations Law and has only secured a franchise to be a corporation."

"Apart from this, however, I am of the opinion, and so advise you, that the Commissioner of Water Supply, Gas and Electricity has no authority to execute the proposed contract, and that the execution of the same was properly refused by the predecessor of the present Commissioner."

Accompanying the present petition there are copies of several papers relating to the former application to the Commissioner of Water Supply, Gas and Electricity and the Mayor.

In various reports to you and to the Board of Estimate and Apportionment, upon applications from companies for franchises requiring the use of conduits, I have called attention to the need of a general conduit or subway system in the portions of the City other than the Borough of Manhattan and the portion of The Bronx west of the Bronx River. Several applications have been made to the Board, though none have been finally acted upon as yet, by companies which would require the use of such subways if the franchises were granted. Among these I might mention the applications of the New York Cahill Telharmonic Company, the United Electric Service Company and the Atlantic Telephone Company. Should franchises be granted to each of these companies in other parts of the City than the Boroughs of Manhattan and The Bronx west, each company would be obliged to construct a conduit system for its own use, which would necessitate destruction of pavement and tearing up of streets in excess of that which would be necessary if there were in existence a general subway system, in which all wire-using companies would be required to place their cables. In order to avoid unnecessary destruction of pavement and thereby prevent frequent unsightly and uncleanly obstructions in the streets, and in order to avoid the use of the subsurface of the streets to the exclusion of adequate space required for public structures, such as sewers, water mains, etc., it certainly would seem to be for the best interest of the City that such a conduit system be constructed. It could be constructed either by a company pursuant to a franchise, as proposed by the applicant company, or by the City at the City's expense.

In view of the City's past and present experience with subway contracts, and which will be referred to hereafter, it would, to my mind, be difficult to draw a franchise granting to a company the right to construct a system of conduits in which public service corporations are to be tenants, and by such franchise adequately protect the interests of the City and the tenants thereof. It is a task which I would hesitate to undertake with confidence that such a franchise would accomplish all that is desired. Such a franchise must necessarily in effect grant a monopoly of the subway business, since all the arguments in favor of a single conduit system for all companies are also arguments against granting a similar privilege to a second or competing company. All wire-using companies which may be granted franchises in the future would be tenants, and, therefore, provision must be made whereby the City may intervene between the subway company and the tenants where a misunderstanding occurs. It must be remembered, too, that these tenants would be public service corporations, and as such would be dependent somewhat upon the subway company as to their extent or efficiency of service; in other words, a company receiving a franchise from the City requiring the use of conduits would be at the mercy of the subway company, unless the franchise be so drawn that all possible difficulties are to be adjusted by the City.

There is no provision in any existing franchise which I have seen in this City or in any other city of the United States which will prevent the purchase of the securities of one company by another, and thereby obtain the controlling interest. Such a condition has been proposed several times by the Bureau of Franchises, though the Board has not seen fit to impose such obligation in any franchise. Without such a restriction the subway system would no doubt become the property of the company whose interest would be best served by the prevention of competing companies occupying the subway, and, by technicalities, either delay or prevent entirely such occupancy. Perhaps the best illustration of this is the condition which exists at the present time



in the Borough of Manhattan and a portion of The Bronx, in which there are general subway systems, one for high tension wires and another for low tension wires.

A brief history of these systems is as follows:

Pursuant to chapter 499 of the Laws of 1885, as amended by chapter 503 of the Laws of 1886, the Commissioners of Electrical Subways in The City of New York entered into a contract with the Consolidated Telegraph and Electrical Subway Company, by which the company agreed to construct, maintain and operate subways for carrying electric conductors. No power was given the Commissioners of Electrical Subways by such acts, but the contracts were ratified and confirmed by the Legislature by chapter 716 of the Laws of 1887. It was later found impractical to place in the same subway both low and high tension wires. In consequence, the Legislature, by chapter 231 of the Laws of 1891, authorized the Board of Electrical Control, the successors of the Commissioners of Electrical Subways, to enter into contracts with the Consolidated Telegraph and Electrical Subway Company and the Empire City Subway Company, Limited, which would provide for a division of the work of constructing, maintaining and operating electrical subways. Low tension conductors were to be placed in the subways of the Empire City Subway Company, while the high tension conductors were to remain under the control of the Consolidated Telegraph and Electrical Subway Company. These contracts were entered into on May 15, 1891, and since that time two systems of subways have been in operation in the Borough of Manhattan and in part of the Borough of The Bronx.

These contracts provide, among other things, that the City shall have the right to make modifications and changes in construction, plans, material or maintenance and operation of such subways. The space in subways is to be leased by the above-named corporations to any other company or corporation having lawful power to operate electrical conductors in any street, avenue or highway in The City of New York, if such company shall apply for the same. No space shall be occupied to the exclusion or detriment of any other company needing space in such subways and desiring and able to pay for the same. Space is to be reserved for the wires used by the City. The scale of rents is to be fixed by the subway companies, and at all times subject to regulation by the City.

Whenever the net annual profits of the company remaining after the payment of reasonable necessary expenses exceeds 10 per cent. upon the actual cash capital invested, the excess over 10 per cent. is to be paid into the Treasury of The City of New York. The companies are to report to the City each year as to the number and kind of electrical conductors in use, the owners of the same, the amount of space occupied, the gross and net amount in detail of rents and charges, moneys collected and received, and various other items which are necessary for the City to determine, to its own satisfaction, the amount of the earnings of the company. All companies occupying space in such subways are to own their own conductors, and all maintenance and repairs are to be done by the owning company.

Notwithstanding that these would seem to be ideal contracts, as far as the City is concerned, such is not the case, for the Consolidated Company has become the property of the Edison Electric Illuminating Company, and the Empire Company has become the property of the New York Telephone Company, with the result that a monopoly has been created in each instance, and the Consolidated Company has resisted, by suit carried to the highest court, the occupancy of its subways by a company which would be a competitor to the Edison Electric Illuminating Company.

I have been advised that companies having a franchise, in making application for space to the subway companies, have been informed that there was no unused duct available, but that conduits would be constructed for their use, though such conduits are only constructed after considerable delay, with the result of inconvenience and a large financial loss to the applicant company.

The monopolies thus created have flagrantly watered their stocks, charged excessive prices to consumers for their commodities and have made absolutely no return to the City for the valuable privileges enjoyed. Actions have been commenced by the City against both the Empire City Subway Company, Limited, and the Consolidated Telegraph and Electrical Subway Company for an accounting as to the cost of construction and the actual cash capital invested, for a detailed statement of all moneys received and paid out and a surrender of the possession of the subways under the terms and conditions of the agreement. It is alleged in the complaint that the City has not been permitted by the companies to make a complete examination of the books, and that such an examination as has been made shows that the books and accounts of the companies have been kept in a false and fraudulent manner, and that the actual cost of the subway is not shown by their books; that the net profits of the companies upon the actual cash investment has exceeded 10 per cent., though no return has been made to the City of the excess of such earnings above 10 per cent., and because of the fraudulent methods of the companies and their failure to comply with the terms and conditions of their respective contracts, the City has been deprived of a large revenue. These suits were commenced over three years ago, but up to the present time no decision has been reached.

The situation, therefore, is that there already exist subway systems in the Borough of Manhattan and a portion of The Bronx which may become the property of the City upon the determination of the pending suits, and it would, therefore, seem to be unwise to grant a franchise for another such system, at least until the result of such suit is known, but even if the suits for forfeiture of the possession of the two subways should fail, I believe the nature of the subway business necessitates its operation by the City, and the City cannot with safety delegate such rights to a company by the terms of a franchise and thereby grant a license to such company to deal with public service corporations for the use of structures in public streets. The only feasible plan, to my mind, is the construction and operation of the subways by the City, and I believe that no time should be lost in preparing for such a system, before the streets in the Boroughs outside of the limits of the existing subway contracts are entirely filled with subways of private corporations.

The President of the Municipal Subway Company has requested that an interview be arranged with the engineers of the company, in order that they may have a chance to show their method of proposed construction, which, it is claimed, is equal to or superior to any other system now in use.

In view of the policy which I herein recommend as best for the City to pursue in regard to the present application, I have not given the Municipal Subway Company the opportunity to be heard, as requested. Again, it may be questionable whether the company, which is incorporated under the Business Corporations Law, may legally receive a franchise for the use of the streets for the purpose intended. Should, however, the Board be inclined to grant the franchise, I shall go into the matter more thoroughly, report the results of such investigation and secure an opinion from the Law Department on the question of incorporation.

The contract submitted by the applicant company with the former application to the Commissioner of Water Supply, Gas and Electricity, a copy of which I have before me, follows closely in many respects the wording of the contracts between the City and the Consolidated and Empire Companies. These contracts, I have shown, have failed to protect the City or the tenants of the subway.

In November, 1905, I called the attention of the then Comptroller to the necessity of a uniform system of subways, and suggested in view of the fact that the Commission of Electric Lighting was at that time preparing plans for a municipal lighting plant, which would involve the construction of subways throughout the greater part of the City, that that Commission be directed to prepare plans also for a general subway system. This report was presented to the Board on November 24, 1905, and a resolution was adopted directing that such plans and an estimate of cost be prepared.

The President of the Commission, Dr. Cary T. Hutchinson, replied to this resolution and stated that in order to prepare such plans data must be obtained as to the present use and needs of the existing wire-using companies, and estimated that it would cost in the neighborhood of \$100,000 to obtain this data.

The President of the Borough of Brooklyn reported that, in his opinion, such data should be collected by the different Borough Presidents; the Comptroller being also of the same opinion.

These reports were presented at the meeting of May 25, 1906, at which time the resolution directing the making of plans and estimating the cost of the subways was rescinded. Since no resolution was adopted by the Board directing the use of the data which might be collected by the Borough Presidents in making plans and estimating the cost of the conduit system, I cannot but feel that the attention of the Board at that time was directed more to the method of collecting the data required than the necessity of the construction of a general conduit system by the City.

Subsequently ten thousand dollars (\$10,000) was appropriated for the use of the President of the Borough of Brooklyn in collecting data in that Borough and a Bureau of Subsurface Construction was organized. In the report of the Borough President for the year 1906, which has just been made public, a short account of the work of the Borough is given, showing that it is collecting this information and recording the same upon maps.

A system of records upon maps was inaugurated in the City of Philadelphia some years ago, by which maps of all underground structures in the streets are clearly shown. This enables the Department, when permits are applied for for further construction, to assign to such company so applying a definite position in the streets, and, in consequence, but little confusion occurs. A fee is charged in each instance for maps showing the position so assigned, and the fees so obtained not only pay the cost of the work of compilation, but also produce a revenue in excess of thirty thousand dollars (\$30,000) per annum.

A similar system was started by the Department of Water Supply, Gas and Electricity in the Borough of Brooklyn, but the same has not been continued, owing to the lack of appropriation. This work, I presume, is now being done by the Subsurface Bureau in the Borough President's office. So far as I know, no such record as this has been kept for any other Borough in the City.

In any event no further steps have been taken toward providing municipal subways for that portion of the City outside of the limits of the present subway contracts. From time to time I have learned of subways being constructed by other municipalities, and I have recently made some inquiries and collected some data on the subject.

Of the cities which have constructed conduit systems in which space is leased to wire-using companies, Baltimore is the largest of which I have any knowledge. That city began construction in 1898, and has now a system consisting of over 7,000,000 duct feet, of which about 1,750,000 duct feet are leased to public service companies, which seem well satisfied with the system. The rental varies from 5 to 7 cents per duct foot per annum, depending upon the extent of occupancy by the company. The actual rental received for the most part is between 5 and 6 cents per duct foot per annum. The revenue derived for the year ending December 31, 1907, was \$98,371, which was about 1.66 times the interest charges upon the money required for the construction of the system. The operating expense was about \$8,500, showing that the system is operated at a profit. Besides this, the city uses about 50,000 duct feet for its own wires without cost to the city.

Erie, Pennsylvania, and Auburn, New York, each has a municipal conduit system for rental to public service corporations.

Auburn, New York, has about 260,000 duct feet, of which about 88,000 feet are rented at five cents per foot per annum. The revenue received is equal to about twice the interest on the cost of construction.

Erie, Pennsylvania, had in 1905 about 200,000 duct feet; 50,000 feet being rented at five cents per foot per annum, and the revenue derived therefrom was equal to at least twice the interest charges upon money invested.

I am informed that it is proposed to install a municipal conduit system in Hartford, Connecticut. The matter is now being considered. Other cities, I understand, have installed subway systems which are being operated with success.

There is a great need of the immediate construction of a conduit system in the greater part of the Borough of Brooklyn, in which no attempt has been made by the companies to place their wires underground, and no portion of the Borough is entirely free from overhead wires owned either by public service corporations or by the City.

A few years ago, the Department of Water Supply, Gas and Electricity adopted a resolution prohibiting the further erection of poles within that portion of the Borough bounded by Broadway, Fulton street, Eastern parkway, Prospect Park, West Fifteenth street, Hamilton avenue and the East River. Various resolutions were adopted by the Board of Estimate and Apportionment, requiring the companies operating within this district to place their wires in certain streets underground.

The companies have cleared many streets within the district, but I am informed that the wires used for City fire alarm purposes are still above ground, as are some of the wires used by the Police Department. In fact, the wire using companies have delayed in removing their wires because of City wires being still maintained above the surface. In the remaining portion of the Borough, the wires are still on poles.

In the Boroughs of Queens and Richmond, little has been done in the construction of conduits.

It is needless to say that the time will soon come when it will be necessary to place these wires underground. This should be done immediately in a portion of Brooklyn and in portions of the Boroughs of Queens and Richmond. In Brooklyn, where wires are placed underground, there are in some streets as many as four separate conduit systems, which, with the water and gas pipes and sewers, completely obstruct the subsurface of the street to its further use for conduit systems or for public structures, without excavating to a lower level, and thereby causing an extra expense which, in many cases, would be prohibitive.

Should The City of New York desire to construct a conduit system of its own, it may be necessary to obtain an amendment to the charter or special legislation, giving the City the right to construct such conduits, and giving the Board of Estimate and Apportionment power to require the companies to remove their wires from above the surface and place the same in such conduits.

Before money is appropriated for this purpose, considerable data should be obtained as to the existing subways, the number of wires above the surface and a general study of the situation.

In view of the foregoing, I would suggest that the Board deny the application of the Municipal Subway Company at least until the City has taken some definite action which shall determine whether it should be the policy of the City in the future to construct a general system of conduits or allow each company to construct its own conduits.

The City should, I believe, however, determine its policy in regard to this matter at an early date, and I would suggest that the Chief Engineer be directed to obtain from the Borough Presidents, or from any other source, as much data as possible in regard to the existing conduits in the various boroughs and the wires which are maintained above the surface, the needs of the existing companies, the legislation necessary, and such other data as may be required to report to the Board upon the procedure to be followed to enable the City to construct a system of conduits.

Two resolutions are submitted for adoption.

Respectfully,

HARRY P. NICHOLS, Engineer in charge.

#### PROPOSED RESOLUTIONS.

Resolved, That the petition dated January 6, 1908, of the Municipal Subway Company, which was presented to this Board on January 10, 1908, requesting that it be awarded the contract with The City of New York to construct, lay, erect and maintain under and along the streets, avenues, highways and public places in The City of New York, electrical subways for the transmission of electrical current for telegraphic, telephonic and all general electrical appurtenances, be and the same is hereby denied.

Whereas, It appears to this Board that a general system of subsurface conduits for the purpose of carrying wires and other electrical conductors of public service corporations and those of The City of New York is desirable and necessary in certain parts of the City; now, therefore, be it

Resolved, That the Chief Engineer be directed to gather data relating to existing subways and overhead wires within the streets of the City, and report to the Board a plan of procedure necessary to install a municipal system, together with such proposed legislation as is desirable and required to carry the same into effect.

Mr. John D. Beers, President, appeared on behalf of the Municipal Subway Company.

The matter was referred to the Select Committee having pending application for telephone franchise under consideration, to wit, the Comptroller, the Corporation Counsel and the Chief Engineer of the Board.



Which was referred to the Select Committee having pending application for telephone franchise under consideration, to wit, the Comptroller, the Corporation Counsel and the Chief Engineer of the Board.

JOHN B. IRELAND.

In the matter of the consent granted to John B. Ireland by resolution adopted by the Board of Aldermen April 28, 1897, approved by the Mayor May 11, 1897, to lay a three-inch culvert pipe in West Broadway, connecting premises on the northeast corner of West Third street and West Broadway, with buildings Nos. 570 to 576 West Broadway, Borough of Manhattan, for the purpose of supplying steam thereto.

The Secretary presented the following:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, BUREAU OF CITY REVENUE,  
February 18, 1908.

Board of Estimate and Apportionment, No. 277 Broadway, New York City:

GENTLEMEN—On April 28, 1897, the Board of Aldermen adopted a resolution granting permission to John B. Ireland to lay a three-inch culvert pipe in West Broadway for the purpose of connecting by steam the building at the northeast corner of West Third street and West Broadway, with the buildings Nos. 570 to 576 West Broadway, on payment to the City, as compensation for the privilege, such sums as may be specified by the Commissioners of the Sinking Fund, provided that the said John B. Ireland shall stipulate with the Commissioner of Public Works to save the City harmless from any loss or damage occasioned by the exercise of the privilege hereby granted, such permission to continue only during the pleasure of the Common Council.

The said resolution was approved by the Mayor May 11, 1897 (Approved Papers, Vol. 65, page 317).

On June 4, 1897, in accordance with the above resolution, the Commissioners of the Sinking Fund adopted a resolution fixing the annual sum to be paid for this permission at \$75 per annum, and a fee of \$15 for opening the street to be paid to the Department of Public Works; and provided further that the said John B. Ireland shall give a satisfactory bond for the faithful performance of all conditions prescribed by the said Commissioner of Public Works, and by a resolution of the Board of Aldermen, passed April 28, 1897, and approved by the Mayor May 11, 1897, the bond to be approved by the Comptroller and filed in his office. And provided further that the right be reserved to revoke such permission at any future time if necessary in the interest of the City (Minutes, 1895 to 1897, page 1012).

This pipe was laid and the annual rental reserved was paid up to September 22, 1902. Since this time no payment has been made, in spite of frequent demands and the pipe is still in use.

I would, therefore, recommend that the Board of Estimate and Apportionment adopt a resolution rescinding the resolution of the Board of Aldermen of April 28, 1897, and directing the President of the Borough of Manhattan to remove the pipe at the expense of the said John B. Ireland.

Yours respectfully,

H. A. METZ, Comptroller.

REPORT NO. F-87.

BOARD OF ESTIMATE AND APPORTIONMENT,  
OFFICE OF THE CHIEF ENGINEER,  
March 4, 1908.

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

SIR—In a communication dated February 18, 1908, to the Board of Estimate and Apportionment the Comptroller calls attention to the fact that by virtue of a resolution of the Board of Aldermen adopted April 28, 1897, John B. Ireland was granted permission to lay and maintain a 3-inch pipe connecting the premises at the northeast corner of West Third street and West Broadway with buildings Nos. 570 to 576 West Broadway, for supplying them with steam, the compensation fixed by the Commissioners of the Sinking Fund for this privilege being \$75 per annum. The pipe was laid and rental paid up to September 22, 1902, since which time no payments have been made, and the Comptroller recommended that the Board of Estimate and Apportionment, rescind the resolution granting the right, and that it direct the President of the Borough of Manhattan to remove the pipe at the expense of Mr. Ireland. A communication was sent to Mr. Ireland by the Engineer in charge of the Division of Franchises advising him of the recommendation of the Comptroller, but no reply has been received, and a resolution is herewith submitted on the lines suggested by the Comptroller, the adoption of which is recommended.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

DIVISION OF FRANCHISES, ROOM 801, No. 277 BROADWAY,  
BOARD OF ESTIMATE AND APPORTIONMENT,  
March 3, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—By resolution adopted by the Board of Aldermen April 28, 1897, and approved by the Mayor May 11, 1897, John B. Ireland was granted permission to construct, maintain and use a three-inch culvert pipe connecting the premises at the northeast corner of West Third street and West Broadway with the buildings Nos. 570 to 576 West Broadway, for the purpose of supplying same with steam.

On June 4, 1897, the Commissioners of the Sinking Fund fixed the compensation for this privilege at \$75 per annum, and a fee of \$15 for opening the street.

In a communication dated February 18, 1908, to the Board of Estimate and Apportionment, the Comptroller states:

"This pipe was laid and the annual rental reserved was paid up to September 22, 1902. Since this time no payment has been made, in spite of frequent demands, and the pipe is still in use."

He therefore recommends that the Board of Estimate and Apportionment adopt a resolution rescinding the resolution of the Board of Aldermen of April 28, 1897, and directing the President of the Borough of Manhattan to remove the pipe at the expense of the said John B. Ireland.

I addressed a communication to Mr. Ireland, informing him of the action recommended by the Comptroller, and I have as yet received no reply. I have accordingly prepared a form of resolution carrying out the recommendations of the Comptroller, and I transmit same herewith for adoption.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

The following was offered:

Resolved, That the resolution adopted by the Board of Aldermen April 28, 1897, approved by the Mayor May 11, 1897, granting permission to John B. Ireland to lay a 3-inch culvert pipe in West Broadway, for the purpose of connecting by steam the building at the northeast corner of West Third street and West Broadway with the building Nos. 570 to 576 West Broadway, be and the same is hereby rescinded; and be it further

Resolved, That the President of the Borough of Manhattan be and he is hereby directed to forthwith remove the aforesaid pipe and charge the expense of such removal and the restoration of the street pavement to its original condition to the said John B. Ireland, and advise the Board when said pipe has been removed.

Which was adopted by the following vote:

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

THOMAS CONVILLE.

In the matter of the consent granted by resolution adopted by the Board of Aldermen November 3, 1892, to Thomas Conville, to lay a 6-inch iron pipe under and along

East Forty-sixth street, for conducting salt water from the East River to the premises of the grantee, No. 338 East Forty-sixth street, between First and Second avenues, Borough of Manhattan.

The Secretary presented the following:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, BUREAU OF CITY REVENUE,  
February 18, 1908.

Board of Estimate and Apportionment, No. 277 Broadway, New York City:

GENTLEMEN—On October 18, 1892, the Board of Aldermen adopted a resolution granting permission to Thomas Conville to lay a 6-inch iron pipe for conducting salt water, from his premises, No. 338 East Forty-sixth street, between First and Second avenues, to the East River, upon payment to the City, as compensation for the privilege, such amount as may be deemed an equivalent by the Commissioners of the Sinking Fund, such permission to continue only during the pleasure of the Common Council.

The said resolution was received by the Board from the Mayor on November 3, 1892, without his approval or objection thereto, and the same became adopted, as provided in section 75 of chapter 410 of the Laws of 1882 (Approved Papers, Vol. 60, page 194).

On December 1, 1892, in accordance with the above resolution, the Commissioners of the Sinking Fund adopted a resolution fixing the annual compensation to be paid for this privilege in the sum of \$135, and requiring that the said Thomas Conville shall give a satisfactory bond for the faithful performance of all such conditions, and as prescribed by the resolution of the Board of Aldermen, passed October 18, 1892, and adopted November 3, 1892, said bond to be approved by the Comptroller and filed in his office. And further provided that the right be reserved to revoke such permission at any time, if necessary, in the interest of the City (Minutes of the Commissioners, 1892, page 551).

The pipe was laid and the annual rental reserved was paid up to December 6, 1902. Since that time no payments have been made, in spite of frequent demands, and the pipe is still in use.

I would therefore recommend that the Board of Estimate and Apportionment adopt a resolution rescinding the resolution of the Board of Aldermen adopted October 18, 1892, and directing the President of the Borough of Manhattan to remove the pipe at the expense of the said Thomas Conville.

Yours respectfully,

H. A. METZ, Comptroller.

REPORT NO. F-88.

BOARD OF ESTIMATE AND APPORTIONMENT,  
OFFICE OF THE CHIEF ENGINEER,  
March 4, 1908.

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

SIR—Under date of February 18, 1908, the Comptroller advised the Board of Estimate and Apportionment that under permission granted by the Board of Aldermen in 1892 to Thomas Conville a 6-inch pipe was laid from his premises, No. 338 East Forty-sixth street, to the East River, and that as the payments provided for in this grant had not been made since December 6, 1902, the Comptroller recommended that the permission be revoked. The accrued amount, with interest, claimed by the Comptroller amounted to \$941.55.

Mr. Conville was notified of the Comptroller's recommendation, and has apparently paid the arrears, showing the Comptroller's receipt for the amount, and in view of this fact it is recommended that no action be taken.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,  
DIVISION OF FRANCHISES, ROOM 801, No. 277 BROADWAY,  
March 3, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—The Comptroller, in a communication addressed to the Board of Estimate and Apportionment, under date of February 18, 1908, states that a certain privilege granted to Thomas Conville to lay a 6-inch pipe from his premises, No. 338 East Forty-sixth street, between First and Second avenues, to the East River, granted by the Board of Aldermen in 1892, should be revoked, and the President of the Borough of Manhattan directed to remove such pipe from the street, for the reason that no payments have been made, as provided in the consent, since December 6, 1902.

I communicated with Mr. Conville, and advised him that the amount due, with interest, as claimed by the Comptroller's office, was \$941.55.

Mr. Conville this day appeared at this office and produced a receipt from the Comptroller's office, showing that he had just paid the amount claimed to be due by the Comptroller.

I would, therefore, recommend that no action be taken in the premises, and the papers be placed on file.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

The papers were thereupon ordered filed.

BROOKLYN CITY RAILROAD COMPANY.

In the matter of the removal of tracks of the Brooklyn City Railroad Company from the surface of the streets within the area comprising Williamsburg Park, Borough of Brooklyn.

The Secretary presented the following:

DEPARTMENT OF PARKS, BOROUGH OF BROOKLYN AND QUEENS,  
LITCHFIELD MANSION, PROSPECT PARK,  
BOROUGH OF BROOKLYN, September 28, 1907.

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

GENTLEMEN—During the month of December, 1905, there was turned over to this Department for development as a park a parcel of land lying within the following streets:

Berry street, Nassau avenue, Lorimer street, Driggs avenue, Manhattan avenue, Leonard street, Bayard street, Union avenue and North Twelfth street, and situated in the Fourteenth, Fifteenth and Seventeenth Wards of the Borough of Brooklyn.

This Department immediately proceeded with the work of developing a park plan for this territory, and discovered that, owing to the great number of railroad tracks which traverse the proposed park, it would be considerably hampered, if not entirely obstructed in preparing a suitable plan. A communication was addressed to Mr. Edwin W. Winter, President of the Brooklyn Rapid Transit Company, on the subject of the possible removal of the railroad tracks from the grounds to enable this Department to more properly develop the territory for park purposes. After some further communications on the subject, the Brooklyn Heights Railroad Company submitted to the Department a blue print showing the proposed relocation of the tracks about the park property, and also a form of agreement which they require the City to enter into, covering the removal of the tracks from the property.

I find that the changes as proposed by the railroad company, and as shown on their blue print and embodied in their agreement, are all that is to be desired by this Department. They effect a complete and absolute removal of all of the tracks lying within the boundaries of the park, thereby leaving the entire area open to the fullest, freest and best development by this Department.

I beg, therefore, to transmit to your Honorable Body the blue print and form of agreement submitted by the railroad company for whatever action you may deem necessary.

Very truly yours,

M. J. KENNEDY, Commissioner.



*Proposed Agreement as Submitted by the Brooklyn Heights Railroad Company.*

This agreement, made and entered into this day of April, one thousand nine hundred and seven, by and between The City of New York (hereinafter called the "City"), party of the first part, the Brooklyn City Railroad Company, a domestic corporation of the State of New York (hereinafter called the "Brooklyn"), party of the second part, and the Brooklyn Heights Railroad Company, a domestic corporation of the State of New York (hereinafter called the "Heights"), party of the third part: Witnesseth:

Whereas, by order entered in the Supreme Court on the sixteenth day of August, 1905, there was confirmed the report of the Commissioners of Estimate and Assessment in the matter of acquiring title by the "City," for the use of the public as a park, to premises bounded by Berry street, Nassau avenue, Lorimer street, Driggs avenue, Manhattan avenue, Leonard street, Bayard street, Union avenue and North Twelfth street, in the Fourteenth, Fifteenth and Seventeenth Wards of the Borough of Brooklyn; and

Whereas, by order of the Hon. Wm J. Kelly, Justice of the Supreme Court, granted January 12, 1906, on the petition of the "Heights," the said order of August 16, 1905, confirming the said report of the Commissioners of Estimate and Assessment in said matter was amended by inserting in said confirming order the following provision, to wit:

"The vested rights of the Brooklyn City Railroad Company, lessor, and the Brooklyn Heights Railroad Company, lessee, to construct, maintain and operate street surface railroad lines on Lorimer street, between Bayard street and Driggs avenue; on Union avenue, between North Twelfth street and Driggs avenue; on Driggs avenue, between Lorimer street and North Twelfth street, and on Bedford avenue, between North Twelfth street and Nassau avenue, are not taken or affected in this proceeding, and no compensation is made to said companies or either of them therefor;"—and

Whereas, The "Brooklyn" is the owner of and has the right to operate in perpetuity a double track street surface railroad upon Lorimer street, between Bayard street and Driggs avenue; on Union avenue, between North Twelfth street and Driggs avenue; on Driggs avenue, between Lorimer street and North Twelfth street, and on Bedford avenue, between North Twelfth street and Nassau avenue, as the said streets and avenues are now laid out; and

Whereas, By instrument of lease dated the fourteenth day of February, 1893, the "Brooklyn" did lease unto the "Heights" all of its railroads, property and franchises, except its franchise to be a corporation, including the railroad tracks hereinabove described, for a period of nine hundred and ninety-nine (999) years from the taking effect of said lease, and the said "Heights" is now and has been, since June 6, 1893, in possession of and operating the aforesaid tracks, pursuant to the provisions of said lease; and

Whereas, It is desired by the "City" that the said "Brooklyn" and the said "Heights" should surrender and abandon all those portions of the aforesaid tracks lying within the lines of said park, as now laid out, and in addition, that portion of the said tracks located on Lorimer street, between Driggs avenue and Nassau avenue, and shall accept from the "City" in lieu thereof new railroad tracks on other streets which shall connect with and form a part of existing railroad tracks of the "Brooklyn" not thus proposed to be surrendered and abandoned.

Now, therefore, the parties hereto, for and in consideration of the sum of one dollar (\$1), by each to the other in hand paid and other valuable considerations, the receipt whereof is hereby acknowledged, and in further consideration of the terms and conditions of this agreement, do agree as follows:

I.—The "City" will aid and assist the "Heights" and "Brooklyn" companies to acquire the right and franchise in perpetuity, to construct, maintain and operate a street surface railroad fully equipped for operation by the overhead electrical trolley upon and along the following streets and avenues in the Borough of Brooklyn, City of New York.

(a) A double track surface railroad on Bayard street, between Union avenue and Leonard street; continuing thence on Leonard street to Manhattan avenue; and thence on Manhattan avenue to Driggs avenue, with suitable connections with existing tracks of the "Brooklyn" at Union avenue and Bayard street; at Lorimer street and Bayard street, and at Manhattan avenue and Driggs avenue.

(b) A double track surface railroad on Nassau avenue, between Lorimer street and Berry street; thence on Berry street to North Twelfth street, and thence on North Twelfth street to Bedford avenue, and a single track surface railroad on North Twelfth street, from Bedford avenue to Driggs avenue, including suitable connections with existing tracks of the "Brooklyn" at Lorimer street and Nassau avenue, at North Twelfth street and Bedford avenue, and at North Twelfth street and Driggs avenue.

The said railroads are to be constructed upon plans approved by the "Brooklyn" and "Heights," and are to be constructed in the most approved manner, and the space between the tracks and two feet on either side thereof shall be paved with such pavement as shall be approved by the "City."

II.—The "City" will pay to and will reimburse the "Brooklyn" and "Heights" companies for all costs, counsel fees and expenses of whatever kind to which the "Brooklyn" or "Heights" companies, or either of them, may be subjected in their efforts to acquire the right and franchise in perpetuity to construct said new railroad tracks in said streets, and in the removal of the said tracks and electrical equipment thereof hereinafter agreed to be removed, and in the furnishing and laying of said pavement in the said streets and avenues in which said new tracks are to be constructed.

III.—The "City" will, in the event that the "Brooklyn" and "Heights," after diligent and faithful effort to acquire the right and franchise in perpetuity to construct, maintain and operate said new railroad upon said portions of said streets and avenues shall be unable to acquire the same, pay and reimburse said "Brooklyn" and "Heights" all moneys, costs, counsel fees and expenses paid or incurred by them or either of them in the effort to acquire said right and franchise.

IV.—The "Brooklyn" and "Heights" agrees forthwith, upon the execution and delivery of this contract, to take all necessary steps and proceedings that may be advised by counsel, to acquire the right and franchise in perpetuity to construct, maintain and operate a street surface railroad by overhead electrical trolley upon and along the portions of the said streets and avenues above mentioned in paragraphs (a) and (b) of this agreement.

V.—Upon the acquisition by the "Brooklyn" of the right and franchise in perpetuity to construct, maintain and operate a street surface railroad upon and along the portion of said streets and avenues above mentioned, and the completion of the construction of a street surface railroad thereon and the electrical equipment thereof and the paving of said streets, and upon the payment by the "City" to and the reimbursement of said "Brooklyn" and "Heights" of the said costs, counsel fees and expenses and cost of pavement aforesaid, thereafter, upon the demand by the "City," the "Brooklyn" and "Heights" will remove all of the tracks of the "Brooklyn," including the electrical overhead equipment thereof, lying within the lines of the said park as now laid out, and also all of the railroad tracks, including the electrical equipment thereof of the "Brooklyn" now constructed on Lorimer street, between Driggs avenue and Nassau avenue, and will surrender and abandon all their franchises to construct, maintain and operate a railroad or railroads upon said streets and avenues lying within the lines of said park as now laid out and upon Lorimer street, between Driggs avenue and Nassau avenue.

VI.—It is mutually agreed between the parties hereto that all the tracks and materials, including the electrical overhead equipment thereof, to be removed under the terms of this agreement, shall belong to and be the property of the "Brooklyn," subject to the terms and provisions of the lease between the "Brooklyn" and "Heights," bearing date February 14, 1893.

VII.—It is mutually agreed between the parties hereto that the tracks and trolley equipment hereinabove described to be removed are shown upon the annexed blue print in and the portion of the streets and avenues upon which new franchises are to be acquired and new railroad tracks are to be constructed, are shown upon said blue print in . The said blue print hereunto attached is hereby made part of this agreement.

This agreement and all obligations hereunder to be performed by either of the parties hereto, except the payment by the "City" of said costs, counsel fees and expenses shall cease and determine years from the date hereof, in the event that prior to the expiration of said years the "Brooklyn" and "Heights"

have not, after faithful and diligent effort so to do, acquired the right, privilege and franchise in perpetuity to construct, maintain and operate a railroad as aforesaid upon said portions of said streets and avenues mentioned and described in paragraphs (a) and (b) of this agreement.

In witness whereof:

REPORT No. F-86.

BOARD OF ESTIMATE AND APPORTIONMENT,  
OFFICE OF THE CHIEF ENGINEER,  
March 4, 1908.

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

SIR—With a communication dated September 28, 1907, the Commissioner of Parks for the Boroughs of Brooklyn and Queens has submitted a form of contract which it was proposed be entered into between The City of New York and the Brooklyn Heights Railroad Company, which contract was intended to provide for the removal of the tracks of that company occupying streets within the limits of Williamsburg Park and placing such tracks on the streets bordering the park. The communication and contract were referred to the Chief Engineer for examination and report.

The serious problem presented by the laying out of this park to include a large street area and portions of several different surface railroad tracks has on several occasions been brought to the attention of the Board, and has been discussed with the Commissioner of Parks. The contract submitted by the Park Commissioner is presented as a solution of the difficulty. He states in his communication that this contract was submitted by the railroad company, and it provides for the payment to the company by the City of the cost of changing its tracks, which is estimated at about \$114,000. I have requested the Engineer in charge of the Division of Franchises to make an investigation of the status of the railroad lines whose tracks traverse the park and to verify the estimates of the railroad company as to the probable cost of the removal of these tracks and replacing them on other streets. The results of this investigation are submitted in a report from that division, which is herewith submitted.

It will be seen from this report that the company operating these tracks has not made to the City the payments called for in its franchise, the arrears of such payments amounting to more than the estimated cost of removing the tracks. It would seem, therefore, that the City would be scarcely justified in paying to the company the cost of this change without making a strong effort to collect the amount of these arrearages, and it is suggested that the company be asked to apply for the change in the location of its tracks at its own expense, and at the same time the Corporation Counsel be requested to advise the Board as to the liability of the Brooklyn Rapid Transit Company or one of its subsidiary companies for this arrearage, and that the suggested agreement be referred to him for approval as to form.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,  
DIVISION OF FRANCHISES, ROOM 801, No. 277 BROADWAY,  
February 29, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—Under date of September 28, 1907, Hon. Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens, addressed a communication to the Board of Estimate and Apportionment, in which he states that his Department would be considerably hampered, if not entirely obstructed, in preparing a suitable plan for the layout of the Williamsburg Park, in the Borough of Brooklyn, if the street surface railway tracks within the area of such park were not removed.

He states that he had communicated with the President of the Brooklyn Rapid Transit Company upon this subject, and in reply the Brooklyn Heights Railroad Company had submitted a plan for the operation of these railways by the use of tracks to be substituted for those which are now in use within the streets included in the park area.

The railroad company also submitted a tentative form of contract, which is proposed to be entered into by the railroad company and the City, which provides for the removal of tracks within the park area, and the construction of the new tracks to take their place.

This form of contract, and a blue print showing the tracks to be removed and the tracks to be constructed, accompanied the communication of the Park Commissioner.

The Williamsburg Park, situated in the Williamsburg district, is bounded by Berry street, Nassau avenue, Lorimer street, Driggs avenue, Manhattan avenue, Leonard street, Bayard street, Union avenue and North Twelfth street. It was placed upon the map of the City on the 14th day of November, 1900, and proceedings were initiated for its acquisition June 15, 1901. It was subsequently acquired at a cost of \$1,984,233.77. The only improvements which have been made to the present time within the area are the removal of buildings, which work has been completed.

The existing tracks within the park area which it is proposed to remove under the plan are:

1. Driggs avenue, single track from North Twelfth street to Union avenue, a double track from Union avenue to Manhattan avenue.
2. Bedford avenue, single track, from North Twelfth street to Nassau avenue.
3. Union avenue, double track, from North Twelfth street to Driggs avenue.
4. Lorimer street, double track, from Bayard street to Nassau avenue.

The authority under which the existing railways within the park area have been constructed and are now operated, and the physical conditions of the streets and railways, are as follows:

Driggs Avenue, from North Twelfth Street to Manhattan Avenue—The three railroads originally received rights on this street.

(a) Greenpoint and Williamsburg Railroad Company, North Twelfth street to Manhattan avenue.

(b) Nassau Railroad Company, North Twelfth street to Manhattan avenue.

(c) Calvary Cemetery, Greenpoint and Brooklyn Railroad Company, from Union avenue to Manhattan avenue only.

(a) The Greenpoint and Williamsburg Railroad Company was incorporated by chapter 323 of the Laws of 1864, passed April 13, 1864, and was empowered by said act to construct and operate a railroad upon certain streets in the City of Brooklyn, including that portion of Driggs avenue in question, and to have the powers and privileges, except as in the law provided, conferred by the Railroad Law of 1850. The conditions and restrictions were such as then governed railroads in the City of Brooklyn, and that should be from time to time prescribed by law. It would appear that under this grant a double track railroad was constructed upon Driggs avenue.

(b) The Nassau Railroad Company filed its articles of association in the office of the Secretary of State March 3, 1865, under and pursuant to the Railroad Law of 1850, and by the provisions of chapter 823 of the Laws of 1866 was permitted to construct and operate a railroad by horse power only upon certain streets in the cities of Long Island City and Brooklyn, and likewise to operate cars over tracks previously laid upon any of said routes under certain conditions, and part of the route so granted was over Driggs avenue, from North Twelfth street to Manhattan avenue. The company under this grant was obligated to keep the pavement in repair between its tracks and for two feet outside the rails thereof, and also to pay into the City Treasury 5 per cent. of its gross receipts, and also the same license fee as was then paid by other street surface railway companies, to wit, \$20 per car per annum for the average number of cars run.

Chapter 576 of the Laws of 1868, passed May 5, 1868, provided that upon obtaining the consent of the owners of two-thirds of the capital stock of each of the above named companies the said companies might consolidate, and that the consolidated company should possess all the franchises and privileges of each, and be subject to all incumbrances and liabilities of each, and also subject to any laws or ordinances that had been or may be established and in force of the Common Council of the City of Brooklyn, for the regulation of horse railroads generally. The two roads were consolidated on July 31, 1868, to form the Brooklyn City, Hunters Point and Prospect Park Railroad Company. By chapter 453 of the Laws of 1872 the last named company was permitted to change its name to the Brooklyn Crosstown Railroad Company, it being provided, however, in the act, that nothing in such change of name should be construed as to impair any contract or obligation of any nature heretofore entered into by the said company.



On August 1, 1889, the Brooklyn Crosstown Railroad Company was leased to the Brooklyn City Railroad Company, and on October 31, 1890, was merged with the Brooklyn City Railroad Company.

(c) The Calvary Cemetery, Greenpoint and Brooklyn Railroad Company filed articles of association on January 3, 1885, and an amended certificate on January 10, 1885, under and pursuant to chapter 252 of the Laws of 1884.

On April 13, 1885, the consent of the City of Brooklyn was given, by resolution of the Common Council, to the said company to construct and operate a route upon certain streets in the City of Brooklyn, and included a portion of Driggs avenue, between Union avenue and Manhattan avenue. The consent of the City of Brooklyn did not cover all of the streets named in the articles of incorporation, and was upon the express condition that the said railroad company fully comply with all the provisions of the Act of 1884, and also all other laws, regulations and ordinances in reference to the government and regulation of railroad companies in the City of Brooklyn.

Subsequently, and at the same time as the former companies named, the Calvary Cemetery, Greenpoint and Brooklyn Railroad Company was merged with the Brooklyn City Railroad Company, to wit: October 31, 1890.

There is no pavement at the present time on Driggs avenue, between North Twelfth street and Lorimer street, with the exception of cobblestone between the rails of the track, which is in poor condition. Between Lorimer street and Manhattan avenue there is granite block pavement between the rails of the tracks and sheet asphalt between the rails and curb line, all of which is in good condition.

Bedford Avenue, from North Twelfth Street to Nassau Avenue—Authority for these tracks is found in a resolution of the Common Council of the City of Brooklyn, adopted November 12, 1877, as follows:

"Resolved, That permission be and the same is hereby granted to the Brooklyn Crosstown Railroad Company to construct a single line of railroad tracks on Fourth street, between Manhattan avenue and North Fourth street, and to run its cars on said line when constructed."

This company, as the successor of the Greenpoint and Williamsburg Railroad Company and the Nassau Railroad Company, received this extension to the then existing routes under the obligations imposed on the original companies.

As has been shown above, the Brooklyn Crosstown Railroad Company finally went into the Brooklyn City Railroad Company by merger.

Bedford avenue between these limits is now paved with granite block, which pavement is in good condition.

Union Avenue, from North Twelfth Street to Driggs Avenue—Authority for these tracks was granted by the Common Council of the former City of Brooklyn to the Calvary Cemetery, Greenpoint and Brooklyn Railroad Company on April 13, 1885, by resolution of April 13, 1885, which has previously been referred to. This company was merged with the Brooklyn City Railroad Company on October 31, 1890.

The existing pavement on Union avenue is granite block in fair condition. Lorimer Street, from Bayard Street to Nassau Avenue—The Greenpoint and Lorimer Street Railroad Company filed its articles of association on the 6th day of November, 1884, under and pursuant to the provisions of chapter 252 of the Laws of 1884.

The Common Council of the former City of Brooklyn granted to it on March 9, 1885, the right to construct, maintain and operate a street surface railroad upon certain streets in the City of Brooklyn, including Lorimer street, from Bayard street to Nassau avenue; the consent being given on the express condition that the company fully comply with all the provisions of chapter 252 of the Laws of 1884, and also with all other laws, regulations and ordinances in reference to the government and regulation of railroad companies in the City of Brooklyn. This company was leased to the Williamsburg and Flatbush Railroad Company on April 28, 1885, and again leased with the last named company to the Brooklyn City Railroad Company on August 1, 1890, and thereafter on October 31, 1890, was merged with the Brooklyn City Railroad Company.

Lorimer street, from Nassau avenue to Driggs avenue, is paved with asphalt, with the exception of between the rails, which is paved with granite block, and the latter is in poor condition. The remainder of the street within the park area is paved with cobblestones, and is in very bad condition.

From the foregoing it appears that all franchises for street surface railways upon the streets within the park area have become the property of the Brooklyn City Railroad Company by reason of the mergers of the companies which formerly owned these rights with the Brooklyn City Railroad Company on October 31, 1890, and should the City enter into an agreement with any company for the removal of these tracks, and the construction of others to take their place, such agreement should be with the Brooklyn City Railroad Company.

The Brooklyn City Railroad Company leased all of its property and franchises to the Brooklyn Heights Railroad Company on February 14, 1893, and since that time the property has been operated by the Brooklyn Heights Railroad Company. I would, therefore, suggest that the Heights Company be made a party to any such agreement.

The map or plan submitted shows that it is the intention of the company to use in the place of the streets within the park area, in which tracks now exist, streets bounding the park, that is, Bayard street, between Union avenue and Leonard street; Leonard street and Manhattan avenue, between Bayard street and Driggs avenue; North Twelfth street, between Driggs avenue and Berry street, and Berry street and Nassau avenue, between North Twelfth street and Bedford avenue.

I have examined the streets in which it is proposed to construct a new track, and find that in no case are the roadways of these streets greater than thirty feet in width, except Manhattan avenue, which is thirty-two feet two inches from curb to curb.

Section 69 of chapter 5 of Part III. of the Code of Ordinances, adopted October 30, 1906, and approved by the Mayor November 8, 1906, refers to railway tracks in the streets of the Borough of Brooklyn, and provides as follows:

"It shall not be lawful for any railroad company to lay more than a single track on any street or highway therein when the roadway of such street or highway shall not exceed thirty (30) feet in width."

I believe that such ordinance is a very wise one, and have heretofore consistently supported such policy in other boroughs which are not affected by this ordinance.

In this case, however, the question of two tracks in each of these streets may be most satisfactorily arranged by an application of the Park Commissioner to the Board of Aldermen to enact an ordinance narrowing the width of the sidewalk and increasing the width of the roadway on the side adjoining the Williamsburg Park on each of the following streets, to wit:

Leonard street, between Manhattan avenue and Bayard street.  
Bayard street, between Leonard street and Union avenue.  
North Twelfth street, between Union avenue and Berry street.  
Berry street, between North Twelfth street and North Fourteenth street.  
Nassau avenue, between North Fourteenth street and Lorimer street.  
The Park Commissioner can then lay out a sidewalk from the new curb line which will conform to his scheme of improvement of the Park.

Although but one track is proposed on North Twelfth street, between Bedford avenue and Driggs avenue, and none between Driggs avenue and Union avenue, I am of the opinion that the change in curb line should continue for the entire distance, which will then permit of additional tracks in the future if necessary.

The contract submitted by the company to the Park Department provides:

1. The City will aid and assist the company to obtain the new franchise in perpetuity.
2. That the City will reimburse the company for all costs, counsel fees and expenses of every kind to obtain the franchise for the new route in perpetuity, and in the removal of the tracks and electrical equipment from the present position, and in the paving of the streets in which the new tracks are to be constructed.
3. That the City shall reimburse the company for all costs, counsel fees and expenses incurred by the company, in case the company is unable to obtain a franchise in perpetuity.
4. That the City agrees to take all steps and proceedings which it may be advised to take by counsel to obtain for the company a franchise in perpetuity.
5. That in the event that the company obtains a franchise in perpetuity, the company shall abandon and surrender the franchises for the routes on which the tracks now exist within the park area.
6. That the tracks and material to be removed shall become the property of the company.

Particular attention should be given to the use of the words "in perpetuity" appearing in almost every clause of the proposed contract. Such words are not used to my knowledge in any grant to a street surface railroad in this City made by either the State or local authorities, and such words should certainly not be used in any grant which may be made. I doubt very much whether the City can legally grant to the company a franchise in perpetuity. It would seem to me that the new route may be obtained as a change of line from the present position of the tracks to the position proposed outside of the park area. If the right is granted for a change of line, no right should be given covering a new route for privileges other than those already enjoyed upon the existing routes.

As to the proposition of allowing costs and expenses to the company for changing the tracks, together with all incidental expenses, including counsel fees, etc., and the removed material to become the property of the company, I am of the opinion it is unjust and that it is the company's place to bear the entire expense. If the City must, where a public improvement is made in the streets, pay for changes necessary to the property of public service corporations existing pursuant to franchises given to such corporations by either the State or City, it is certain that many valuable grants have been made in the past which will seriously interfere with public improvement, unless the City shall consent to bear an enormous expense.

In a somewhat similar case where a change in both tracks and pipes was necessary by a change in the grade of the street adjoining a bridge approach, claims were filed by the companies affected for the cost of changing the tracks and pipes. The matter having been referred to the Corporation Counsel, he advised the then Comptroller as follows:

"When these claimants acquired their franchise and the right to lay tracks and pipes in the territory described, the rights which they acquired were subject to the paramount right of the municipality to alter and improve the streets for legitimate street uses. For any damage which may have accrued to the claimants as the result of such street improvement, there can be no redress."

It would, therefore, seem that as a principle of law the burden should be upon the company.

From the plans submitted, I have ascertained that there will be about 9,100 feet of single track to be removed, and about 9,450 feet of new track to be laid.

The railroad company has furnished me with an estimate of the probable cost of the new track and overhead equipment, and of the value of the material to be removed, which is as follows:

Cost of new track.....	\$81,897 00
Cost of new overhead equipment.....	10,037 76
Cost of removing old track.....	21,602 00
Cost of removing old overhead equipment.....	525 00
Total .....	\$114,061 76

Value of old track material.....	\$3,577 00
Value of old track overhead material.....	2,357 01
Total .....	\$5,934 01

From this it will be seen that including the pavement to be laid, and exclusive of all the necessary attendant expenses, the City will be obliged to pay about \$114,000.

The contract proposed by the company is manifestly unfair in regard to paying the cost of pavement; not much more than one-half of the streets within the park area on which the present tracks exist has a pavement between the tracks worthy of the name; in consequence, should the City bear the expense of paving between the new tracks, it will be placed in a position of exchanging a new pavement for a very poor one, or laying a new pavement, when the law provides that the company occupying such street shall make such pavement.

Section 98 of the Railroad Law requires every street surface railroad corporation, so long as it uses any of its tracks in any street, shall have and keep in permanent repair that portion of the said street between its tracks, the rails of its tracks, and two feet in width outside of its tracks.

It would appear from the description of the street pavement given above that these companies have not complied with this requirement of the Railroad Law.

Now as to the equity of the proposition of the City assuming the entire cost of this change or any portion of the same, it will be noted that the grants were made subject to certain conditions, and as the present company owning such franchises is legally liable for all the obligations of the several companies which were merged with it, it is not unfair to inquire as to how these obligations have been fulfilled.

The Nassau Railroad Company, whose rights formed a substantial part of the Brooklyn Crosstown Railroad Company, was obligated to pay to the City 5 per cent. of its gross receipts, and also a car license fee of \$20 per car, under and pursuant to the ordinance governing the same. I have been unable to find any payments of percentages by the Nassau Company, or its successor, the Brooklyn City, Hunters Point and Prospect Park Railroad Company, or the Brooklyn Crosstown Railroad Company, and in consequence I addressed a communication to the President of the Brooklyn City Railroad Company, calling his attention to chapter 823 of the Laws of 1866, and asking him to advise me why the payments required to be made thereunder had not been made. The letter was referred to the Brooklyn Heights Railroad Company, lessee, and in a reply dated December 5, 1907, Mr. T. S. Williams, the Vice-President, states as follows:

"I would say that we have been advised by counsel that there is no obligation upon the Brooklyn City Railroad Company, or the Brooklyn Heights Railroad Company, as lessee, to pay the percentage of gross receipts which you refer to as having been required by chapter 823 of the Laws of 1866."

In view of the fact that the company made no direct answer to my question, nor gave any reason other than the advice of counsel, it would seem necessary and desirable that the City should place the facts before the Law Department to obtain advice for its own protection.

The Brooklyn Crosstown Railroad Company was successfully operated for a number of years before being merged with the Brooklyn City Railroad Company.

I have prepared a statement showing the gross receipts of such railroad, and have approximated from data obtained from the annual reports made to the State Engineer, and to the State Board of Railroad Commissioners, the proportion of such gross receipts upon which a percentage is due, pursuant to the terms of the franchise granted to the Nassau Railroad Company.

Five per cent. upon such sums so approximated amounts to \$353,141.11 to June 30, 1906, without interest, and which sum should have been paid to the City during the existence of this grant. Such total sum is made up of annual sums due commencing with about \$2,000 in 1869, and increasing to about \$19,000 per annum in the year 1906.

In consequence, I cannot see why the taxpayers of the City should be called upon to pay the entire cost of renewing the track and equipment of this railroad company, substituting new material for material that has been, in some cases, almost worn out, and paying that portion of the street which is a legal charge on the company, solely for the reason that the City requires the company to use other streets in which to operate.

I am, therefore, of the opinion that any agreement entered into with the railroad company for the removal of these tracks should be upon the basis that the company or companies shall pay the entire expense.

I would suggest that the company be requested to advise the Board if it will change these tracks at its own expense, and if so, to make formal application to the Board for such change.

Attached hereto is a proposed form of contract drawn in accordance with the above suggestion, to be entered into between the City and the company, should it agree to apply for such change.

Respectfully submitted,  
HARRY P. NICHOLS,  
Engineer in Charge.

BROOKLYN CITY RAILROAD COMPANY.

*Proposed Form of Contract for Alterations of Routes.*

This contract, made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 1908, 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; the Brooklyn City Railroad Company, a domestic corporation of the State of New York (hereinafter called the Brooklyn Company), party of the second part, and the Brooklyn Heights Railroad Company, a domestic corporation of the State of New York (hereinafter called the Heights Company), party of the third part, witnesseth:

Whereas, The City has duly laid out and acquired certain land for the use of a public park, bounded by Berry street, Nassau avenue, Lorimer street, Driggs avenue, Manhattan avenue, Leonard street, Bayard street, Union avenue and North Twelfth street, known as Williamsburg Park, in the Borough of Brooklyn; and

Whereas, There are now street surface railway tracks within certain of the streets within the boundary of said park and street surface railways are operated thereon, under and pursuant to the grants made by the State of New York and by the Common Council of the former City of Brooklyn, as follows:

To the Greenpoint and Williamsburg Railroad Company, by chapter 323 of the Laws of 1864;

To the Nassau Railroad Company by the provisions of chapter 823 of the Laws of 1866;

To the Calvary Cemetery, Greenpoint and Brooklyn Railroad Company by resolution of the Common Council of the City of Brooklyn, April 13, 1885;

To the Brooklyn Crosstown Railroad Company by resolution of the Common Council of the City of Brooklyn, November 12, 1877;

To the Greenpoint and Lorimer Street Railroad Company by resolution of the Common Council of the City of Brooklyn, March 9, 1885; and

Whereas, The properties and franchises of the said companies to which the aforesaid rights have been granted are now, and have been since October 31, 1890, the properties of the Brooklyn Company, and on the 14th day of February, 1893, the Brooklyn Company leased to the Heights Company all of its railroads, property and franchises for the period of 99 years from the taking effect of said lease, and said Heights Company is now and has been since June 6, 1893, in possession of and operating the aforesaid tracks, pursuant to the provisions of said lease; and

Whereas, The Heights Company now operates, pursuant to said grants and said lease, street surface railway tracks upon said streets situated within the boundaries of the said public park, or the streets bounding the same; and

Whereas, On the day of , 1908, the Board of Directors of the Brooklyn Company, at a meeting of said Board held on said date, and by a vote of two-thirds of the directors of said company, passed a resolution so altering and amending the routes of its railway; such alterations and amendments are shown on a certain map dated day of , 1908, and signed by President and Chief Engineer, and filed in the office of the County Clerk of Kings County, on the day of , 1908; and

Whereas, The Brooklyn Company has made application to the Board of Estimate and Apportionment, as the local authority, pursuant to the provisions of section 13 of the Railroad Law, for the right to alter and amend the lines of its railroad so that the said tracks within the limits of said park or the streets bounding the same, as above described, and the right to maintain and operate such tracks be abandoned and surrendered and that new routes be substituted in lieu thereof; the tracks of which routes will connect with the existing tracks of the Brooklyn Company not thus proposed to be surrendered and abandoned at such places as will form continuous routes, all of which is shown on a map entitled:

"Map or plan to accompany the petition of the Brooklyn City Railroad Company dated , 1908, to the Board of Estimate and Apportionment, for the right to change its routes within and adjoining the Williamsburg Park, to streets bounding the same,"

—and signed by President, and

Chief Engineer, a copy of which is attached hereto and made a part hereof; and

Whereas, On the day of , 1908, the Board of Estimate and Apportionment, as the local authority of The City of New York, adopted a resolution granting to the Brooklyn Company the right to make such changes, alterations and amendments to the routes of its railway, and to construct, maintain and operate a street surface railway in and upon streets and avenues in such amended routes, and authorized the Mayor to execute and deliver a contract granting such right in the name and on behalf of the City, which resolution was approved by the Mayor on the day of , 1908;

Now, therefore, in consideration of the premises, and of the mutual covenants herein contained, the parties do hereby covenant and agree as follows:

Section 1. The City hereby grants to the Brooklyn Company, subject to the conditions and agreement hereinafter set forth, the right to make such changes, alterations and amendments to the routes of its railroad, and the right to maintain and operate a railroad in and upon the streets and avenues of such amended routes of such railroad, which amended routes are shown upon the map heretofore referred to, and which routes are more particularly described as follows:

First—Beginning and connecting with the existing tracks of the Brooklyn Company on Union avenue at Bayard street; thence by double track in and upon Bayard street to Leonard street, with connections with existing tracks of the Brooklyn Company in Lorimer street; thence in and upon Leonard street by double track to Manhattan avenue; thence in and upon Manhattan avenue by double track to Driggs avenue, and there connecting with the existing tracks of the Brooklyn Company in Manhattan avenue.

Second—Beginning and connecting with the tracks of the Brooklyn Company in Union avenue at North Twelfth street; thence in and upon North Twelfth street by double track to Berry street, with connections with existing tracks of the Brooklyn Company in Driggs avenue and in Bedford avenue; thence in and upon Berry street with double track to Nassau avenue; thence in and upon Nassau avenue with double tracks to Bedford avenue, and there connecting with the existing tracks of the Brooklyn Company in Nassau avenue and Bedford avenue.

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

First—All the terms, provisions and conditions contained in the acts of the Legislature and the resolutions of the Common Council of the City of Brooklyn herein mentioned shall remain unchanged, and shall apply to the routes herein authorized with the same force and effect as when they applied to the routes described in said laws and resolutions, and as though the routes herein authorized had been specifically described in said laws and resolutions.

Second—The Brooklyn Company covenants and agrees to abandon and relinquish, and does hereby abandon and relinquish to the City all of its rights and franchises to construct, maintain and operate railroads in or upon the portions of the routes described in said laws and in said resolutions, which routes are shown upon the map heretofore referred to as routes abandoned; such portions of the routes so relinquished and abandoned are more particularly described as follows:

(1) Beginning at the intersection of North Twelfth street and Bedford avenue; thence by single track in and upon Bedford avenue to Nassau avenue.

(2) Beginning at the intersection of North Twelfth street and Driggs avenue; thence by single track in and upon Driggs avenue to Union avenue.

(3) Beginning at the intersection of North Twelfth street and Union avenue; thence by double track in and upon Union avenue to Driggs avenue; thence in and upon Driggs avenue by double track to Manhattan avenue.

(4) Beginning at the intersection of Bayard street and Lorimer street; thence in and upon Lorimer street by double track to Nassau avenue or Bedford avenue.

Third—The Brooklyn Company shall bear the entire expense of the removal of the tracks on the routes herein described as abandoned and relinquished, and shall at its own expense construct street surface railway tracks on the routes herein described, and shown upon a map hereinbefore referred to as amended routes.

Fourth—The Brooklyn Company and the Heights Company do hereby agree to assume all liability to any person or company by reason of the execution of this contract by the City, and it is a condition of this contract, that the City shall assume no liability whatsoever, either to persons or company on account of the same. The Brooklyn Company and the Heights Company hereby agree to repay to the City any damage which the City may be compelled to pay by reason of this contract.

Section 3. The parties hereto each promises, covenants and agrees on its part and behalf, to conform to and abide by all the terms, conditions and requirements of this contract fixed and contained.

In witness whereof, the party of the first part by its Mayor, hereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate seal of said City to be hereunto affixed, and the parties of the second part

by their officers hereunto duly authorized, have caused their corporate names to be hereunto signed and their corporate seals to be hereunto affixed, the day and year first above written.

THE CITY OF NEW YORK,  
By Mayor.

[CORPORATE SEAL]  
Attest:

, City Clerk.

THE BROOKLYN CITY RAILROAD COMPANY,  
By President.

[SEAL]  
Attest:

, Secretary.

THE BROOKLYN HEIGHTS RAILROAD COMPANY,  
By President.

[SEAL]  
Attest:

, Secretary.

(Here add acknowledgments.)

The following was offered:

Resolved, That the Brooklyn City Railroad Company be and it hereby is requested to submit to this Board, within ten days from the date of the adoption of this resolution, a written application, in duplicate, duly verified, for the consent of this Board to a certain change in the line of the route of the company, as shown on map presented by said company, entitled, "Brooklyn Rapid Transit System, Engineering Department, Brooklyn, New York. Track layout in vicinity of McCarren Park (Williamsburg Park), dated October 29, 1907, and marked 'Plan No. 9472-1,' provided said railroad company will remove and relay said tracks and make such change in its route entirely at its own expense and without any charges of any kind, character or description whatever to The City of New York.

Which was laid over pending receipt of opinion from the Corporation Counsel, as requested in the resolution below.

The following was offered:

Resolved, That the Corporation Counsel be and he hereby is requested to advise this Board of the liability of the Brooklyn City Railroad Company, as the successor of the Nassau Railroad Company, to pay into the City Treasury 5 per cent. of its gross receipts, under the provisions of chapter 823 of the Laws of 1866, and of the liability of the Brooklyn City Railroad Company to pay into the City Treasury 5 per cent. of its gross receipts, in accordance with section 95 of the Railroad Law; and be it further

Resolved, That the Corporation Counsel be and he hereby is requested to advise this Board if the procedure for the change of line, as outlined in the report and proposed form of contract this day transmitted to the Board by the Chief Engineer, is in accordance with the provisions of law, and if so, to examine same, incorporate therein such matter as he deems advisable to fully protect the interests of the City and approve the contract as to form; and if not, advise this Board of the necessary method of procedure.

Which was adopted by the following vote:

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

#### NEW YORK CITY INTERBOROUGH RAILWAY COMPANY.

In the matter of the application of the New York City Interborough Railway Company for certain extensions to its existing street surface railway in the Boroughs of Manhattan and The Bronx.

At the meeting of February 14, 1908, the Select Committee presented a report, recommending the construction and operation of a railway over the University Heights Bridge, and the Chief Engineer was directed to prepare and submit to the Board, a report upon the terms and conditions under which such a franchise should be granted.

The Secretary presented the following:

BOARD OF ESTIMATE AND APPORTIONMENT,  
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY,  
February 28, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—At the meeting of the Board of Estimate and Apportionment held February 14, 1908, a Select Committee, consisting of the Comptroller, the President of the Board of Aldermen and the President of the Borough of The Bronx, presented a report to the Board, stating a number of property owners have requested the construction and operation of a railway across University Heights Bridge, and the Committee recommended that the Board direct the Chief Engineer to prepare and submit a report to the Board to be referred to the Committee, upon the terms and conditions under which such a franchise should be granted.

As the applications for extensions to the lines of the street surface railways in the Boroughs of Manhattan and The Bronx have been pending for some time, it may be desirable to recite the history of the same, in so far as it affects the extension under discussion.

At the meetings of June 2 and June 30, 1905, petitions dated May 31, 1905, and June 26, 1905, were received from the Union Railway Company of New York City and the New York City Interborough Railway Company (hereinafter referred to as the Interborough Company) for franchises to construct, maintain and operate twenty-two extensions and thirteen extensions, respectively, to their existing street surface railways in the Boroughs of Manhattan and The Bronx.

Amongst the extensions applied for by the Union Company was one from the existing tracks of the company at the intersection of Cedar avenue and One Hundred and Seventy-ninth street, north on Cedar avenue and Harlem River terrace, to connect with the existing tracks of the company on Bailey avenue, together with a branch from Harlem River terrace at West One Hundred and Eighty-fourth street and the approach to what is now University Heights Bridge, upon and across this bridge and its approach to West Two Hundred and Seventh street, in the Borough of Manhattan, upon and along West Two Hundred and Seventh street to Amsterdam avenue, on Amsterdam avenue to Emerson street and on Emerson street to Broadway.

One of the extensions applied for by the Interborough Company was from the existing tracks of the company on Aqueduct avenue, at West One Hundred and Eighty-eighth street; thence upon and along One Hundred and Eighty-eighth street to Fordham road, upon and along Fordham road to West One Hundred and Eighty-fourth street, upon and along One Hundred and Eighty-fourth street to and over the University Heights Bridge and its approaches to Two Hundred and Seventh street, in the Borough of Manhattan; thence upon and along Two Hundred and Seventh street to Amsterdam avenue.

Reports were made by the Bureau of Franchises to the Comptroller, on both petitions, the report on the petition of the Union Company being presented to the Board September 15, 1905, and the report on the petition of the Interborough Company being presented to the Board at the meeting of September 29, 1905.

The reports contained no suggestions as to the conditions which should be incorporated in any contracts entered into between the City and the railroad companies for the rights and privileges applied for, but they were rather confined to a discussion of the routes, as to the advisability of granting franchises to the applicants in the streets designated, whether such streets were the best adapted for railroad purposes, and whether they were those on which railroads would be of the greatest use to the traveling public, and at the same time cause the least amount of damage to property owners abutting on the routes.



Previous to the acquisition of its original franchise, the Interborough Company alleged it was an independent railway company and desired to operate as a competing line to the Union Company, but subsequently it was ascertained that this company was allied with the Interborough Rapid Transit Company, which then controlled and operated the elevated and subway lines in the Boroughs of Manhattan and The Bronx. The surface lines of the Interborough Company would, therefore, be used somewhat in the nature of feeder lines to the subway and elevated systems, at points in the Boroughs of The Bronx and upper Manhattan, where it was proposed to construct lines to cross the Harlem River upon the bridges at One Hundred and Thirty-eighth street, One Hundred and Fifty-fifth street and One Hundred and Eighty-first street, and extending into the Borough of Manhattan, to intersect the lines of the subsurface railway.

The Union Company was under the control of the Third Avenue Railroad Company, by ownership of a majority of stock, which latter company was held by the Metropolitan Street Railway Company under a lease. These conditions existed at the time of the filing of the applications for extensions by both companies, and each company was endeavoring to round out its system and secure the most available rights with the ultimate object of excluding the competing company from the field.

Hearings were held upon both applications, and briefs were filed by counsel to both companies for and against the construction of certain of the extensions until at the meeting of December 15, 1905, the matter was referred to the Comptroller for conference with representatives of the railroad companies, as well as the parties interested, so as to adjust all differences possible before presenting same to the Board.

Subsequently, the companies controlling the street surface railroads in the Boroughs of Manhattan and The Bronx, and those controlling the elevated and subsurface railroads in these Boroughs were brought under one holding company called the Interborough-Metropolitan Company, and negotiations were discontinued with the City until July 6, 1906, when the Interborough Company filed an application for a certain change of route. This reopened the matter, conferences were had with representatives of the railroad companies on July 26, 1906, and as a result thereof, at the meeting of February 1, 1907, a report was presented to the Board from the Bureau of Franchises, recommending certain changes and certain extensions in and to the lines of both systems, which report was referred to a Select Committee consisting of the Comptroller, the President of the Board of Aldermen and the President of the Borough of The Bronx. This report recommended that the Interborough Company be required to amend its application for the extension over the University Heights Bridge by applying for a route on Fordham road, between Aqueduct avenue and West One Hundred and Eighty-fourth street, which would be upon the route of the Union Company, in place of the route on West One Hundred and Eighty-eighth street, thereby avoiding railroad tracks on both sides of the two public parks west of Aqueduct avenue; and also suggested that a single track loop be added from Amsterdam (or Tenth) avenue, through Emerson street, Broadway, Isham street and Amsterdam (or Tenth) avenue. This amended route was one that had previously been tentatively agreed upon at the conference of July 26, 1906, and the company had subsequently, on November 26, submitted a memorandum of application, covering such route.

The report contained an agreement for the proposed alterations to the Interborough, and two forms of contract for the extensions to the Interborough Company and the Union Company, respectively.

The proposed agreement for the alterations or changes recommended in the report was accepted by the Interborough Company and reported upon favorably by the Select Committee, and the consent of the City was given to such changes. No action, however, was taken at the time, nor has been taken since by the Select Committee upon the proposed contract for the extensions to both the Interborough and Union Companies until the report of February 14, 1908.

Referring to the extensions suggested in the report, Mr. Alfred Skitt, president of the company, in a communication dated January 31, 1907, presented to the Board February 1, 1907, stated:

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

Since that time this Division has received no information from either of the railroad companies as to their intentions to construct the extension over University Heights Bridge or any of the other extensions recommended, nor has either of the companies formally amended its application now before the Board.

The report rendered by the Select Committee leads me to presume that it was the intention and meaning of said committee to recommend the construction and operation of the route across University Heights Bridge, as laid down in the report of February 1, 1907, with the recommendation that said route should be constructed and operated as an addition to the existing lines of the Interborough Company. It will, therefore, be necessary that the Interborough Company present a written application, in duplicate, duly verified, to the Board for a franchise to construct, maintain and operate a railroad upon and along such route.

A resolution requesting such application within thirty (30) days is transmitted herewith.

In accordance with the instructions of the Committee, I have prepared a form of contract, with proposed terms and conditions covering the route in question.

This extension has a total length of single track of about 12,200 feet, and will prove a very important connection between the surface lines in The Bronx and the surface lines and subway system in the Borough of Manhattan, opening up an entirely new line of traffic. I have proposed as an initial payment the sum of five thousand dollars (\$5,000). I have recommended for the first ten years the minimum percentages provided by the Railroad Law, and for the succeeding term of five years an addition of one per cent., and for the remaining term of the contract an addition of two per cent., making the percentages three, five, six and seven, with minimum sums based upon the earnings of the existing lines in the Borough of The Bronx. The charge for the use of the University Heights Bridge is the same as that heretofore fixed by the Board in all other contracts for the use of bridges over the Harlem River, including the original grant to the Interborough Company.

In view of the action taken by the Board permitting the use of the overhead trolley in the Borough of Manhattan by the Fort George Street Railway Company, I have omitted from this contract the provision that this extension should be by underground electric system for that part within the Borough of Manhattan.

As the Board took no action on the recommendation requiring a system of transfers between The Bronx and Manhattan surface lines when the contract for the alterations to the Interborough Company was made, I have omitted all reference to transfers in this proposed contract.

The proposed security deposit is five thousand dollars (\$5,000).

As the company, on the route proposed, would operate over the lines of the Union Company in Fordham road and over the lines of the Kingsbridge Railway Company in Broadway, it will be necessary that the same form of agreement be entered into by these two companies with the Interborough Company and the City, as was done in the contract for the changes of line to the Interborough Company before mentioned. I have prepared these agreements, which are identical in form with one heretofore approved by the Corporation Counsel, and are attached to the form of contract herewith submitted.

Respectfully,  
HARRY P. NICHOLS, Engineer in Charge.

#### SYNOPSIS OF PROVISIONS OF CONTRACT.

Section 1. Grant of right to Company. Description of route and map referred to.

Sec. 2. Conditions of grant:

First—Consent of property owners must be obtained within six months or an appeal must be made to the Court within two months thereafter; otherwise rights cease.

Second—Term of grant: Until March 31, 1928; renewal twenty-five years, upon revaluation and appraisal.

Third—Upon termination of contract property in the streets to become the City's without cost. City may cause the property in streets to be removed by company at termination of grant.

Fourth—Compensation to be paid to the City; payments not to be considered a tax.

Fifth—Annual charges to be maintained throughout the term of contract.

Sixth—Rights not to be assigned.

Seventh—City has right to grant similar privileges. Tracks may be used by other companies upon compensation to Interborough Company.

Eighth—The railroad to be operated by overhead electric power. Board reserves power to compel operation by underground system. All wires for the transmission of power, except trolley wires, to be placed in conduits.

Ninth—Commencement and completion of railroad.

Tenth—Construction under control of City authorities.

Eleventh—Railroad to be constructed and operated in the latest improved manner.

Twelfth—Fare not to exceed five cents on railroad or any line or branch operated in connection therewith within the City. Rates for carrying property shall be reasonable. No charge to be made for members of Police and Fire Departments.

Thirteenth—Cars to be operated at intervals of not more than thirty minutes.

Fourteenth—Fenders must be provided for cars.

Fifteenth—Cars must be heated.

Sixteenth—Roadbed must be watered.

Seventeenth—Cars must be lighted.

Eighteenth—Snow and ice to be removed by Company.

Nineteenth—Company must adjust tracks to altered grades or lines of streets.

Twentieth—Company to bear cost of alterations of subsurface structures.

Twenty-first—Substitution of single for double track on bridge.

Twenty-second—City's right for public improvements in streets to be paramount.

Twenty-third—Company to keep accurate books of accounts; reports to Comptroller.

Twenty-fourth—Company must keep in repair pavement and must pave between tracks and two feet outside.

Twenty-fifth—City may sue for forfeiture.

Twenty-sixth—Fine of \$250 for insufficient public service.

Twenty-seventh—Company to assume all liability of damages of construction and operation.

Twenty-eighth—\$5,000 deposit to secure performance of terms and conditions.

Twenty-ninth—Definition of "Notice."

Thirtieth—If authority of Board of Estimate and Apportionment or other officer is transferred, then such other Board or officer shall act for City.

Sec. 3. Contract shall not become operative until agreements have been entered into with Union Railway Company and Kingsbridge Railway Company.

Sec. 4. Conditions of Railroad Law not inconsistent with this contract to be complied with.

Sec. 5. Company agrees to abide by all terms and conditions.

#### NEW YORK CITY INTERBOROUGH RAILWAY COMPANY.

##### Proposed Form of Contract.

This contract, made the \_\_\_\_\_ day of \_\_\_\_\_, 1908, 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 New York City Interborough Railway Company (hereinafter called the Interborough Company), party of the second part, witnesseth:

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

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

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

The tracks of said route, turnouts, switches and crossovers hereby authorized are more particularly shown upon a map entitled:

"Map showing proposed street surface railway extension to accompany the application for a franchise of the New York City Interborough Railway Company to the Board of Estimate and Apportionment,"

—dated \_\_\_\_\_, 1908, and signed by Alfred Skitt, President, and A. E. Kalbach, Consulting Engineer, a copy of which map is attached hereto and to be deemed a part of this contract and 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 not inconsistent with the foregoing description and the other provisions of this contract may be permitted by resolution of the Board of Estimate and Apportionment.

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

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

Second—The said right to construct, maintain and operate the extension to the said railroad herein described shall be held and enjoyed by the Interborough Company, its successors or assigns, from the date when this contract is signed by the Mayor until March 31, 1928, with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluation of such right and privilege.

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

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

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Interborough Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make



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

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

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

The sum of five thousand dollars (\$5,000) in cash, within thirty (30) days after the date on which this contract is signed by the Mayor.

During the first term of five years an annual sum which shall in no case be less than one thousand dollars, and which shall be equal to 3 per cent. of the gross annual receipts, if such percentage shall exceed the sum of one thousand dollars.

During the second term of five years, an annual sum which shall in no case be less than eighteen hundred dollars, and which shall be equal to 5 per cent. of the gross annual receipts, if such percentage shall exceed the sum of eighteen hundred dollars.

During the third period of five years an annual sum which shall in no case be less than twenty-four hundred dollars, and which shall be equal to 6 per cent. of the gross annual receipts, if such percentage shall exceed the sum of twenty-four hundred dollars.

During the remaining period, until March 31, 1928, an annual sum which shall in no case be less than thirty-two hundred dollars, and which shall be equal to 7 per cent. of the gross annual receipts, if such percentage shall exceed the sum of thirty-two hundred dollars.

The gross annual receipts mentioned above shall be that portion of the gross receipts of the company as shall bear the same proportion to its whole gross receipts as the length of the extension hereby granted shall bear to the entire length of the line of the company in operation.

For the use of the University Heights Bridge during the first term of five years the annual sum of \$4,000; during the second term of five years the annual sum of \$4,500; during the third term of five years the annual sum of \$5,000; during the fourth term of five years the annual sum of \$5,500, and during the remaining period of the contract the annual sum of \$6,000. The compensation herein reserved shall commence from the date of the signing of this contract by the Mayor.

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

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

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

Fifth—The annual charges or payments shall continue throughout the whole term of the contract hereby granted, whether original or renewal, notwithstanding any clause in any statute or in the charter of any other railroad company providing for payments for railroad rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted, whether original or renewal, or of any part thereof, or of the route 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 said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

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

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

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

other duties imposed upon the Interborough Company by the terms of this contract, in connection with the maintenance or the operation of the said railroad so used.

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

Eighth—The railroad to be constructed under this contract may be operated by overhead electric power substantially similar to the overhead electric traction now in use by street surface railroads in the Borough of The Bronx, or by any other motive power, except locomotive steam power or horse power, which may be approved by the Board and consented to by owners of property, in accordance with the provisions of law, and by the Public Service Commission for the First District of the State of New York.

Provided, however, that the Board of Estimate and Apportionment, or its successors in authority, upon giving to the grantee, its successors or assigns, one year's notice, may require the Company to operate its railroad upon the whole or upon any portion of its route by underground electric power substantially similar to the system now in use on the street surface railways in the Borough of Manhattan, and thereupon to discontinue the use of the overhead trolley system, and to remove its poles, wires and other structures used by it for that purpose from the streets, avenues and highways and bridge.

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

Ninth—The Interborough Company shall commence construction of the extension herein authorized within six (6) months from the date upon which the consents of the property owners are obtained for such extension, or from the date of the decision of the Appellate Division of the Supreme Court that such extension ought to be constructed and shall complete the construction of the same within six (6) months from the same date, otherwise this grant shall cease and determine, and all sums which may be deposited with the Comptroller of the City, as hereinafter provided, shall be forfeited to the City. Provided that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months each.

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

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

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

The Company shall carry free upon the railroad hereby authorized during the term of this contract, all members of the Police and Fire Departments of the City when such employees are in full uniform.

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

Thirteenth—Cars on the said railroad shall run at intervals of not more than thirty minutes both day and night, and as much oftener as reasonable convenience of the public may require or as may be directed by the Board.

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

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

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

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

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

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

Twentieth—Any alteration which may be required to the sewerage or drainage system, or to any substructure structures, pipes, conduits, etc., laid in the streets, on account of the construction or operation of the railroad, shall be made at the sole cost of the Company and in such manner as the proper City officials may prescribe.

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

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

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



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

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

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

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

Twenty-eighth—This grant is upon the express condition that the Interborough Company within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of five thousand dollars (\$5,000), either in money or securities to be approved by him, which fund shall be security for the performance by the Interborough Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street and bridge pavement, the removal of snow and ice and the quality of construction of the railroad; and in case of default in the performance by the Interborough Company of such terms and conditions the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same with interest from the said fund after ten days' notice in writing to the Interborough Company; or in case of failure to keep the said terms and conditions of this contract relating to the headway, heating and lighting of cars, fenders, wheel-guards and watering of street pavements, the Interborough Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation, and the further sum of ten dollars (\$10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel-guards, in case of the violation of the provisions relating to those matters.

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

The Comptroller of the City, on complaint made, shall, in writing, notify the Interborough Company, through its president, to appear before him on a certain day not less than ten (10) days after the date of such notice, to show cause why it should not be penalized in accordance with the foregoing provisions. If the Interborough Company fails to make an appearance, or, after a hearing, appears in the judgment of the Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Interborough Company shall, upon ten (10) days' notice in writing, pay to the Comptroller of the City a sum sufficient to restore said security fund to the original amount of five thousand dollars (\$5,000), and in default thereof this contract shall be canceled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Twenty-ninth—The word "notice" or "direction" wherever used in this contract shall be deemed to mean a written notice or direction. Every such notice or direction to be served upon the Interborough Company shall be delivered at such office in the City as shall have been designated by the Interborough Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative, shall be mailed in the City, postage prepaid, addressed to the Interborough Company at the City. Delivery or mailing of such notice or direction as and when above provided shall be equivalent to direct personal notice or direction and shall be deemed to have been given at the time of delivery or mailing.

Thirtieth—If at any time the powers of the Board or any other of the authorities herein mentioned or intended to be mentioned, shall be transferred by law to any other Board, authority, officer or officers, then and in such case such other Board, authority, officer or officers shall have all the powers, rights and duties herein reserved to or prescribed for the Board or other authorities, officer or officers.

Sec. 3. This contract shall not become operative until the Interborough Company shall procure, to be executed and approved in proper form for record, and duly deliver to the Board of Estimate and Apportionment, two agreements as follows:

(a) With the Union Railway Company of New York City, wherein it shall agree to waive any right it may have to exclusive franchises by former grants to it now owned by the said Union Railway Company in Fordham road, between Aqueduct avenue and the intersection of Aqueduct avenue and West One Hundred and Eighty-fourth street, in the Borough of The Bronx, for which authority to construct a railroad therein is hereby given, and in which agreement the said Union Railway Company shall further agree to allow the use of its tracks in such street by the New York City Interborough Railway Company, its successors or assigns, The City of New York and any other company to which the City may hereafter grant or lease rights.

(b) With the Kingsbridge Railway Company, wherein it shall agree to waive any right it may have to exclusive franchises by former grants to it now owned by the said Kingsbridge Railway Company in Amsterdam (or Tenth) avenue, between Emerson street and Isham street, in the Borough of Manhattan, for which authority to construct a railroad therein is hereby given, and in which agreement the said Kingsbridge Railway Company shall further agree to allow the use of its tracks in such street by the New York City Interborough Railway Company, its successors or assigns, The City of New York and any other company to which the City may hereafter grant or lease rights.

Sec. 4. This contract is also upon the further and express condition that the provisions of the Railroad Law, applicable thereto, and all laws or ordinances now in force, or which may be adopted affecting the surface railroads operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Interborough Company.

Sec. 5. The Interborough Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms, conditions and requirements in this contract fixed and contained.

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

THE CITY OF NEW YORK,  
By

Mayor.

[CORPORATE SEAL.]

Attest:

City Clerk.

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY,  
By

President.

[CORPORATE SEAL.]

Attest:

Secretary.

(Here add acknowledgments.)

Agreement made this \_\_\_\_\_ day of \_\_\_\_\_ 1908, between Union Railway Company of New York City (hereinafter called Union Company), party of the first part; New York City Interborough Railway Company (hereinafter called Interborough Company), party of the second part, and The City of New York (hereinafter called the City), party of the third part.

Whereas, The Interborough Company has applied to the Board of Estimate and Apportionment of The City of New York for the right to construct, maintain and operate a street surface railroad upon and along Fordham road, from its intersection with Aqueduct avenue, and thence westerly along said Fordham road to its intersection with West One Hundred and Eighty-fourth street, in the Borough of The Bronx; and

Whereas, The Union Company has heretofore received a franchise for a street surface railroad on said Fordham road, and now has in operation a railroad thereon; and

Whereas, The City is willing to grant to the Interborough Company a franchise upon the said route, which is coincident with the existing route and tracks of the Union Company, upon the condition that said Union Company shall grant to Interborough Company and its successors and to The City of New York and its successors the right to use the said lines of the Union Company, and to release in favor of the Interborough Company, its successors and assigns, and to the City, its successors and assigns, the exclusive right of the Union Company for the maintenance and operation of said route and tracks, and the Union Company deeming said proposed grant to be advantageous to it and is willing to grant said use as hereinafter provided; and

Whereas, It is to the mutual advantage of the Union Company and the Interborough Company and to the benefit of the public that the Union Company and the Interborough Company agree upon a joint use and operation of the tracks upon said street;

Now, therefore, In consideration of the premises and of the sum of one dollar (\$1) by each of the parties of the first and second parts to the other paid, the receipt whereof is hereby acknowledged, the parties of the first and second parts do hereby covenant and agree with each other and with the party of the third part, that the Interborough Company may construct and operate its line or lines of railroad on the said street, the Interborough Company enjoying with the Union Company a right in common to the use of the tracks and appurtenances of the Union Company in any and all portions of said street, and the Union Company further covenants and agrees to allow such joint use of its tracks and appurtenances by the Interborough Company, its successors and assigns, or by the City or by any other company to which the City may hereafter grant or lease any rights on said street, to wit: Fordham road, between Aqueduct avenue and West One Hundred and Eighty-fourth street.

In witness whereof, the Union Company and the Interborough Company have caused these presents to be executed on their behalf by their presidents and their corporate seals to be hereunto affixed and attested by their secretaries, the day and year first above written.

UNION RAILWAY COMPANY OF NEW YORK CITY,  
By

President.

[CORPORATE SEAL.]

Attest:

Secretary.

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY,  
By

President.

[CORPORATE SEAL.]

Attest:

Secretary.

(Here add acknowledgments.)

Agreement made this \_\_\_\_\_ day of \_\_\_\_\_ 1908, between Kingsbridge Railway Company (hereinafter called Kingsbridge Company), party of the first part, New York City Interborough Railway Company (hereinafter called Interborough Company), party of the second part, and The City of New York (hereinafter called the City), party of the third part.

Whereas, The Interborough Company has applied to the Board of Estimate and Apportionment of The City of New York for the right to construct, maintain and operate a street surface railroad upon and along Broadway, between Emerson street and Isham street, in the Borough of Manhattan; and

Whereas, The Kingsbridge Company has heretofore received a franchise for a street surface railroad on said Broadway, and now has in operation a railroad thereon; and

Whereas, The City is willing to grant to the Interborough Company a franchise upon the said route, which is coincident with the existing route and tracks of the Kingsbridge Company, upon the condition that such Kingsbridge Company shall grant to the Interborough Company and its successors and to The City of New York and its successors, the right to use the said lines of the Kingsbridge Company, and to release in favor of the Interborough Company, its successors and assigns, and to the City, its successors and assigns, the exclusive right of the Kingsbridge Company for the maintenance and operation of said route and tracks, and the Kingsbridge Company deeming said proposed grant to be advantageous to it and is willing to grant said use as hereinafter provided; and

Whereas, It is to the mutual advantage of the Kingsbridge Company and the Interborough Company and to the benefit of the public that the Kingsbridge Company and the Interborough Company agree upon a joint use and operation of the tracks upon said street;

Now, therefore, In consideration of the premises and of the sum of one dollar (\$1) by each of the parties of the first and second parts to the other paid, the receipt whereof is hereby acknowledged, the parties of the first and second parts do hereby covenant and agree with each other and with the party of the third part, that the Interborough Company may construct and operate its line or lines of railroad on the said street, the Interborough Company enjoying with the Kingsbridge Company a right in common to the use of the tracks and appurtenances of the Kingsbridge Company in any and all portions of said street, and the Kingsbridge Company further covenants and agrees to allow such joint use of its tracks and appurtenances by the Interborough Company, its successors and assigns, or by the City or by any other company to which the City may hereafter grant or lease any rights on said street, to wit: Broadway, between Emerson street and Isham street.

In witness whereof, the Kingsbridge Company and the Interborough Company have caused these presents to be executed on their behalf by their presidents and their



corporate seals to be hereunto affixed and attested by their secretaries, the day and year first above written.

KINGSBRIDGE RAILWAY COMPANY,  
By \_\_\_\_\_  
President.

[CORPORATE SEAL.]  
Attest:

Secretary.  
NEW YORK CITY INTERBOROUGH RAILWAY COMPANY,  
By \_\_\_\_\_  
President.

[CORPORATE SEAL.]  
Attest:

Secretary.  
(Here add acknowledgments.)

The following was offered:

Whereas, The New York City Interborough Railway Company has, in a petition dated June 26, 1905, applied for a franchise to construct, maintain and operate certain extensions to its existing street surface railway in the Boroughs of Manhattan and The Bronx; and

Whereas, At the meeting of the Board of Estimate and Apportionment held February 1, 1907, a report was received from the Bureau of Franchises, recommending the construction and operation of a railway from Aqueduct avenue, at Fordham road, Borough of The Bronx, upon and along certain streets and avenues and over the University Heights Bridge, to Broadway and Isham street, in the Borough of Manhattan; and

Whereas, A Select Committee of this Board, to whom the matter was referred, presented a report at the meeting of February 14, 1908, recommending the construction of such railway; now therefore be it

Resolved, That the New York City Interborough Railway Company be and it hereby is requested to present a written application in duplicate, duly verified, to this Board within thirty (30) days after the date of the adoption of this resolution, for a franchise to construct, maintain and operate a street surface railway as an extension to its existing lines upon the following route:

From Aqueduct avenue, at Fordham road, upon and along Fordham road upon the tracks of the Union Railway Company of New York City to West One Hundred and Eighty-fourth street, upon and along West One Hundred and Eighty-fourth street to the east approach of the University Heights Bridge, upon and along said bridge and its approaches to West Two Hundred and Seventh street in the Borough of Manhattan, upon and along West Two Hundred and Seventh street to the intersection of Amsterdam [or Tenth] avenue and Emerson street, upon and along Emerson street to Broadway, upon and along Broadway upon the tracks of the Kingsbridge Railway Company to Isham street, upon and along Isham street to Amsterdam [or Tenth] avenue, upon and along Amsterdam [or Tenth] avenue to West Two Hundred and Seventh street; the portion of the route in Emerson street, Broadway, Isham street and Amsterdam [or Tenth] avenue to be a single track.

Which was adopted by the following vote:

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

KIRKMAN & SON.

An application was received from Kirkman & Son for permission to construct, maintain and use a tunnel connecting premises owned by the petitioner on the northwest corner of Water and Bridge streets with premises owned by the petitioner on the southeast corner of said streets, and extending diagonally across Bridge and Water streets, Borough of Brooklyn, to carry steam and air pipes and electric wires and other pipes necessary for the manufacture of soap, from a central plant proposed to be located on the southeast corner of said streets.

Which was referred to the Chief Engineer.

JOHN PIRKL IRON WORKS.

An application was received from the John Pirk Iron Works for permission to remove conduit now maintained by it under and across Union avenue, Borough of Brooklyn, and for a cancellation of the agreement with the City, and return of the security deposit.

Which was referred to the Chief Engineer.

EBERHARD FABER PENCIL COMPANY.

A communication was received from the Eberhard Faber Pencil Company, stating the construction of the six-inch pipe under and across Kent street, Borough of Brooklyn, connecting premises of the petitioner, which was authorized by resolution adopted by the Board January 10, 1908, approved by the Mayor January 14, 1908, was completed February 20, 1908.

Which was ordered filed.

SEABOARD REFRIGERATION COMPANY.

A communication, dated February 4, 1908, was received from the Mayor's office, returning, duly approved by the Mayor, resolution adopted by the Board January 31, 1908, granting to the Seaboard Refrigeration Company an extension of time in which to comply with the provisions of certain sections of the contract dated June 22, 1906, granting a franchise to said company.

Which was ordered filed.

SEA BEACH RAILWAY COMPANY.

In the matter of the communication from Michael O'Sullivan, transmitting petition signed by Harris Berry and others, requesting the Board to remove the tracks of the Sea Beach Railway Company from within the lines of Sixty-fifth street, near Fourth avenue, Borough of Brooklyn, where they are alleged to illegally occupy that street.

This communication was presented to the Board at its meeting of November 1, 1907, together with a report from the Chief Engineer, and the matter was referred to the President of the Borough of Brooklyn.

The Secretary presented the following:

CITY OF NEW YORK,  
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,  
BROOKLYN, February 28, 1908.

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

DEAR SIR—There was referred to me by the Board a communication from Michael O'Sullivan, together with a report of the Chief Engineer, relative to the removal of tracks of the Sea Beach Railroad Company within the lines of Sixty-fifth street. I have had this matter looked into by the Consulting Engineer, a copy of whose report I forward to you herewith.

Yours very truly,  
BIRD S. COLER,  
President of the Borough.

February 24, 1908.

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

SIR—In the matter of removal of tracks of the Sea Beach Railroad Company from within the lines of Sixty-fifth street, between Third and Fourth avenues, I would state that there is no change in the situation since the defeat of resolution of the Local Board providing for the construction of a retaining wall, which was introduced in accordance with the advice of the Corporation Counsel, set forth in opinion written by Hon. J. D. Bell, Acting Corporation Counsel, addressed to you on June 14, 1907.

The contract of M. O'Sullivan for regulating, grading, curbing and laying cement sidewalks on Sixty-fifth street, between Fourth avenue and Third avenue, cannot be completed without construction of some such retaining wall to hold the filling, and the tracks of the Sea Beach Railroad Company cannot be removed from the south side of Sixty-fifth street, near Fourth avenue, until reconstruction of the arch or tunnel under Fourth avenue is carried out. This reconstruction must necessarily be incorporated in the work of the Fourth Avenue Subway, and the designs of the engineers of the Public Service Commission embody a design for carrying the tracks of the Fourth Avenue Subway on spans extending over the Sea Beach Railroad Company's right of way. I have, within the last ten days, sent to the Public Service Commission for this information, and am informed that it is not yet in definite shape for consideration.

For these reasons, no progress can be immediately made either in removing the Sea Beach Railroad tracks without discontinuing operation over their double track lines or in completing the grading of Sixty-fifth street.

Respectfully,

R. W. CREUZBAUR, Consulting Engineer.

Which were referred to the Chief Engineer and to the President of the Borough of Brooklyn to give Mr. Michael O'Sullivan a further hearing in the matter.

#### CONSIDERATION OF TELEPHONE APPLICATIONS.

In the matter of the applications of the Atlantic, the Independent and the Star Telephone companies and the offer of the New York Telephone Company and the New York and New Jersey Telephone Company to compensate the City during such time as no other companies operate in The City of New York.

This matter was, at the meeting of December 20, 1907, referred to a select committee and at the meeting of January 24 the committee was granted an extension of time until February 21, 1908, in which to make its report, and at the meeting of January 31 further consideration was postponed until this day.

The Comptroller, as chairman of the select committee, stated the committee still had the matter under consideration and could only report progress.

The following matters not on the calendar for this day were considered by unanimous consent:

EMPIRE CITY SUBWAY COMPANY, LIMITED, AND CONSOLIDATED TELEGRAPH AND ELECTRICAL SUBWAY COMPANY.

The President of the Borough of Brooklyn moved that the Corporation Counsel be requested to inform this Board of the status of the pending litigation of The City of New York against the Empire City Subway Company, Limited, and Consolidated Telegraph and Electrical Subway Company.

Which motion was adopted.

#### RAPID TRANSIT RAILWAY.

Brooklyn and Manhattan Loop Lines.

The Secretary presented the following:

STATE OF NEW YORK,  
PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,  
TRIBUNE BUILDING, No. 154 NASSAU STREET,  
NEW YORK, March 5, 1908.

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

The Public Service Commission for the First District, referring to its communication to your Honorable Board dated January 8 last and to the report of your Chief Engineer dated January 21 last, transmits herewith for your approval two proposed agreements modifying the contracts heretofore entered into between The City of New York by the Rapid Transit Board with Degnon Contracting Company for the construction of Section 9-0-2 of the Brooklyn loop lines, and between The City of New York and Cranford Company for the construction of Section 9-0-3 of the Brooklyn loop lines.

The Commission is advised by its counsel that under the provisions of the Rapid Transit Act it may make these modifying contracts without submission to other Boards, but since they involve change in important subway construction, the Commission desires to submit them to your Honorable Body for its consideration and approval.

As shown by the drawings heretofore submitted to your Chief Engineer, these contracts contemplate the following changes:

(1) Increasing the dimensions of the Brooklyn loop lines to accord with the plans for the proposed Fourth avenue subway in Brooklyn with which it will connect. This increase will allow for running larger cars through the subway and will accommodate the cars in use by the railroads in and around the City and used for suburban traffic.

(2) The original plans provided for a double deck subway in part, with grades frequently as high as four per cent. and in some cases as high as five and one-half per cent. The deep excavation necessary for the double track structure not only greatly increases the cost of construction but the steepness of the grades and the frequency with which they follow one another would increase the cost of operation and materially limit the capacity of the road, at the same time increasing the possibility of accidents. These steep grades and the double deck structure are eliminated by these changes.

(3) The changes also allow for the operation of this subway as two 2-track roads, one connecting with the Williamsburg and the other with the Manhattan Bridge, instead of one 4-track road, but with adequate cross-overs to be used in case of necessity. To allow for these changes the two stations, one at Leonard-Franklin streets and the other at Howard-Grand streets have been consolidated into one station at Canal street.

As was stated in the former communication to your Board, this modification simplifies a very complicated plan; eliminates two double deck stations, making all tracks on a level; would work in conjunction with a proposed future line across Canal street to the North River, and thereby connect with all northbound and southbound routes which would intercept it, with the Fourth avenue subway and the Manhattan Bridge, and would increase very materially the safety of operation. It is estimated that the operating capacity would be increased fully 25 per cent. in addition to the proposed tunnel connections and also that the time of construction would be materially decreased.

The agreement with the Degnon Contracting Company provides for a reduction in the contract price of \$410,000, and with the Cranford Company of \$350,000, and also for a decrease in the time for completion. The Commission has been advised by its Counsel that it may order the contractor for the three other sections to make the changes contemplated on those sections and the plans will be changed accordingly.

It is estimated that these changes, while greatly increasing the usefulness and capacity of the road, will result in a saving to the City in excess of \$300,000, after allowing for the purchase of an increased amount of real estate for the new station at Canal street.

In order to minimize the delay on this important work the Commission has sent these agreements to the contractors for execution, and pending their return asks your approval of them.

Dated New York, March 5, 1908.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,  
By Wm. McCARROLL, Acting Chairman.

TRAVIS H. WHITNEY, Secretary.



Which was referred to the Comptroller and to the Chief Engineer, with directions to report back to the Board at its meeting of March 13, 1908.

The full minutes of the meeting of this day will appear in the CITY RECORD at a later date.

JOSEPH HAAG, Secretary.

## PROCEEDINGS OF THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

WEDNESDAY, MARCH 4, 1908,  
TRIBUNE BUILDING, 154 NASSAU STREET,  
BOROUGH OF MANHATTAN, CITY OF NEW YORK.

Present—Chairman William R. Willcox, Commissioners William McCarroll, Edward M. Bassett, Milo R. Maltbie, John E. Eustis.

(1) Commissioner Eustis presented the following communication from the Counsel to the Commission:

March 3, 1908.

Hon. JOHN E. EUSTIS, Commissioner:

SIR—Referring to the letter of the Comptroller to you of the 28th ult., which you submitted to me, relating to the contract heretofore made between the Commission, acting for the City of New York, and George Thum for the purchase of his property at No. 402 Broome Street, Mr. Thum is willing to comply with the Comptroller's request by modifying the agreement so as to strike out the clause objected to, which permits his son to continue to occupy the building free of expense until in the opinion of the Chief Engineer it shall be necessary to wreck the building. As this clause is entirely for Mr. Thum's benefit and does not commit the Commission in any way, I see no objection to such a modification being made. Accordingly, Mr. Thum has executed in duplicate an agreement to that effect, which I transmit herewith for execution by the Commission, together with a form of resolution. As soon as the paper is executed, it is to be attached to the former contract, and the Comptroller promises that the title will then be closed forthwith.

Respectfully yours,  
(Signed) GEO. S. COLEMAN,  
Counsel to the Commission.

On motion, duly seconded, the following was adopted:

Whereas, A contract, dated October 7, 1907, was heretofore duly entered into between the Commission and one George Thum for the purchase of his property known as No. 402 Broome Street, which contract contains a provision as a part of the consideration thereof, that the lessee of the building may continue to occupy the same free of expense until, in the opinion of the Chief Engineer it shall be necessary to wreck the building, which said provision was intended to be and is entirely for the benefit of the said George Thum; and

Whereas, The said George Thum is willing to have said agreement modified by striking therefrom such provision and has executed an agreement to that effect, and the Counsel to the Commission approves of the execution of said agreement by the Commission; now therefore it is

Resolved, That said agreement of modification be and the same hereby is approved, and that the same be duly executed by the Chairman and the Secretary of the Commission under the seal of the Commission.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(2) On motion, duly seconded, the following was adopted:

Whereas, The Chief Engineer has made and submitted four similar maps or plans of certain parcels of property in the City of New York, Borough of Manhattan, required for the construction, maintenance and operation of a part of the proposed Brooklyn Loop Lines of the Rapid Transit Railroad, including certain stations and station approaches or entrances, to be constructed by the Bradley Contracting Company, in pursuance of a certain contract with said Bradley Contracting Company known as Contract No. 9-0-4, which said contract was heretofore made by the City of New York, acting by the Board of Rapid Transit Railroad Commissioners, and bears date June 27, 1907, which said parcels of property consist of certain lots designated on said maps or plans as follows: "Lot No. 9," known as No. 156 Elizabeth Street; "Lot No. 8," known as No. 154 Elizabeth Street; "Lot No. 31," known as Nos. 170 and 170½ Bowery; "Lot No. 32," known as No. 168 Bowery; "Lot No. 29," known as No. 174 Bowery; "Lot No. 28," known as No. 176 Bowery; "Lot No. 11," known as No. 162 Elizabeth Street; and "Lot No. 12," known as No. 164 Elizabeth Street; and

Whereas, A memorandum accompanying said maps or plans, and deemed a part thereof, has been made by authority of this Commission, clearly indicating the particular estate or estates, rights, terms, privileges, franchises or easements to be acquired or extinguished for the purposes of such construction, maintenance and operation in relation to said parcels of property, shown upon said maps or plans, said memorandum being substantially in the form following, to wit:

"Public Service Commission for the First District. Memorandum indicating the particular estate, rights, terms, privileges, franchises or easements to be acquired or extinguished in relation to each and every piece or parcel of property shown upon these maps or plans.

4th March, 1908.

An estate in fee simple absolute free from all liens or encumbrances in and to certain of said parcels of property shown upon these maps or plans, which said parcels are described as follows, to wit:

Lot No. 31, known as Nos. 170 and 170½ Bowery. All that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan, City of New York, in the County and State of New York, and bounded and described as follows: Beginning at a point on the southerly line of Delancey Street Extension distant 42 feet 5½ inches from the intersection of the southerly line of Delancey Street Extension with the westerly line of the Bowery; running thence westerly along the southerly line of Delancey Street Extension a distance of 57 feet 2½ inches to the boundary line between Lot No. 8 and Lot No. 31; thence running southerly along said boundary line 7 feet 9¾ inches; and thence running easterly and along the boundary line between Lot No. 31 and Lot No. 32 a distance of 56 feet 7¼ inches to the point or place of beginning, be said several dimensions more or less, it being intended to describe that part of the premises known as No. 170 and 170½ Bowery, title to which has not been acquired by the City of New York for the extension of Delancey Street.

Lot No. 32, known as No. 168 Bowery. All that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan, City of New York, in the County and State of New York, and bounded and described as follows: Beginning at a point on the westerly side of the Bowery at its intersection with the southerly side of Delancey Street Extension, and running thence southerly and along the westerly line of the Bowery, a distance of 19 feet 5½ inches; thence running westerly 98 feet 2½ inches to the boundary line between Lot No. 32 and Lot No. 7; thence running northerly along said boundary line a distance of 25 feet; thence running easterly along the boundary line between Lot No. 31 and Lot No. 32, a distance of 56 feet 7¼ inches to the intersection of said boundary line with the southerly line of Delancey Street Extension; and thence running easterly along the southerly line of Delancey Street Extension 42 feet 5½ inches to the point or place of beginning, be said several dimensions more or less, it being intended to describe that part of the premises known as No. 168 Bowery, title to which has not been acquired by the City of New York for the extension of Delancey Street.

Lot No. 29, known as No. 174 Bowery. All that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan, City of New York, in the County and State of New

York, on the westerly line of the Bowery, bounded and described as follows: Beginning at a point on the northerly line of Delancey Street Extension at its intersection with the westerly line of the Bowery; thence running northerly along the westerly line of the Bowery 2¼ inches; thence running westerly along the boundary line between Lot No. 28 and Lot No. 29 a distance of 1 foot 4½ inches to the northerly line of Delancey Street Extension; and thence running easterly along the northerly line of Delancey Street Extension 1 foot 4¾ inches to the point or place of beginning, be said several dimensions more or less, it being intended to describe that part of premises known as No. 174 Bowery, title to which has not been acquired by the City of New York for the extension of Delancey Street.

Lot No. 28, known as No. 176 Bowery. All that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan, in the City of New York, in the County and State of New York, on the westerly line of the Bowery, and bounded and described as follows: Beginning at a point on the westerly line of the Bowery distant northerly 2¼ inches from the intersection formed by the westerly line of the Bowery and the northerly line of Delancey Street Extension; thence running northerly along the westerly line of the Bowery 25 feet; thence running westerly on the boundary line between Lot No. 28 and Lot No. 27, a distance of 100 feet 3¾ inches to the boundary line between Lot No. 28 and Lot No. 11; thence running southerly along said boundary line a distance of 11 feet 7½ inches; thence running easterly along the northerly line of Delancey Street Extension 99 feet 7 inches; and thence running easterly along the boundary line between Lot No. 28 and Lot No. 29, a distance of 1 foot 4½ inches to the westerly line of the Bowery, the point or place of beginning, be said several dimensions more or less, it being intended to describe that part of the premises known as No. 176 Bowery, title to which has not been acquired by the City of New York for the extension of Delancey Street.

Also, a perpetual and permanent underground right, easement and right of way, and also a temporary right or easement in and to certain other parcels of property shown upon said maps or plans, which said parcels are described as follows:

Lot No. 9, known as No. 156 Elizabeth Street. All that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan, City of New York, in the County and State of New York, and bounded and described as follows: Beginning at a point on the easterly line of Elizabeth Street, at its intersection with the southerly line of Delancey Street Extension, and running thence southerly along the easterly line of Elizabeth Street, a distance of 1 foot 6½ inches, more or less; running thence easterly a distance of 9 feet 1¼ inches to the easterly line of Delancey Street Extension; and running thence westerly along the southerly line of Delancey Street Extension a distance of 9 feet 2½ inches to the point or place of beginning, be said several dimensions more or less.

Part of Lot No. 8, known as No. 154 Elizabeth Street. All that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan, City of New York, in the County and State of New York, and bounded and described as follows: Beginning at a point on the easterly line of Elizabeth Street, distant 1 foot 6½ inches, more or less, from the intersection of the southerly line of Delancey Street Extension with the easterly line of Elizabeth Street; thence running southerly along the easterly line of Elizabeth Street 5 feet; thence running easterly a distance of 100 feet 8¾ inches to a point situate on the boundary line between Lot No. 8 and Lot No. 31, distant 7 feet 9¾ inches southerly from the southerly line of Delancey Street Extension; thence running northerly along said boundary line a distance of 7 feet 9¾ inches to the intersection of said boundary line with the southerly line of Delancey Street Extension; thence running westerly along the southerly line of Delancey Street Extension a distance of 91 feet 2¾ inches; and thence running westerly a distance of 9 feet and 1¼ inches to the point or place of beginning, be said several dimensions more or less.

Lot No. 11, known as No. 162 Elizabeth Street. All that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan, City of New York, in the County and State of New York, and bounded and described as follows: Beginning at a point on the northerly line of Delancey Street Extension at its intersection with the boundary line between Lot No. 11 and Lot No. 28, and running thence northerly along said boundary line 11 feet 7½ inches to the boundary line between Lot No. 11 and Lot No. 12; running thence westerly along said boundary line a distance of 68 feet 7¼ inches to the northerly line of Delancey Street Extension; and thence running easterly along said northerly line of Delancey Street Extension a distance of 69 feet 3¾ inches to the point or place of beginning, be said several dimensions more or less, it being intended to describe that part of premises known as No. 162 Elizabeth Street, title to which has not been acquired by The City of New York for the extension of Delancey Street.

Part of Lot No. 12, known as No. 164 Elizabeth Street, described as follows: Beginning at a point on the northerly line of Delancey Street Extension, distant 29 feet 8¾ inches from the easterly line of Elizabeth Street; thence running easterly along the boundary line between Lot No. 11 and Lot No. 12, a distance of 59 feet 7¼ inches; thence running westerly a distance of 89 feet 2¼ inches to the easterly line of Elizabeth Street; thence running southerly along said easterly line of Elizabeth Street a distance of 6 feet 7 inches to the northerly line of Delancey Street Extension; thence running easterly along said northerly line of Delancey Street Extension a distance of 29 feet 8¾ inches to the point of beginning, be said several dimensions more or less.

Premises to be subject to such temporary rights or easements for the purpose of the construction of said railroad are described as follows:

One parcel of land on the southerly side of and adjacent to said part of Lot No. 8, hereinabove described, and within a line distant not more than 5 feet southerly therefrom, and wholly within Lot No. 8, and also the land over and above said permanent and perpetual underground right, easement and right of way in Lot No. 9 and in said part of Lot No. 8, with the right to tear down all buildings, or any part thereof, erected over and above said last mentioned permanent and perpetual underground right, easement and right of way, and over and above said adjacent parcel of land, said adjacent parcel of land subject to such temporary rights or easements being shown on these maps or plans in yellow.

And another parcel of land on the northerly side of and adjacent to Lot No. 11 and said part of Lot No. 12, and within a line distant not more than 5 feet northerly therefrom, and wholly within Lot No. 12; and also the land over and above said permanent and perpetual underground right, easement and right of way in Lot No. 11 and said part of Lot No. 12, with the right to tear down all buildings, or any part thereof, erected over and above said last mentioned permanent and perpetual underground right, easement and right of way, and over and above said last mentioned adjacent parcel of land, said last mentioned adjacent parcel of land subject to such temporary rights or easements, being shown on these maps or plans in yellow.

The extreme top of said subway or structure is to be not less than 15.4 feet below the present grade of Elizabeth Street, where the centre line of Delancey Street Extension intersects the centre line of Elizabeth Street, and the base of the rails of said railroad is to be not less than 39 feet below said present grade.

The said temporary rights or easements continue until December 1, 1909, and include the right to enter upon and occupy said adjacent parcels of land, hereinabove described, and said land over and above said permanent and perpetual underground right, easement and right of way, hereinabove described.

The subway or structure of said railroad, including said stations and station approaches or entrances, are to be constructed substantially as shown in said contract and upon these maps or plans which are marked as follows: "Public Service Commission for the First District, Chief Engineer's Office, Route 9-0-4, Drawing No. 13, February 28, 1908. Henry B. Seaman, Chief Engineer."

Said estates in fee simple, said permanent and perpetual underground rights, easements and rights of way, and said temporary rights or easements hereinabove described, are required for the construction, maintenance and operation in perpetuity of a rapid transit railroad, including said stations and station approaches or entrances, in accordance with the routes adopted by the Board of Rapid Transit Railroad Commissioners by resolution adopted on the 25th day of May, 1905, and approved by the Board of Estimate and Apportionment of the City of New York on the 14th day of July, 1905, and approved by the Mayor of the City of New York on the 25th day of July, 1905, and consented to by an order of the Appellate Division of the Supreme Court, First Judicial Department, made and entered on the 12th day of March, 1907, which said railroad is further described in said contract for the construction of a part thereof made by the City of New York, acting by said Board of Rapid Transit Railroad Commissioners, with said Bradley Contracting Company.



Now therefore it is Resolved, That said maps or plans, so made and prepared, and said memorandum be and the same hereby are approved and adopted; that a certificate of such approval and adoption of the approval and adoption of said memorandum be written upon said maps or plans, and signed by this Commission and by a majority of the Commissioners; that one of said maps or plans, including said memorandum, be filed in the office of the President of the Borough of Manhattan there to remain as a public record; that two of said maps or plans, including said memorandum, be transmitted to the Corporation Counsel of the City of New York, together with a copy of this resolution; that the remaining one of said maps or plans, including said memorandum, remain on file as a public record in the office of this Commission; and that the Corporation Counsel be and he hereby is directed to take legal proceedings to acquire for the City of New York an estate in fee simple absolute in and to said parcels of property first hereinabove described and a permanent and perpetual underground right, easement and right of way in said parcels of property thereafter hereinabove described, and said temporary right or easement in said adjacent parcels of property last hereinabove described.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.  
Nays—None.  
Carried.

(3) 2601  
The Secretary presented a communication from the Acting Chief of the Bureau of Transit Inspection, with regard to the services of Louis F. Schultze, Transit Inspector. On motion, duly seconded, it was thereupon Resolved, That the appointment of Louis F. Schultze as Transit Inspector be terminated at the end of his probationary term, March 4, 1908, on the ground that his services are not satisfactory.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.  
Nays—None.  
Carried.

TRAVIS H. WHITNEY, SECRETARY.

PROCEEDINGS OF THE  
PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,  
FRIDAY, MARCH 6, 1908,  
TRIBUNE BUILDING, 154 NASSAU STREET,  
BOROUGH OF MANHATTAN, CITY OF NEW YORK.

Present—Commissioner William McCarroll, Acting Chairman; Commissioners Edward M. Bassett, John E. Eustis.

(1) Chairman Willcox and Commissioner Maltbie were excused because of absence on business of the Commission, and on motion, duly seconded, Commissioner McCarroll was elected Acting Chairman.

(2) 2532  
The Secretary presented the following notice of deposit from H. L. Smith, Assistant Deputy Comptroller, Department of Finance, which was ordered filed:

March 2, 1908.  
DEAR SIR—I beg to advise you that on February 27, 1908, the sum of fifty thousand dollars (\$50,000) was deposited to the credit of Revenue Bond Fund—For the Public Service Commission for the 1st District, New York, Expenses of; Authorized December 20th, 1907, pursuant to the provisions of Section 10 Chapter 4 Laws of 1891 and Section 14 Chapter 429 Laws of 1907.

(3) 2093  
The Secretary stated that the following communication had been transmitted to the Board of Estimate and Apportionment, with regard to changes in the contracts for the construction of the Brooklyn Loop Lines:

March 5, 1908.  
*To the Board of Estimate and Apportionment of The City of New York:*

The Public Service Commission for the First District, referring to its communication to your Honorable Board, dated January 8th last, and to the report of your Chief Engineer, dated January 21st last, transmits herewith for your approval two proposed agreements modifying the contracts heretofore entered into between The City of New York by the Rapid Transit Board with Degnon Contracting Company for the construction of Section 9-0-2 of the Brooklyn Loop Lines, and between The City of New York and Cranford Company for the construction of Section 9-0-3 of the Brooklyn Loop Lines.

The Commission is advised by its Counsel that under the provisions of the Rapid Transit Act it may make these modifying contracts without submission to other Boards, but since they involve change in important subway construction, the Commission desires to submit them to your Honorable Body for its consideration and approval.

As shown by the drawings heretofore submitted to your Chief Engineer, these contracts contemplate the following changes:

(1) Increasing the dimensions of the Brooklyn Loop Lines to accord with the plans for the proposed Fourth Avenue Subway in Brooklyn with which it will connect. This increase will allow for running larger cars through the subway, and will accommodate the cars in use by the railroads in and around the city and used for suburban traffic.

(2) The original plans provided for a double deck subway in part, with grades frequently as high as four per cent. and in some cases as high as five and one-half per cent. The deep excavation necessary for the double track structure not only greatly increases the cost of construction, but the steepness of the grades and the frequency with which they follow one another would increase the cost of operation and materially limit the capacity of the road, at the same time increasing the possibility of accidents. These steep grades and the double deck structure are eliminated by those changes.

(3) The changes also allow for the operation of this subway as two two track roads, one connecting with the Williamsburg and the other with the Manhattan Bridge, instead of one four track road, but with adequate cross-overs to be used in case of necessity. To allow for these changes the two stations, one at Leonard-Franklin Streets and the other at Howard-Grand Streets have been consolidated into one station at Canal Street.

As was stated in the former communication to your Board, this modification simplifies a very complicated plan; eliminates two double deck stations, making all tracks on a level; would work in conjunction with a proposed future line across Canal Street to the North River, and thereby connect with all northbound and southbound routes which would intercept it, with the Fourth Avenue Subway and the Manhattan Bridge, and would increase very materially the safety of operation. It is estimated that the operating capacity would be increased fully 25 per cent. in addition to the proposed tunnel connections and also that the time of construction would be materially decreased.

The agreement with the Degnon Contracting Company provides for a reduction in the contract price of \$410,000 and with the Cranford Company of \$350,000 and also for a decrease in the time for completion. The Commission has been advised by its Counsel that it may order the contractor for the three other sections to make the changes contemplated on those sections and the plans will be changed accordingly.

It is estimated that these changes, while greatly increasing the usefulness and capacity of the road, will result in a saving to the City in excess of \$300,000, after allowing for the purchase of an increased amount of real estate for the new station at Canal Street.

In order to minimize the delay on this important work the Commission has sent these agreements to the contractors for execution and pending their return asks your approval of them.

Dated New York, March 5, 1908.

PUBLIC SERVICE COMMISSION FOR THE  
FIRST DISTRICT.

(Signed) By WM. MCCARROLL, Acting Chairman.  
(Signed) TRAVIS H. WHITNEY, Secretary.

(4) 2622  
The Secretary stated that the following letter had been transmitted to the Comptroller on the subject of rental for the portion of the subway recently opened from South Ferry to Borough Hall:

March 3rd, 1908.

Hon. HERMAN A. METZ, Comptroller, City of New York, No. 280 Broadway, New York:

DEAR SIR—In further acknowledgment of your communication of February 1st, in which you transmitted copies of receipts given the Interborough Rapid Transit Company in payment of interest rental for the fourth quarter of the year ending December 31st, in which you call attention to the fact that an additional section of Contract No. 2 has now been put in operation, and asking for certified copy of the agreement modifying Contract No. 2, setting forth the date of opening and the estimated cost thereof, in order that the City may be provided with information and authority to collect the interest rentals and the Sinking Fund rentals as the same may become due and payable, I desire to state that the amount of rental to be paid for this additional section now placed in operation is governed by an agreement entered into on the 14th of December, 1905, by the Board of Rapid Transit Railroad Commissioners, modifying the original contract.

This modifying agreement contained a provision that "From time to time, as further portions of the railroad are permitted by the Board to be operated, after the date of this agreement, if the same shall (with the portions heretofore permitted to be operated) constitute less than the entire railroad as described in the contract, the Interborough Company shall and will pay to the City rental for such portions of the railroad, which rental shall be fixed and ascertained on the principles and in the manner hereinabove provided with respect to the portions of the railroad operated, as above stated, on and after January 16th, 1905."

The principle adopted for the three sections then in operation was the payment of rental upon the basis of the \$2,000,000 contract price, the amount upon which rental was paid, being the proportion of such contract price as the number of feet of single track in operation bore to the number of feet of single track embraced in the entire road. To fix the rental for the under-river portion lately opened, it will, therefore, be necessary to determine the proportion that the number of feet of single track embraced therein bears to the number of feet of single track in the entire road, and that proportion of the contract price of \$2,000,000, together with the cost of all extra work duly authorized and embraced in such section and less the cost of all work directed to be omitted therefrom, will be the amount upon which the contractor is to pay rental for this section.

The operation of the portion constructed under Contract No. 2, between the South Ferry station, Manhattan, and the Borough Hall station, Brooklyn, began on the 9th day of January, 1908, by authority of this Commission. No additional agreement was entered into with regard to the payment of rental for this, in view of the modifying agreement referred to above, entered into on the 14th of December, 1905, from which I have quoted. One of the originals is, I have no doubt, deposited with you. I shall be very glad, however, to furnish additional copies of this agreement.

The following statement shows the estimated cost to January 1st, 1908, of the part of Principal Contract No. 2 opened on January 9th, 1908, and the method of arriving at the same in accordance with the modifying agreement made on the 14th of December, 1905:

Bowling Green Station to Borough Hall Station:	
18,800 feet of track as per contract—	
Contract Work.....	\$936,488 16
Real Estate .....	14,892 90
	\$951,381 06
Less Work Deducted.....	116,000 00
	\$835,381 06

It should be noted that the real estate expenditure may be changed in the future, and that the item for work eliminated has not been accepted by the Contractor; hence, both items, and in fact the entire statement is to be taken as preliminary and may be changed when final adjustments are made.

Very truly yours,  
(Signed) TRAVIS H. WHITNEY, Secretary.

(5) 3234, 2796  
On motion, duly seconded, it was

Resolved, That the following appointments be made from the Civil Service lists:

Name.	Position.	Salary.	To Take Effect.
Mary F. Lindholm.....	Library Assistant.....	\$75 per month	March 6, 1908
Henry Altemeier .....	Inspector of Conduits (Provisional)	100 per month	March 7, 1908

Ayes—Commissioners McCarroll, Bassett, Eustis.  
Nays—None.  
Carried.

(6) 2879  
The Secretary presented a communication from the Chief Engineer recommending that Enos W. Cory, Cement Inspector, be granted thirty days' leave, without pay, and on motion, duly seconded, it was

Resolved, That leave of absence for thirty days, without pay, to begin March 1, 1908, be granted to Enos W. Cory, Cement Inspector.

Ayes—Commissioners McCarroll, Bassett, Eustis.  
Nays—None.  
Carried.

(7) 1368  
The Secretary presented the following communications, one from the Counsel to the Commission and the Chief Engineer, and one from the Chief Engineer:

March 5, 1908.

*Public Service Commission for the First District:*

SIRS—We have from the Secretary a copy of a letter from the City Comptroller's office, dated February 20th, 1908, asking for certain information to enable him to determine the amount of rental due the City from the Hudson & Manhattan Company for the portion of the so-called McAdoo Tunnel lately put into operation.

In order to determine the length of the track at present in use, upon which a large part of the rental is based, it will be necessary to secure from the Hudson & Manhattan Company certain maps and figures which have not yet been received.

We accordingly suggest that the Comptroller be informed of the reason for the delay in answering his communication and advised that as soon as this information is received, the Commission will send him the information requested in his letter.

Respectfully yours,  
(Signed) GEO. S. COLEMAN, Counsel.  
(Signed) HENRY B. SEAMAN, Chief Engineer.

March 4, 1908.

TRAVIS H. WHITNEY, Esq., Secretary, Public Service Commission for the First District:

DEAR SIR—In order to definitely ascertain the necessary figures upon which to base the rental of the McAdoo Tunnels, to which reference is made by N. Taylor Phillips, Esq., Deputy Comptroller, in his communication of February 20th, 1908, to the Public Service Commission, I would suggest that the following letter be forwarded to Mr. William McAdoo, President of the Hudson Companies:

"DEAR SIR—Will you kindly forward to this Commission as early as possible drawings showing in plan and profile the Tunnels of the Hudson Companies from the state line to the northerly portion at present in operation, as the same has been constructed, together with drawings of the several stations and such details of construction as may be necessary to clearly set forth the condition and extent of the tunnels as constructed."



Will you also kindly verify in writing the lengths of the tracks and cross-overs, and also the lengths of stations which were recently furnished by your engineer to one of our engineers."

Very truly yours,  
(Signed) HENRY B. SEAMAN, Chief Engineer.

On motion, duly seconded, the Secretary was directed to send the communication indicated in the Chief Engineer's letter.

(8) The Secretary stated that by direction of Commissioner Maltbie, who was the presiding Commissioner in the proceeding concerned, he had sent the following communication:

February 29th, 1908.

Mr. ADRIAN H. JOLINE and DOUGLAS ROBINSON, *Receivers, New York City Railway Co.*, 621 Broadway, New York City:

DEAR SIRS—I am directed by the Commission to reply to your letter of February 21st, transmitting the results of observations upon certain days upon the Eighth Avenue line. As you state in your letter, these observations cover days when conditions were very abnormal, and apparently seem to emphasize the importance of the matters considered in the informal conference held several days ago. Your letter does not indicate whether you wish a rehearing upon Order No. 171. You will recall that no one representing you appeared at the hearing prior to the issuance of this order; but if you desire a rehearing under Section 22 of the Public Service Commissions Law, the Commission will consider the application if you desire to make one.

Yours very truly,  
(Signed) TRAVIS H. WHITNEY, Secretary.

(9) The Secretary stated that by direction of Commissioner Maltbie, who was the presiding Commissioner in the proceeding concerned, he had sent the following communication:

February 29th, 1908.

Mr. FREDERICK W. WHITRIDGE, *Receiver, Third Avenue Railroad Company*, Sixty-fifth Street and Third Avenue, New York City:

DEAR SIR—I am directed by the Commission to reply to your letter of February 18th, and to state that the requirements of Order No. 260 are in accord with the evidence presented at the hearing prior to the adoption of the order. You will recall that notice was served upon you of the hearing held upon February 13th, thereby giving you an opportunity to place before the Commission such information as you had and wished to present regarding the overhauling and repairing of your rolling stock, which you state was in "deplorable" condition. As you did not appear and as no one appeared representing you, the evidence given by Mr. McLimont, who examined your property and who reported upon the facilities at your disposal and the time within which the work could reasonably be accomplished, stood uncontradicted.

If you desire a rehearing upon the order under Section 22 of the Public Service Commission Law, an application for such a rehearing will be considered and undoubtedly granted, as the Commission has so far granted a rehearing whenever an application has been made. Unless such rehearing is requested, the order as originally issued naturally remains in force.

Very truly yours,  
(Signed) TRAVIS H. WHITNEY, Secretary.

(10) Commissioner McCarroll moved the adoption of the following order, which was duly seconded:

EXTENSION ORDER (No. 310).

J. Monheimer,  
Complainant,  
against  
Coney Island and Brooklyn Railroad Company,  
Defendant.

"Ten cent fare to Coney Island."

An order, No. 275-a, having been made herein on or about the 21st day of February, 1908, ordering and directing the Coney Island and Brooklyn Railroad Company to answer the complaint herein within a time therein specified, and the said Coney Island and Brooklyn Railroad Company having, on March 4th, 1908, applied in writing for an extension of such time,

Now, on motion, it is

Ordered, That the time of the Coney Island and Brooklyn Railroad Company within which to answer said complaint be, and the same hereby is, extended to and including the fourteenth day of March, 1908.

Ayes—Commissioners McCarroll, Bassett, Eustis.

Nays—None.

Carried.

(11) Commissioner Eustis presented the following opinion and order:

In the Matter

of

Service, regulations and practices of the New York Central and Hudson River Railroad Company—"Restoration of Putnam Division Service."  
Under order for hearing No. 252, dated February 11, 1908.

OPINION.

On January 17th, 1908, order No. 211 of this Commission was issued requiring the New York Central and Hudson River Railroad Company to make answer giving the reasons for the proposed discontinuance of trains on the Putnam Division after midnight. The company made answer thereto on February 3, 1908, stating that the trains discontinued on said division were as follows:

Train No. 103, leaving 155th Street Station at 2:00 A. M.

Train No. 105, leaving 155th Street Station at 3:00 A. M.

Train No. 107, leaving 155th Street Station at 4:00 A. M.

Train No. 106, leaving Yonkers Station at 2:25 A. M.

Train No. 108, leaving Yonkers Station at 3:25 A. M., and

Train No. 110, leaving Yonkers Station at 4:25 A. M.

The company further stated in said answer that "the discontinuance of said trains was ordered by the defendant by reason of the fact that the average number of passengers carried upon such trains was so small during a long period of time prior to their discontinuance that the revenue gained therefrom did not justify the expense incurred in the running of said trains."

Upon the hearing the company's witnesses stated that the only reason for the discontinuance of the trains mentioned was that the revenue gained from the running of said trains did not justify the expense incurred. It appeared, however, from their testimony that since the Putnam Division passed into the hands of the defendant railroad company in or about 1893, this entire Division had always been run at a loss, the entire receipts therefrom being far less than the cost of operating the road, so that, if the fact of a road not being a financial success were to excuse the discontinuance of trains, the defendant would be justified in abandoning this Division entirely. It does not do this, however, but discontinues a few of its trains, to the great inconvenience of the traveling public and sets up as its reason the fact that these trains do not pay. The evidence shows that a large number of persons are accommodated by these trains, and it would appear reasonable to require that the service thus discontinued be restored. In fact, it appears that after the first order herein was issued and on or about January 30, 1908, the defendant of its own volition restored the train leaving 155th Street for Yonkers at 4:00 A. M. and returning leaving Yonkers for 155th Street at 4:25 A. M., and has since continued said train, although the testimony is to the effect that the train mentioned is less profitable to the company than any of the trains that have not been restored, and if it was reasonable to restore the train mentioned which is less profitable to the company than either of the other trains which

have been discontinued, then it would not seem unreasonable to require that the other discontinued trains be restored.

It is claimed by the defendant that the patronage of these trains has largely fallen off since the construction of trolleys and subways, which have reduced the income of the company on this Division. However, there is nothing to show that if the defendant would meet these changed conditions by running more trains and charging a rate of fare that would enable them to compete with the trolleys and subways, they would not recover a large amount of their patronage and do business at a profit, instead of (as they say) at a loss, and it is altogether likely that the inauguration of the changes suggested would bring about the result indicated, as a large part of the traveling public would prefer to ride in defendant's cars if the expense were no greater than on the trolleys and subways.

The defendant raises the question of jurisdiction, and claims that jurisdiction of the matter in hand belongs to the Public Service Commission of the Second District, as the line mentioned runs from a point within one district to a point within the other district. Without deciding the question presented, I am of the opinion that under subdivision 3 of section 5 of the Public Service Commissions Law, the Public Service Commission for the First District has clearly jurisdiction and power to make an order in this matter providing for the restoration of said trains between points lying wholly within the First District. That subdivision is as follows:

"The jurisdiction, supervision, powers and duties of the Public Service Commission in the First District shall extend under this act to such portion of the lines of any other railroad (than a street railroad) as lies within that district, and to the person or corporation owning, leasing, operating or controlling the same, so far as concerns the construction, maintenance, equipment, terminal facilities, and local transportation facilities, and local transportation of persons or property within that district."

As all stations on said Putnam Division from 155th Street, to Van Cortlandt, both inclusive, are within the First District, let an order be drawn directing and requiring the restoration of said trains between said points.

Dated, March 6, 1908.

(Signed) JOHN E. EUSTIS, Commissioner.

Commissioner Eustis thereupon moved the adoption of the following order, which was duly seconded:

FINAL ORDER (No. 311).

In the Matter

of

The Service, Regulations and Practices of the New York Central and Hudson River Railroad Company, "restoration of Putnam Division service."  
Under Order for Hearing No. 252, dated February 11, 1908.

This matter coming on upon the report of the hearing had herein on the 20th day of February, 1908, and it appearing that the said hearing was held pursuant to Order Number 252 of this Commission made February 11, 1908, and returnable on the 20th day of February, 1908, and that said order was duly served upon said New York Central & Hudson River Railroad Company on the 13th day of February, 1908, said order being an order to show cause why said railroad company should not restore the service upon its Putnam Division after midnight which had been discontinued by taking off trains Numbers 103, 105, 106, 107, 108 and 110, train number 103 leaving 155th Street for Yonkers at 2:00 A. M.; train number 105 leaving 155th Street for Yonkers at 3:00 A. M.; train number 107 leaving 155th Street for Yonkers at 4:00 A. M.; train number 106 leaving Yonkers for 155th Street at 2:25 A. M.; train number 108 leaving Yonkers for 155th Street at 3:25 A. M.; and train number 110 leaving Yonkers for 155th Street at 4:25 A. M.; and it appearing that said hearing was held by and before the Commission on the matters embraced in said order on the 20th day of February, 1908, before Mr. Commissioner Eustis presiding, Harry M. Chamberlain, Esq., appearing for the Commission, A. S. Lyman, Esq., and E. H. Boles, Esq., appearing for said railroad company, and proof having been taken upon said hearing, and it being made to appear after the proceedings on said hearing that said service was discontinued on January 19, 1908, and has not been restored except that the train leaving 155th Street for Yonkers at 4:00 A. M., and returning leaving Yonkers for 155th Street at 4:25 A. M., was restored on or about January 30, 1908, and it being made to appear after the proceedings on said hearing that the regulations, practices and service of said railroad company in respect to the transportation of persons upon said line, in the City and State of New York, are unjust, unreasonable, improper and inadequate on account of discontinuance of said trains leaving 155th Street at 2:00 A. M. and at 3:00 A. M., and returning to 155th Street as aforesaid, and that it would be just, reasonable and proper to require that the said trains be restored within the corporate limits of the City of New York on account of the matters proved upon the hearing herein,

And it appearing in the judgment of the Commission, after the said hearing, that the said New York Central & Hudson River Railroad Company does not run trains enough upon its Putnam Division in the City and State of New York, between the stations of 155th Street and Van Cortlandt, reasonably to accommodate the passenger traffic transported by or offered for transportation to it upon said lines at and between said stations and intermediate stations upon said line; and it appearing in the judgment of the Commission, after said hearing, that an increase of the number of said company's trains upon said division between said stations in the City and State of New York is reasonably necessary to accommodate and transport the passenger traffic transported by, or offered for transportation to it, within the City and State of New York, and that it is just, reasonable and proper for the accommodation and transportation of such passenger traffic that the number of said company's trains upon said division should be increased within the corporate limits of the City of New York by the restoration of the trains so discontinued and not yet restored as aforesaid.

Now, on motion of George S. Coleman, Esq., Counsel to the Commission, it is

Ordered,

(1) That said New York Central & Hudson River Railroad Company be and it hereby is directed and required to increase its passenger service on its Putnam Division in the City and State of New York by the addition daily of one (1) passenger train leaving 155th Street at 2:00 A. M., and stopping at High Bridge, Morris Heights, University Heights, Kingsbridge and Van Cortlandt, and returning so as to reach 155th Street before 3:00 A. M., and stopping at all of said stations on its return, and by the addition of one (1) passenger train leaving 155th Street at 3:00 A. M., and stopping at all of said stations above mentioned, and returning to 155th Street stopping at all of said stations and reaching 155th Street not later than 4:00 A. M.

(2) It is further ordered, That the said service be put into effect by said New York Central & Hudson River Railroad Company not later than the 17th day of March, 1908, and continued each day thereafter.

This order shall continue in force until such time as the Public Service Commission for the First District shall otherwise order.

(3) It is further ordered, That said New York Central & Hudson River Railroad Company notify the Public Service Commission for the First District within five days after the service of this order upon it, whether the terms of this order are accepted and will be obeyed.

Ayes—Commissioners McCarroll, Bassett, Eustis.

Nays—None.

Carried.

(12) Commissioner McCarroll presented the following order:

COMPLAINT ORDER (No. 312).

Andrew A. Kirkpatrick,  
Complainant,  
against  
Nassau Electric Railroad Company,  
Defendant.

The order of the Commission, being Order No. 312, for satisfaction or answer within ten (10) days, as to inadequate service on holidays and Sundays on Fulton Street line at Utica Avenue, was approved, confirmed and ordered filed in the office of the Commission.

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- (13) The Secretary presented the following order:

COMPLAINT ORDER (No. 313).

Elmer A. Allen,  
Complainant,  
againstNew York Central and Hudson River  
Railroad Company,  
Defendant.

The order of the Commission, being Order No. 313, for satisfaction or answer within ten (10) days, as to increased service at University Heights station on New York and Putnam Division, was approved, confirmed and ordered filed in the office of the Commission.

- (14) Commissioner Eustis moved the adoption of the following hearing order, which was duly seconded:

HEARING ORDER (No. 314).

The Civic League of The Bronx,  
Complainant,  
againstNew York Central and Hudson River Rail-  
road Company,  
Defendant.

"Additional local trains on the Harlem Division."

Upon the complaint herein, on which Order No. 23 was issued on the eighteenth day of September, 1907, and the answer of the New York Central and Hudson River Railroad Company thereto, received on the fifteenth day of October, 1907, it is

Ordered, That upon the matters therein, a hearing be had on the 19th day of March, 1908, at 2:30 o'clock in the afternoon, or at any time or times to which the same may be adjourned, at the rooms of the Commission, No. 154 Nassau Street, Borough of Manhattan, City and State of New York.

To the end that the Commission may make such order or orders in the premises as shall be just and reasonable. Further

Ordered, That the said complainant and the said New York Central and Hudson River Railroad Company be given at least ten (10) days' notice of such hearing, by service upon W. W. Niles, 11 Wall Street, New York City, and upon said Company, either personally or by mail, of a certified copy of this order, and that at such hearing said complainant and said company be afforded all reasonable opportunity for presenting evidence and examining and cross-examining witnesses as to the matters aforesaid.

Ayes—Commissioners McCarroll, Bassett, Eustis.

Nays—None.

Carried.

- (15) The Secretary presented a communication from the Receivers of the New York City Railway Company with regard to the matter of a rule as to standing on the platforms of pay-as-you-enter cars, and a communication from the Counsel to the Commission thereon; and it was understood that the Chairman would reply to the Receivers, stating that an engineer of the Commission would make an inspection of the cars and a report to the Commission.

- (16) The Secretary presented the following communication from the New York, New Haven and Hartford Railroad Company, upon Order No. 274 of the Commission with regard to the construction of the Westchester and Portchester railroads, which was ordered filed:

STATE OF NEW YORK.

## PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

ORDER No. 274.

Answer.

The New York, New Haven & Hartford Railroad Company, hereby submits the following as its answer to the questions, asked in Order No. 274 by the Public Service Commission for the First District, such answer being made by it as the owner of the stock of the Millbrook Company, which in turn owns the stock of the New York & Portchester Railroad Company, which controls the stock of the New York, Westchester & Boston Railway Company:

First.—In the month of June, 1907, and not before, the work of constructing the Westchester Railroad was discontinued because that Company then was unable, either by agreement or by condemnation proceedings, to obtain real estate necessary for an essential portion of its right of way. Owners of such real estate refused to agree to a sale thereof, and in the condemnation proceedings resulting because of such refusal, such owners challenged the validity and the continued existence of the corporate rights as alleged of the New York, Westchester & Boston Railway Company. Such opposition by property owners constituted an obstacle to the construction of the Westchester Railroad, which would be insuperable, until after the final establishment of the legal validity of the Westchester charter and franchises.

Thereupon it was sought to avail of the unquestioned charter rights of the New York & Portchester Railroad Company so as to complete construction by making common use of the constructed portion of the line of the Westchester Company. With this view an agreement was made between the Boards of Directors of the Portchester Company and of the Westchester Company, to change the route of the Portchester Company so that for the greater part thereof within the City of New York it should coincide with the route of the Westchester Company.

Accordingly, in April, 1907, the Portchester Company submitted to the Board of Estimate and Apportionment of the City of New York, a petition for leave to cross streets in the Borough of The Bronx on such amended route.

Thereupon a minority stockholder of the Westchester Company brought suit to enjoin such proceedings, and in particular to enjoin the Board of Estimate and Apportionment from acting upon the Portchester Company's application for a change of its route.

After a hearing at special term in June, 1907, Mr. Justice Dayton sustained a preliminary injunction, which, on appeal was reviewed and affirmed by the Appellate Division in January, 1908—Mr. Justice Ingraham and Mr. Justice Patterson dissenting and holding that the injunction should be dissolved.

This suit now is to come up for hearing upon the merits, and is set down for hearing upon Monday, March 9, under the opinion of the Appellate Division (of which a copy is hereto attached) reviewing the entire situation.

Upon December 27, 1907, a decision was rendered by the Referee, Judge Charles F. Brown, in the condemnation proceedings in which Mrs. Arabella D. Huntington, as a property owner, challenged the validity of the Westchester charter, in which decision the charter was sustained. An appeal therefrom to the Appellate Division for the First Department is now being perfected by the property owner.

Until either the Westchester Company by reason of some final determination sustaining the validity of its charter rights, is in an uncontested position to condemn property, or the Portchester Company through the consent of the Board of Estimate to the crossing of the streets upon its amended route, is in like position, and is relieved from the injunction at the instance of the Westchester minority stockholder, little progress can be made with either railroad, and certainly it is not to the public interest that this particular territory should be traversed by three railroads, the New Haven, the Portchester and the Westchester.

The condition as existing upon December 31, 1907, was fully set forth in a letter of that date from the President of this Company to the Secretary of the Board of Estimate and Apportionment, published in the New York City Record of Tuesday, January 14, 1908, and which also appears in the New York City Record of March 4, 1908, annexed to a report of the counsel of the Public Service Commission, First District, on the New York, Westchester and Boston Railway Company.

Second.—From the foregoing, it will appear that it is impracticable for this Company, merely in indirect control of the Westchester Company, to make any definite or categorical answer to the last five questions in Order No. 274, inasmuch as any answers are dependent upon the uncertainty of litigation.

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The only possible answer is, that as soon as it can be determined which corporation is to construct which railroad, the work of construction is to be resumed; and that the railroad in all three of its sections, viz., from the Harlem River to 177th Street, from 177th Street to the City Line, and from the City Line through the Westchester localities, is to be completed without delay and upon completion is to be put in operation.

Excepting for these legal complications above mentioned, as well as the embarrassing condition of laws relating to railroad franchises within the City of New York, it is probable that at least one of those roads long since would have been completed and would be now in operation.

Dated March 5th, 1908.

THE NEW YORK, NEW HAVEN &amp; HARTFORD RAILROAD COMPANY.

By C. S. Mellen, President.

- (17) The Secretary presented two letters from C. E. Woodbridge, complaining as to the insufficient stairways at the Boerum Place station of the Kings County Elevated Railroad, and asking for additional temporary stairways to give relief until the completion of the new station. The letters were referred to Commissioner McCarroll.

- (18) The Secretary presented a communication from the Pioneer Republican Club, transmitting a resolution advocating the construction of a subway crossing Harlem River between Second and Third Avenues, through Southern Boulevard, Willis Avenue, Third Avenue, Melrose Avenue, 161st Street, Elton Avenue, 163d Street, Boston Road, McKinley Square, Clinton Avenue, Crotona Avenue, Pelham Avenue, Bronx Park and Boston Road to the City line. The papers were ordered filed.

- (19) The Secretary presented a communication from the Bowne Park Improvement Association, transmitting resolutions, as to transit improvements in and to Queens, which were referred to Commissioner Bassett.

- (20) The Secretary presented a communication from the Cornucopia Club, transmitting resolutions adopting the extension of the elevated structure of the Subway system from 180th Street and Boston Post Road, from West Farms Road and Morris Park Avenue and White Plains Avenue to East 243rd Street, and stating that the expense of such extension would be not more than three million dollars. The resolution was ordered filed.

- (21) The Secretary presented a communication from the Civic Union, inviting the Commission to be present at its meeting at No. 1377 Myrtle Avenue, Brooklyn, on Friday evening, March 6th, for the purpose of discussing an extension to the proposed Lafayette Avenue Subway to Myrtle Avenue and from Myrtle Avenue to Ridgewood Heights. The letter was ordered filed.

- (22) APPLICATION OF THE INTERBOROUGH RAPID TRANSIT COMPANY FOR APPROVAL OF MORTGAGE, BONDS AND NOTES.

The Secretary presented the following communication from T. P. Shonts, Chairman of the Executive Committee of the Interborough Rapid Transit Company, with the accompanying petition:

INTERBOROUGH RAPID TRANSIT COMPANY,  
EXECUTIVE COMMITTEE, No. 115 BROADWAY,  
NEW YORK, March 4, 1908.

To the Public Service Commission for the First District:

GENTLEMEN—I hand you herewith the petition of Interborough Rapid Transit Company for the approval of the issue of bonds and the execution of a mortgage by this Company. I also hand you with such petition, as required by your rules, the following papers:

- (a) Certified copy of certificate of incorporation of Interborough Rapid Transit Company.
- (b) Certified copy of the proceedings for the increase of capital stock of Interborough Rapid Transit Company from \$25,000,000 to \$35,000,000.
- (c) Certificate of proceedings increasing number of Board of Directors of Interborough Rapid Transit Company from thirteen to fifteen.
- (d) Copy trust agreement, Interborough Rapid Transit Company and Windsor Trust Company, dated May 1, 1905.
- (e) Copy trust agreement, Interborough Rapid Transit Company and Morton Trust Company, dated March 1, 1907.
- (f) Copy of notice of special meeting of stockholders of Interborough Rapid Transit Company called to be held March 17, 1908, for the purpose of passing upon proposition to issue bonds and execute mortgage.
- (g) Duplicate original of proxy issued by Windsor Trust Company, Trustee, to vote at special meeting on the 339,128 shares (out of a total of 350,000 shares) of Interborough Rapid Transit Company stock at such meeting.
- (h) Copy of the form of the mortgage proposed to be executed.

I am,

Very respectfully yours,

(Signed) T. P. SHONTS, Chairman.

To the Public Service Commission for the First District:

The petition of Interborough Rapid Transit Company respectfully shows:

That your petitioner is a railroad corporation duly incorporated under the Railroad Law pursuant to the provisions of Chapter 544 of the Laws of 1902, being an act entitled "An Act to Amend Chapter Four of the Laws of Eighteen hundred and ninety-one entitled 'An Act to provide for Rapid Transit railways in Cities of over one million inhabitants,'" having been approved by the Board of Rapid Transit Railroad Commissioners in and for the City of New York, pursuant to the provisions of said chapter 544 of the Laws of 1902, and having been organized for the purpose of undertaking the construction and operation (including the equipment thereof) of the rapid transit railroad in the City of New York constructed and in process of construction under contract made between the City of New York (acting by its Board of Rapid Transit Railroad Commissioners) and John B. McDonald, dated February 21, 1900, pursuant to the provisions of the said chapter four of the Laws of 1891, and amendments thereof, known as the Rapid Transit Act; and that your petitioner is engaged in the operation of the said rapid transit railway, and also of an extension thereof, constructed and in process of construction pursuant to contract between the City of New York (acting by its Board of Rapid Transit Railroad Commissioners) and Rapid Transit Subway Construction Company, dated July 21, 1902, under and pursuant to assignments to your petitioner duly made with the approval of the said Board of Rapid Transit Railroad Commissioners of the leasing parts of said respective contracts for the construction of the said respective rapid transit railroads.

Your petitioner is also engaged in the operation of the elevated railway system belonging to Manhattan Railway Company under lease to it duly executed by said Manhattan Railway Company dated January 1, 1903.

Your petitioner requests authority to execute a mortgage of all of its real estate and all of its interests as lessee of the rapid transit railroads above referred to, derived by assignment from John B. McDonald and Rapid Transit Subway Construction Company, respectively, and the other property described in its proposed mortgage, the form of which is submitted herewith, to secure an issue of not to exceed \$55,000,000 face value of its forty-five year gold mortgage bonds, to be dated as of November 1, 1907, to be payable November 1, 1952, with interest at a rate to be fixed by the Board of Directors of the Company from time to time, payable semi-annually on the first days of May and November in each year, both principal and interest to be payable in U. S. gold coin without deduction for tax. Such bonds to be entitled to the benefit of and to be subject to purchase at 110 per cent. and accrued interest through the operations of a sinking fund of \$300,000 per annum, beginning November 1, 1910. The bonds are also to be subject to payment and cancellation at the option of your petitioner on any interest day in amounts of not less than \$1,000,000 face value at 110 per cent. and accrued interest.



The financial condition of your petitioner is as follows:

Capital stock outstanding.....	\$35,000,000 00
Dividends declared thereon during the past five years, viz.:	
Subway opened for operation Oct. 27, 1904.....	.....
For the year ended Dec. 31st, 1904.....	5 %
For the year ended Dec. 31st, 1905.....	7 3/4 %
For the year ended Dec. 31st, 1906.....	8 3/4 %
For the year ended Dec. 31st, 1907.....	9 %

**Outstanding Indebtedness—**

\$15,000,000 face value four per cent. three year gold notes due May 1, 1908, issued under trust agreement with Windsor Trust Company, Trustee.

\$10,000,000 face value three year five per cent. gold notes due March 1, 1910, issued under trust agreement with Morton Trust Company, Trustee.

Neither of these series of notes is secured by mortgage or pledge of any property and copies of the trust instruments under which the same are issued are submitted herewith.

**Other Indebtedness—**

Time and demand loans.....	\$5,120,172 55
Accounts payable .....	5,232,553 56
	<u>\$10,352,726 11</u>

The railroads and equipment operated by your petitioner and those described in the respective contracts above referred to which are on record in your office, and detailed statements of the equipment which have already been filed with you, or your predecessors, the Board of Rapid Transit Railroad Commissioners. The cost of the equipment of the said railroads to December 31, 1907, was \$26,056,641.91.

A statement of the actual cash cost of the properties included in the proposed mortgage is annexed hereto as a part of this petition.

339,128 shares of your petitioner's capital stock is owned by Interborough-Metropolitan Company, a domestic business corporation, and pledged to the Windsor Trust Company under a trust indenture to it by Interborough-Metropolitan Company, dated March 5, 1906, to secure an issue of its four and half per cent. bonds. Each of said trust agreements under which said respective series of notes of your petitioner above referred to was issued provides that in case the company shall mortgage its leasehold interest in the rapid transit railroad in the City of New York, or in Manhattan Railway, or pledge any of the capital stock of Rapid Transit Subway Construction Company or New York & Queens County Railway Company owned by it (the agreement securing the \$10,000,000 note issue, also including the stocks of New York & Long Island Traction Company and Long Island Electric Company), prior to the payment of the said notes, such mortgage or pledge shall be in part for the benefit and security of the holders of said notes and coupons, and shall expressly provide that said notes and coupons shall have a lien upon the premises and property so mortgaged or pledged equal to the lien of any other obligations of the company which may be secured thereby. The mortgage will directly secure payment of these notes until the same shall be exchanged for bonds issued under the mortgage or retired or otherwise cancelled.

Your petitioner further shows that the purposes for which it desires to issue its said bonds are as follows:

To be set aside and reserved for the following purposes, viz.:

For the purchase or retirement of the \$15,000,000, face value, four per cent. three year gold notes of the company maturing May 1, 1908, not exceeding \$18,000,000.

For the purchase or retirement of the \$10,000,000 three year five per cent. gold notes maturing March 1, 1910, not exceeding \$12,000,000 face value (provision is made for the event of an extension of either of said issues of gold notes by depositing as collateral security for the payment thereof the amount of bonds so reserved with respect to each of said issues).

The remainder of the bonds to be issued from time to time only for the purposes enumerated in section 7 of Article II of the trust deed (conforming to the restrictions with respect to the voting or consenting power of the stock of Interborough Rapid Transit Company pledged thereunder in the trust agreement between Interborough-Metropolitan Company and Morton Trust Company, as Trustee, dated March 5, 1906), being briefly, to pay for construction or acquisition of or improvements, betterments, additions to, extensions of or in payment for lines of rapid transit railway in the City of New York and other lines of railway of any character in said City owned or leased by a corporation at least ninety per cent. of whose stock is owned by Interborough Company, or to fund or refund the indebtedness of said company contracted for one or more of said purposes, or indebtedness of any other company assumed or guaranteed by Interborough Company and contracted for one of said purposes. Bonds issued under said section 7 are to be authenticated and delivered from time to time only upon proof of facts authorizing such issue, and except when used to reimburse the company for expenditures incurred for one or more of the authorized purposes, proceeds of sale are to be deposited with the trustee and applied only to the purposes authorized and upon proof made as provided in said section 7.

Your petitioner prays for authority to at once issue the following amounts of bonds of the said total proposed issue, viz.:

For the purpose of securing the payment or extension of the said four per cent. three year gold notes maturing May 1, 1908, \$18,000,000.

For the purpose of refunding other indebtedness of Interborough Company (time and demand loans and accounts payable) incurred for one or more of the purposes in section 7 of Article II of the mortgage specified \$12,000,000.

The said mortgage has been authorized by the board of directors of Interborough Rapid Transit Company and a special meeting of the stockholders has been called to be held March 17, 1908, for the purpose of considering and acting upon the proposition to issue said bonds secured by said mortgage. The Windsor Trust Company, Trustee, as the holder of 339,128 shares of the stock of your petitioner, has executed a proxy in favor of nominees of said Interborough-Metropolitan stock to vote upon the same at said special meeting for the purpose of authorizing said mortgage, and your petitioner files herewith a duplicate original of said proxy.

Your petitioner further shows that \$30,000,000 face value of the bonds proposed to be issued by it, as aforesaid are to be used as follows, viz.:

Excess cost of that part of the Brooklyn Extension of the Subway in operation December 31st, 1907.....	\$2,624,910 07
On account of equipment of Subway under Contracts Nos. 1 and 2 with the City of New York.....	7,727,816 04
	<u>\$10,352,726 11</u>

Your petitioner further shows that no contract has yet been made for the sale of said bonds.

Your petitioner further shows that none of the outstanding stock or other obligations have been issued or used in capitalizing any franchise or right to own, operate or enjoy any franchise or any contract for consolidation or lease; that \$21,400,000 of the stock was issued for cash (2,200,000 thereof at 110%) and \$13,600,000 par value thereof was issued to pay for the acquisition of the capital stock of other corporations, including all the capital stock of Rapid Transit Subway Construction Company, and for the interests of all parties other than Rapid Transit Subway Construction Company in the lease of the rapid transit railroad constructed under contract between John B. McDonald and the City of New York, dated February 21, 1900, and the agreements amendatory thereof and supplemental thereto (including \$27,500 of bonds) and services rendered in connection with such acquisition.

Your petitioner, therefore, prays that the Commission will approve the execution by it of its said proposed mortgage and the immediate issue by it of the following amounts of bonds secured thereby, viz.:

(1) Bonds to an amount not exceeding \$18,000,000 for the purpose of refunding or securing the extension of its said series of \$15,000,000 face value gold notes maturing May 1, 1908; and (2) Bonds to the amount of \$12,-

000,000, face value, for the purpose of funding or discharging its present outstanding indebtedness (other than its gold notes) and of providing funds for its immediate needs.

Your petitioner further shows that it has not yet concluded negotiations for the payment or extension of its said four per cent. three year gold notes, maturing May 1, 1908, nor for the sale of the new bonds to meet its above mentioned current obligations, and it may be found necessary that your petitioner should issue its promissory notes in extension of the said four per cent. three year gold notes and secure the payment of such extended notes by the pledge of the \$18,000,000 face value of bonds reserved for that purpose in the proposed new mortgage, and to sell its notes secured by the pledge of the new bonds to provide funds to meet its above mentioned current unsecured obligations. Your petitioner, therefore, also prays that the Commission will approve the issue by it of its promissory notes to an amount not exceeding \$25,000,000, to be dated May 1, 1908, to be payable not exceeding three years from date, with interest payable semi-annually at such rate as may be agreed upon by your petitioner's board of directors, not exceeding six per cent. per annum, and to secure the said extended notes by the pledge of not exceeding \$30,000,000 face value of the said proposed new mortgage bonds, in accordance with the provisions of the proposed mortgage submitted herewith.

Your petitioner further prays that your Commission, as the Successor to the Board of Rapid Transit Railroad Commissioners in the City of New York and pursuant to the terms of the contracts for the construction, maintenance and operation of said railroads, respectively, will consent to the mortgage of the leases of the rapid transit railroads from the City of New York assigned to your petitioner as aforesaid.

**INTERBOROUGH RAPID TRANSIT COMPANY,**

By (Signed) T. P. SHONTS,  
Chairman Executive Committee.

County of New York, ss.:

T. P. Shonts, being duly sworn, says he is an officer, to wit, Chairman of the Executive Committee, of Interborough Rapid Transit Company, the above named petitioner; that he has read the foregoing petition and the same is true to the best of his knowledge, information and belief.

(Signed) T. P. SHONTS.

Sworn to and subscribed to before me  
this 4th day of March, 1908.

(Signed) EARL E. STARBARD,  
Notary Public, N. Y. County.

[SEAL]

**INTERBOROUGH RAPID TRANSIT COMPANY**

*Statement of Cash Cost of Properties Included in the Proposed Mortgage.*

Value of Leases of Subway taken at actual amount of cash expended for equipment, and the actual amount for construction, in excess of amount received from City of New York.....	\$35,752,698 98
Real Estate not included in equipment.....	196,814 33
Capital Stock of Rapid Transit Subway Construction at par, being amount paid in cash.....	6,000,000 00
Stocks and Bonds of the following named companies at cash cost to Interborough Rapid Transit Company:	
Subway Realty Company.....	\$2,106,265 84
New York & Queens County Railway Company .....	2,900,151 67
New York & Long Island Traction Company....	744,557 76
Long Island Electric Railway Company.....	612,820 83
	<u>6,363,796 10</u>
Manhattan Guaranty Fund, (which by the agreement, under which the Gold Notes maturing May 1, 1908, were issued, is appropriated to the security of the gold notes).....	4,057,986 59
Amounts due from Companies whose stocks are included in the mortgage:	
New York & Queens County Railway Company..	\$732,000 00
New York & Long Island Traction Company....	50,000 00
Subway Realty Company.....	942,122 72
	<u>1,724,122 72</u>
	<u>\$54,095,418 72</u>

The foregoing represents the actual cash invested in the properties mentioned and the actual cash advances made to the Companies specified, all as of December 31, 1907. This statement does not include the capitalized value of the subway leases or the Manhattan Railway lease, nor the amount invested in the New York and Long Island Railroad ("Steinway Tunnel") about \$7,500,000, nor the amounts due from the City of New York on Subway Contracts Nos. One and Two, nor materials and supplies and other current assets.

(Signed) T. P. SHONTS, Chairman Executive Committee.

On motion, duly seconded, the following resolution was thereupon adopted:

**HEARING ORDER (No. 315).**

Whereas, The Public Service Commission for the First District has received the petition of the Interborough Rapid Transit Company, verified the 4th day of March, 1908, praying

(1) That the Commission approve the execution by said company of a mortgage of all of its real estate and all of its interests as lessee of rapid transit railroads and other property described in said proposed mortgage, a form of which mortgage is submitted with said petition to secure an issue of not to exceed Fifty-five Million Dollars (\$55,000,000), face value of its forty-five year gold mortgage bonds, to be dated as of November 1, 1907, payable November 1, 1952.

(2) That authority be given to it by the Commission to issue immediately the following amounts of said bonds, namely: Eighteen Million Dollars (\$18,000,000), face value of said bonds, for the purpose of refunding or securing the extension of Fifteen Million Dollars (\$15,000,000), face value gold notes of said company maturing May 1, 1908; Twelve Million Dollars (\$12,000,000), face value of said bonds, for the purpose of refunding or discharging its present outstanding indebtedness (other than its gold notes) and of providing funds for its immediate needs.

(3) That authority be given to it by the Commission to issue its promissory notes to an amount not exceeding Twenty-five Million Dollars (\$25,000,000), to be dated May 1, 1908, payable at not exceeding three years from date, with interest semi-annually not exceeding six per cent. per annum, and to secure the said extended notes by the pledge of not exceeding Thirty Million Dollars (\$30,000,000), face value of the said proposed new mortgage bonds.

(4) The consent of the said Commission, as successor to the Board of Rapid Transit Railroad Commissioners in The City of New York, and pursuant to the terms of the contracts for the construction, maintenance and operation of said rapid transit railroads, to the said mortgage of the leases of the rapid transit railroads from The City of New York assigned to said petitioner.

Resolved, That the said petition of the said Interborough Rapid Transit Company be heard by and before the Public Service Commission for the First District on Monday, March 16, 1908, at 2.30 o'clock in the afternoon, and that the said company publish a notice of the said application and of the time and place of the said hearing in the following newspapers, namely: "New York Herald" and "Mail and Express," published in the Borough of Manhattan, in the City of New York, at least three days in succession before said hearing, and file proof of such publication with the Secretary of this Commission on or before the opening of the said hearing.

Ayes—Commissioners McCarroll, Bassett, Eustis.

Nays—None.

Carried.

The notice referred to in the above resolution being as follows:

Notice is hereby given that an application and petition of the Interborough Rapid Transit Company to the Public Service Commission for the First District, has been made, praying

(1) That the Commission approve the execution by said company of a mortgage of all of its real estate and all of its interests as lessee of rapid transit railroads and



other property described in said proposed mortgage, a form of which mortgage is submitted with said petition to secure an issue of not to exceed Fifty-five Million Dollars (\$55,000,000), face value of its forty-five year gold mortgage bonds, to be dated as of November 1, 1907, payable November 1, 1952.

(2) That authority be given to it by the Commission to issue immediately the following amounts of said bonds, namely: Eighteen Million Dollars (\$18,000,000), face value of said bonds, for the purpose of refunding or securing the extension of Fifteen Million Dollars (\$15,000,000), face value gold notes of said company maturing May 1, 1908; Twelve Million Dollars (\$12,000,000), face value of said bonds, for the purpose of refunding or discharging its present outstanding indebtedness (other than its gold notes) and of providing funds for its immediate needs.

(3) That authority be given to it by the Commission to issue its promissory notes to an amount not exceeding Twenty-five Million Dollars (\$25,000,000), to be dated May 1, 1908, payable at not exceeding three years from date, with interest semi-annually not exceeding six per cent. per annum, and to secure the said extended notes by the pledge of not exceeding Thirty Million Dollars (\$30,000,000), face value of the said proposed new mortgage bonds.

(4) The consent of the said Commission, as successor to the Board of Rapid Transit Railroad Commissioners in The City of New York, and pursuant to the terms of the contracts for the construction, maintenance and operation of said rapid transit railroads, to the said mortgage of the leases of the rapid transit railroads from The City of New York, assigned to said petitioner.

And that said application and petition will be heard by the said Commission at its office, Number 154 Nassau Street, Borough of Manhattan, New York City, on Monday, March 16, 1908, at 2.30 o'clock in the afternoon.

Dated New York, March 3, 1908.

INTERBOROUGH RAPID TRANSIT COMPANY,

By.....

(23) Commissioner Bassett stated, as to a communication from John H. O'Brien, Commissioner of Water Supply, Gas and Electricity, with reference to high pressure water mains in Center Street, which had been referred to him, that he had had a conference in his office, between engineers of the Commission, and engineers from the Water Department, and that a satisfactory understanding had been arrived at; and presented the following communication from the Chief Engineer with regard thereto:

March 3, 1908.

Hon. WILLIAM R. WILLCOX, Chairman, Public Service Commission for the First District:

DEAR SIR—In reference to the report of I. M. de Varona, Esq., Chief Engineer of the Department of Water Supply, dated February 28, a copy of which was transmitted to the Public Service Commission by Hon. John H. O'Brien, Commissioner, under date of March 2nd, 1908, I beg to report, as follows, referring, seriatim, to items in the letter of Mr. de Varona:

*At Bowery & Delancey Street:*

No change has been made in the elevation of the roof of the Delancey Street Subway at the Bowery. The distance from the street surface to the extreme top of the roof within the limits of the Bowery roadway, will be in excess of 22 ft. This obviously cannot interfere with pipes near the surface.

*Bowery & Canal Street:*

No change has been made in the elevation of the top of the structure to be built on Canal Street. The original plans, however, required a change in the high-pressure main, as well as other mains in the street, which changes are still necessary.

The subway contractor under his contract with the City is required to support all sub-surface structures and to make all necessary changes in the same at his own expense.

*Broome & Centre Streets:*

There has been a change in the elevation of the roof of the structure at Broome Street & Centre Street, but under the present plan there will be 6 ft. clear between the top of the subway structure and the street surface, and an additional depth of about 3 ft. 9 ins. can be obtained by leaving a depression between the girders which span the structure at this point, making a depth of a little less than 10 ft. between the street surface and the top of the subway structure. It is not clear why a cut-out should be made, but if necessary it could be done by a shut-off of eight hours. There will be no vent chambers constructed at Broome & Centre Sts.

*Canal Street between Centre Street & Bowery:*

A request that the high-pressure main be omitted from Canal Street between Bowery & Centre Street, was made to the Department of Water Supply in July, and a short time later request was made that the hydrants and their connections be omitted until after the subway structure was completed. The Water Department would not comply with this request, but did change the location from the south to the north side of Canal Street. The 16-inch main has been laid from the Bowery westward to Mulberry Street, and eastward from the west side of Centre Street to Baxter Street. The Degnon Contracting Co. has a dumping platform located east of Baxter Street, under which the 16-inch main could be laid, if the Water Department desires to do so.

Regarding the latter part of the statement under the heading "Canal Street between Centre Street & Bowery," I beg to state that in the roof of the structure, no change has been made from Mulberry Street eastward, and on Canal Street, from Mulberry Street westward, it offers an ample clearance for sub-surface structures.

The statement that "the time for completion on the part of the contractors" has been extended, is erroneous. On the contrary, they have conceded five months in their contract time by reason of the change of plan for Section 9-0-2.

*Chambers Street between Park Row & Centre Street:*

The 24-inch line in Chambers Street is supported in the air as stated. The Chief Engineer of the Department of Water Supply, has been requested to advise as to the lateral or other supports which in his judgment are necessary to properly support the main, but has failed to do so.

*Centre Street between Chambers & Broome Streets:*

The statement that provision for the high-pressure mains would be made in the pipe galleries as originally planned, is correct. The pipe galleries have been modified, restricting them to ducts, but the roof remains unchanged.

Under the present plan there will be from 1 to 2 ft. more cover over the roof than was called for under the original contract plans, and there will be a space along the side of the subway structure for the location of 20-inch high-pressure lines, and sufficient cover can be obtained over this line within the limits mentioned above. In like manner, space will be provided for the hydrants and hydrant connections.

*Mott Street between Park Row and Canal Street:*

The statement that the laying of the 12-inch high-pressure main has been delayed by reason of the construction of the large sewer, is correct. Had the main been laid before the sewer was built, however, the same danger to the main from settlement would have existed as exists now.

The plans of the Subway on Centre & Canal Sts., to which reference is made, were furnished by the Division Engineer in charge, to the Assistant Engineer of the Water Department for convenience in discussing pipe changes, as they might from time to time become necessary.

It was not customary in the construction of Contracts 1 and 2, to furnish detail plans of these contracts to the Water Department prior to beginning work. As the work, however, progressed and it became necessary to change sub-surface structures, plans showing the proposed changes in the water mains were prepared, the approval of which by the Chief Engineer of the Department of Water Supply was obtained before the contractor was permitted to make the necessary changes.

As to the length of time the high-pressure system will be affected by the construction of the subway, the loop contracts are required to be completed by February 1909, and there is no reason at this time to expect that the construction will be delayed beyond that date.

Regarding the acknowledgment of correspondence, the two letters referred to from the Water Department, were answered in one, by my letter to you of February 21, 1908.

Division Engineer Clark informs me that he has frequently requested the several engineers of the Department of Water Supply, to communicate directly with him whenever they have any occasion to find fault with or criticise the work of the several contractors engaged on the Brooklyn loop lines, to the end that proper and necessary steps may be taken without undue delay, looking to the protection of the mains of the Department of Water Supply.

*6th Avenue, 14th Street to 23rd Street:*

This reference seems hardly necessary, in view of the fact that the franchise for this work contains provision that permits for the work shall be obtained from the several City Departments. The revised charter provided that no changes shall be made in the sub-surface structures, without the permission and approval of the Commissioner of Water Supply, Gas & Electricity, and the work on Sixth Avenue, as far as pipe changes are concerned, is being done under this provision.

In addition to the above facts, I am advised that some five or six weeks ago a contract was made between the Department of Water Supply, Gas & Electricity and The Degnon Contracting Company, contractors for the Sixth Avenue section of the McAdoo Tunnel, whereby the contractors obtained the right to cut out all the cross lines—high-pressure system—for a period of six months, and upon their restoration to maintain them for a period of one year following; that The Degnon Contracting Co. have furnished a bond to the Department of Water Supply, Gas & Electricity, binding them to the faithful performance of the several provisions of their contract with the Water Department.

I enclose herewith for your information, correspondence between the contractors, the division engineer in charge of the work, and Mr. de Varona, relative to the question of high-pressure mains.

Very truly yours,  
(Signed) HENRY B. SEAMAN, Chief Engineer.

Commissioner Bassett moved, and it was duly seconded, that the Secretary be directed to send the following communication to John H. O'Brien, Commissioner of Water Supply, Gas and Electricity:

March 6th, 1908.

Hon. JOHN H. O'BRIEN, Commissioner, Department of Water Supply, Gas and Electricity, 13-21 Park Row, New York City.

DEAR SIR—In order that no time should be lost in bringing the engineers of our Commission into a right understanding with your engineers, the Commission immediately on the receipt of yours of March 2nd appointed an hour for a conference at this office. This conference was held on March 5th, during which the entire matter was traversed. A letter dated March 3rd, which had been submitted to the Commission by Chief Engineer Seaman, was read at that time and your engineers requested that a copy might be sent to them. We enclose a copy, herein. The Commission has instructed me to say that they hope that as a result of this conference there will be a better understanding of our respective positions, and assure you that the Commission will at all times do everything in their power to embarrass your work as little as possible. We have referred to our counsel certain points involved and will advise you further on the subject within a few days.

Very truly yours,

Secretary.

Ayes—Commissioners McCarroll, Bassett, Eustis.  
Nays—None.  
Carried.

(24) Commissioner Bassett presented the following opinion in the matter of complaints of Bird S. Coler:

#### OPINION.

In the month of March, 1907, the defendant companies were requested by the Borough authorities of the Borough of Brooklyn to repair the pavement on certain streets in said Borough, but said companies failed to comply with said request, or complied therewith only in part, whereupon, in the month of October, 1907, the Borough authorities made and served what they call a "peremptory notice" requiring the defendants to repair the pavement on a portion of said streets within thirty days thereafter as provided by section 98 of the Railroad Law. The defendant companies having failed to make the repairs mentioned within the time prescribed, complaints were filed with this Commission by Bird S. Coler, President of the Borough of Brooklyn, setting forth the facts and asking the Commission for relief. Copies of these complaints were transmitted to the defendants, accompanied by the usual complaint orders requiring the defendants concerned to satisfy the matters complained of or to make answer within ten days thereafter. The defendants filed various answers with the Commission, and upon the complaints and these answers orders No. 189, No. 190 and No. 191 were issued on January 6th, 1908, returnable on January 21st, 1908, which brought on the hearing herein. As all these orders were returnable at the same time, all three cases were consolidated and tried together. The hearing was had on January 21st, 1908, and, by adjournments duly had, on January 28th, 1908 and February 4th, 1908.

Order No. 189 has reference to Farragut Road between Ocean Avenue and East 26th Street.

Order No. 190 has reference to Vanderbilt Avenue, between Park Avenue and Myrtle Avenue; Nassau Avenue between Diamond Street and Morgan Avenue; Franklin Street, between Kent Avenue and Commercial Street; Manhattan Avenue, between Driggs Avenue and Newtown Creek, and Driggs Avenue between South 4th Street and South 12th Street.

Order No. 191 has reference to Marcy Avenue, between Flushing Avenue and Middleton Street.

Section 98 of the Railroad Law so far as applicable to paving, is as follows: "Every street surface railroad corporation so long as it shall continue to use any of its tracks in any street, avenue or public place in any city or village shall have and keep in permanent repair that portion of such street, avenue, or public place between its tracks, the rails of its tracks, and two feet in width outside of its tracks, under the supervision of the proper local authorities, and whenever required by them to do so, and in such manner as they may prescribe. In case of the neglect of any corporation to make pavements or repairs after the expiration of thirty days' notice to do so the local authorities may make the same at the expense of such corporation."

The Borough authorities have not proceeded to make repairs in these streets at the expense of the defendant companies as authorized by this section, but seek the aid of the Commission in the matter. If the complaints had been made by parties other than the Borough authorities the Commission might hesitate to interfere and might be inclined to leave the matter to be settled between the Borough authorities and the railroad companies, but when the Borough authorities are themselves the one to make the complaint, I regard it as proper for the Commission to take such action as the circumstances warrant.

The charters and franchises of some of the defendant companies contain certain provisions as to paving which are not the same as those contained in Section 98 of the Railroad Law above quoted, but in my opinion all charter or franchise provisions in this regard, are superseded by the provisions of the section mentioned, and the paving obligations of all of said companies are fixed and determined by the provisions of that section.

Under section 98 of the Railroad Law the area which a street surface railroad company is required to keep in repair consists of that portion of the street between the tracks, the rails of the tracks, and two feet in width outside thereof. The remainder of the street is to be kept in repair by the municipality. For convenience the area required to be maintained by the railroad company will be designated as the "railroad company's portion" and the remainder of each street will be designated as the "city's portion." The condition of the pavement in the various streets mentioned and between the points mentioned is shown by the evidence to be as follows:

1. Farragut Road, between Ocean Avenue and East 26th Street.

On this street the railroad company's portion of the pavement consists of granite block, and the city's portion consists of macadam. The condition of the city's portion of the pavement is good, but the railroad company's portion is poor, owing to a regular series of depressions formed by the settlement of the granite blocks between ties, the blocks being laid on sand foundation and settling between the ties. This condition could be remedied by laying those granite blocks on a concrete foundation, and an order should issue that this be done. At Mansfield Place and at Elmore Place and at other points the tracks and the pavement in and between



the tracks are depressed to such an extent as to cause water to pond between and adjacent to the tracks and to cause the tops of manholes to project above the surface of the pavement, and the order should provide that at all points the tracks and the pavement in and between and adjacent to the same should be made to conform to the grade of the street in such manner as to prevent the ponding of water and permit proper drainage to the catch-basins on the sides of the street.

2. Vanderbilt Avenue, between Park Avenue and Myrtle Avenue.

In this avenue the city's portion is paved with granite blocks in excellent condition. The railroad company's area is paved with cobbles which are of various sizes and which have settled irregularly below the tops of the rails. The condition of this area is decidedly inferior to that of the city owing to the use by the railroad company of cobbles instead of granite blocks and owing to the irregular settlement of the cobbles between the ties. The entire area of the railroad company should be repaved with granite blocks on a concrete foundation, in such manner as to cause the surface thereof to conform properly to the grade of the street, and an order to that effect should issue.

3. Nassau Avenue, between Diamond Street and Morgan Avenue.

The pavement here is entirely of granite block. The condition of the pavement within the city's area is very good, but the railroad company's portion is in very poor condition owing to settlement of granite blocks between the ties. The entire area of the railroad company should be repaved with granite blocks on a concrete foundation. This is the only way suggested whereby the irregular settlement of the granite blocks can be prevented. An order should issue accordingly.

4. Franklin Street, between Kent Avenue and Commercial Street.

The pavement on this street is granite block. The principal defect in the railroad company's area consists of a heavy ridging in the middle of the space between the inner rails of the double track road in this street, evidently caused by the constant pressure of heavy truck wheels along each side of said space, the granite blocks being laid on sand and yielding to the heavy pressure of the wheels. The remedy for the defect complained of is a repaving with granite on concrete, and an order should issue directing the railroad company's area to be repaved in that manner.

5. Manhattan Avenue, between Driggs Avenue and Newtown Creek.

The pavement here is granite block. The city's portion of this pavement is in good condition. The defects in the railroad company's portion consist in part of deep ruts worn in the pavement next to the rails and on both the inner side and the outer side thereof, making the street dangerous for vehicular traffic. The pavement has also settled irregularly in places, and in some places has settled and loosened. In my opinion the railroad company's area should be repaved with granite on concrete in such manner as to do away with the ruts mentioned and to conform the entire surface of this area to the grade of the street.

6. Driggs Avenue, between South 4th Street and South 12th Street.

This avenue is paved entirely across with asphalt. The city's portion of this pavement is in good condition, while the railroad company's portion is badly out of repair by reason of holes in the asphalt and ruts worn along next to the rails. The condition of this area is particularly bad under the Williamsburg Bridge over this avenue. The order in this case should provide for the repair of the railroad company's portion of this pavement by the use of asphalt in such manner as to remove all holes and ruts in said pavement and render the surface of said pavement in proper and safe condition and in conformity to the grade of the street.

7. Marcy Avenue, between Flushing Avenue and Middleton Street.

The evidence in this case shows that the portion of Marcy Avenue complained of is paved throughout with small cobble, and that the portion thereof within the area maintained by the railroad company is no worse than the portion maintained by the City. It appears from the testimony taken that the railroad company is willing to repave its area as soon as the city repaves the remainder of the street. In my opinion it would not be reasonable to require the railroad company to repave its area on this street until such time as the city shall repave its area. I am therefore of the opinion that the complaint in regard to this street should be dismissed.

Owing to the difficulty involved in making repairs and laying new pavements during the winter season it is my opinion that all orders issued in these matters directing pavements to be laid or repairs to be made should not require the work to be undertaken at once, but should require the same to be undertaken not later than the first day of April, 1908, and completed not later than the first day of May, 1908.

Let orders be prepared accordingly.

Dated

EDWARD M. BASSETT, Commissioner.

Commissioner Bassett then moved the adoption of the following final order, which was duly seconded:

FINAL ORDER (No. 316).

Bird S. Coler, President, Borough of  
Brooklyn,

Complainant,

vs.

Nassau Electric Railroad Company,  
Defendant.

Under Order for Hearing No. 189, dated  
January 6th, 1908.

This matter coming on upon the report of the hearing had herein on January 21st, 1908, January 28th, 1908, and February 4th, 1908, and it appearing that the said hearing was held pursuant to Order No. 189 of this Commission, dated January 6th, 1908, and returnable on the 21st day of January, 1908, and that the said order was duly served upon said Nassau Electric Railroad Company on January 7th, 1908, and that the said hearing was held by and before the Commission on the matters embraced in the complaint and answer herein and in said order specified on January 21st, 1908, and by adjournment duly had on January 28th, 1908, and February 4th, 1908, before Mr. Commissioner Bassett, presiding, Harry M. Chamberlain, Esq., appearing for the Commission and George D. Yeomans, Esq., appearing for said railroad company, and proof having been taken upon said hearing and it being made to appear by the proceedings on said hearing that the said defendant has violated the law in failing to keep in proper repair the pavement between its tracks, the rails of its tracks and two feet in width outside of its tracks on Farragut Road or Avenue F, between East 26th Street and Ocean Avenue, in the Borough of Brooklyn, City and State of New York, and that said area in said streets between the points named is in need of repairs, and that it is reasonable that the said company be required to repave said area with granite blocks laid upon a concrete foundation,

Now, on motion of George S. Coleman, Esq., Counsel to the Commission, it is

Ordered (1). That said Nassau Electric Railroad Company be and it hereby is directed and required to repave said Farragut Road or Avenue F, between East 26th Street and Ocean Avenue, between its tracks and the rails of its tracks and two feet in width outside of its tracks, with granite blocks laid upon a concrete foundation, in a proper and suitable manner and in such manner that the area so paved will properly conform to the grade of the street.

(2). It is further Ordered: That the railroad tracks of said company laid in said street, wherever below the proper grade of said street be raised to the proper grade in such manner as to prevent the ponding of water and to permit proper drainage to the catch basins.

(3). It is further Ordered: That said Nassau Electric Railroad Company begin the repairs above mentioned not later than the 1st day of April, 1908, and complete the same not later than the 1st day of May, 1908, and thereafter keep and maintain said pavement in as good condition as when first completed. This order shall continue in force until such time as the Public Service Commission for the First District shall otherwise order.

(4). It is further Ordered: That said Nassau Electric Railroad Company notify the Public Service Commission for the First District within five (5) days after the service of this order whether the terms of this order are accepted and will be obeyed.

Ayes—Commissioners McCarroll, Bassett, Eustis.

Nays—None.

Carried.

(25) Commissioner Bassett moved the adoption of the following dismissal order, which was duly seconded:

DISMISSAL ORDER (No. 317).

Bird S. Coler, President, Borough of  
Brooklyn,

Complainant,

against

Nassau Electric Railroad Company, and  
Brooklyn, Queens County and Suburban  
Railroad Company,

Defendants.

Under Order for Hearing No. 191,  
dated January 6th, 1908.

This matter coming on upon the report of the hearing had herein on January 21st, 1908, January 28th, 1908 and February 4th, 1908, and it appearing that said hearing was held pursuant to Order No. 191 of this Commission, dated January 6th, 1908, and returnable on the 21st day of January, 1908, and that said Order was duly served upon said Nassau Electric Railroad Company and said Brooklyn, Queens County and Suburban Railroad Company on January 7th, 1908, and that said hearing was held by and before the Commission on the matters embraced in the complaint and answer herein and in said order specified on January 21st, 1908, and by adjournments duly had on January 28th, 1908, and February 4th, 1908, before Mr. Commissioner Bassett presiding, Harry M. Chamberlain, Esq., appearing for the Commission and George D. Yeomans, Esq., appearing for the railroad companies, and proof having been taken upon said hearing and it being made to appear by the proceedings on said hearing that the complainant herein seeks to compel the defendants to repave the area between the tracks, the rails of the tracks and two feet in width outside of the tracks of the street railroad lines on Marcy Avenue, between Flushing Avenue and Middleton Street, in the Borough of Brooklyn, City and State of New York, with granite blocks laid upon a concrete foundation; and it being made to appear by said proceedings that said street being the terminal above mentioned is paved entirely across with cobbles and that the portion thereof about which complaint is made, is substantially in no worse condition than the portion thereof outside of said area maintained by the Municipality, and that the Municipality gives no assurances as to when said portion maintained by it will be repaved; and that it would not be reasonable under these circumstances to require the defendants to repave at this time the area complained of with a better quality of material than that used by the Municipality,

Now, on motion of George S. Coleman, Esq., Counsel to the Commission, it is

Ordered, That this proceeding be and the same hereby is dismissed and that this order be filed in the office of the Commission.

Ayes—Commissioners McCarroll, Bassett, Eustis.

Nays—None.

Carried.

(26) Commissioner Bassett moved the adoption of the following final order, which was duly seconded:

FINAL ORDER (No. 318).

Bird S. Coler, President, Borough of  
Brooklyn,

Complainant,

against

Brooklyn City Railroad Company, Brooklyn  
Heights Railroad Company, and Nassau  
Electric Railroad Company,

Defendants.

Under Order for Hearing No. 190, dated  
January 6th, 1908.

This matter coming on upon the report of the hearing had herein on January 21st, 1908, January 28th, 1908, and February 4th, 1908, and it appearing that the said hearing was held pursuant to Order No. 190 of this Commission, dated January 6th, 1908, and returnable on the 21st day of January, 1908, and that said Order was duly served on said Brooklyn City Railroad Company, Brooklyn Heights Railroad Company and Nassau Electric Railroad Company on the 7th day of January, 1908, and that the said hearing was held by and before the Commission on the matters embraced in the complaint and answer herein and in said order specified on January 21st, 1908, and by adjournments duly had on January 28th, 1908 and February 4th, 1908, before Mr. Commissioner Bassett presiding, Harry M. Chamberlain, Esq., appearing for the Commission and George D. Yeomans, Esq., appearing for said railroad companies, and proof having been taken upon said hearing and it being made to appear upon said hearing that said Nassau Electric Railroad Company has violated the law in failing to keep in proper repair the pavement between its tracks, the rails of its tracks and two feet in width outside of its tracks on Vanderbilt Avenue, between Park Avenue and Myrtle Avenue, in the Borough of Brooklyn, City and State of New York, and that said area in said streets between the points named is in need of repairs and that it is reasonable that said company be required to repave said area with granite blocks laid on a concrete foundation; and it being made to appear upon the said hearing that said Brooklyn City Railroad Company and said Brooklyn Heights Railroad Company have violated the law in failing to keep in proper repair the pavement between the tracks, the rails of the track and two feet in width outside of the tracks of the lines owned by said Brooklyn City Railroad Company and operated by said Brooklyn Heights Railroad Company on Nassau Avenue between Diamond St. and Morgan Ave., on Franklin Street between Kent Avenue and Commercial Street, on Manhattan Avenue between Driggs Avenue and Newtown Creek and on Driggs Avenue, between South Fourth Street and South Twelfth Street, all in the Borough of Brooklyn, City and State of New York; and that said areas in said streets between the points named are in need of repairs and that it is reasonable that said companies be required to repave said areas on said Nassau Avenue, Franklin Street and Manhattan Avenue, with granite blocks laid upon a concrete foundation; and that it is reasonable that said companies be required to repair the asphalt pavement on said area on Driggs Avenue by filling up all holes and ruts therein with asphalt so as to eliminate all such holes and ruts and to cause said pavement to present an even surface and to conform in all respects to the proper grade of the street.

Now, on motion of George S. Coleman, Esq., Counsel to the Commission, it is

Ordered: (1) that said Nassau Electric Railroad Company be and it hereby is directed and required to repave said Vanderbilt Avenue between Park Avenue and Myrtle Avenue, between its tracks the rails of its tracks and two feet in width outside of its tracks, with granite blocks laid upon a concrete foundation, in a proper and suitable manner and in such manner that the area so paved will properly conform to the grade of said street.

(2) That said Brooklyn City Railroad Company and said Brooklyn Heights Railroad Company be and they hereby are directed and required to repave said Nassau Avenue between Diamond Street and Morgan Avenue, said Franklin Street between Kent Avenue and Commercial Street, and said Manhattan Avenue, between Driggs Avenue and Newtown Creek, between the tracks, the rails of the tracks and two feet in width outside of the tracks, of said lines of railroad on said streets with granite blocks laid upon a concrete foundation, in a proper and suitable manner and in such manner that each area so paved will properly conform to the grade of the street in which the pavement is laid.

(3) That said Brooklyn City Railroad Company and said Brooklyn Heights Railroad Company be and they hereby are directed and required to make suitable and adequate repairs to the asphalt pavement between the tracks, the rails of the tracks and two feet in width outside of the tracks on said line of railroad on Driggs Avenue between South Fourth and South Twelfth Streets, in the Borough of Brooklyn, City and State of New York, in such manner that all ruts and holes of every kind in said pavement shall be eliminated and that said pavement shall present an even surface and properly conform to the grade of the street.

(4) It is further ordered: that said Nassau Electric Railroad Company, said Brooklyn City Railroad Company and said Brooklyn Heights Railroad Company begin the repairs above mentioned not later than the 1st day of April, 1908, and complete the same not later than the 1st day of May, 1908, and thereafter keep and



maintain the said pavement in the same condition as when first completed. This order shall continue in force until such time as the Public Service Commission for the First District shall otherwise order.

(5) It is further ordered: that said Brooklyn City Railroad Company, said Brooklyn Heights Railroad Company and said Nassau Electric Railroad Company notify the Public Service Commission for the First District within five (5) days after the service of this order whether the terms of this order are accepted and will be obeyed.

Ayes—Commissioners McCarroll, Bassett, Eustis.

Nays—None.

Carried.

TRAVIS H. WHITNEY, SECRETARY.

BOROUGH OF THE BRONX.

In accordance with the provisions of section 1546, chapter 378, Laws of 1897, as amended by chapter 466, Laws of 1901, section 383, I transmit the following report of the transactions of this office for the week ending February 26, 1908, exclusive of Bureau of Buildings:

Permits Issued.	
Sewer connections and repairs.....	7
Water connections and repairs.....	17
Laying gas mains and repairs.....	4
Placing building material on public highway.....	6
Crossing sidewalk with team.....	5
Constructing vaults.....	1
Miscellaneous permits.....	26
Total.....	66

Number of permits renewed.....	30
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Money Received for Permits.	
Sewer connections.....	\$60 00
Restoring and repaving streets.....	57 75
Vault privileges.....	86 40
Total deposited with the City Chamberlain.....	\$204 15

Laboring Force Employed During the Week Ending February 22, 1908.	
Bureau of Highways—	
Foremen.....	48
Assistant Foremen.....	41
Teams.....	2
Carts.....	3
Inspectors.....	12
Mechanics.....	39
Laborers.....	590
Drivers.....	22
Total.....	777

Bureau of Sewers—	
Foremen.....	6
Assistant Foremen.....	15
Carts.....	23
Inspectors.....	1
Mechanics.....	4
Laborers.....	109
Drivers.....	8
Total.....	166

LOUIS F. HAFFEN,  
President, Borough of The Bronx.

DEPARTMENT OF DOCKS AND FERRIES.

New York, November 21, 1907.

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

From the Comptroller (74918)—Stating that on October 28, 1907, the sum of \$40,827.48, the principal amounting to \$40,000 and the premium to \$827.48, and on October 29, 1907, the sum of \$20,413.73, the principal amounting to \$20,000 and the premium to \$413.73, were deposited in the City Treasury to the credit of the Dock Fund. Filed.

From the Commissioner of Public Works for the Borough of Richmond (74941)—Asking that the Department disconnect the water main at the foot of South street, St. George, Borough of Richmond, pending the completion of the work of building retaining wall on Jay and South streets, contracted for by the Richmond Borough President. Commissioner of Public Works requested to take care of water main in the same manner as the gas main is to be taken care of, the supply of water being absolutely necessary.

From Wynkoop Hallenbeck Crawford Company (74832)—Giving notice that they propose to exact a charge of ten cents per thousand and ems per month for standing matter in connection with proofs under Contract No. 1076, for printing and binding annual report of 1906 and binding the minutes for the year 1905, with the index and annual report for the same year and for printing index for 1905. Notified that claim for extra compensation will not be entertained.

From Murtha & Schmohl Company and others (74896)—Submitting petition urging rebuilding of pier foot of One Hundred and Tenth street and the building of a new pier at the foot of East One Hundred and Eleventh street, Harlem River. Answered as to contemplated work.

From M. J. Rudolph (74799)—Requesting that an examination be made of the repairs being prosecuted by the Estate of William Beard to the coal pocket at the outer end of Pier 5, East River, Brooklyn, in order to determine the safety of the coal pocket. Rudolph and the Beard Estate notified to cease work until permit is obtained.

From Scott, Upson & Newcomb, Attorneys for the International Contracting Company (74509)—Stating that the lien filed by the company under date of October 10, 1907, against Bernard Rolf in the sum of \$1,061.98 for work done under Contract No. 1022, for removing old structures between Thirty-eighth and Thirty-ninth streets, South Brooklyn, and for building structures in connection with the new ferry terminal, is filed also against Henry Weiler, assignee, and Anna Weiler, executrix. Filed.

John A. McCarthy was notified that the permit granted him to maintain a fence on the new made land in rear of bulkhead between Piers 60 and 61, East River, has been revoked, to take effect immediately, and he was directed to remove such fence at once; he was also notified that he will not hereafter be permitted to store material on the new made land in rear of bulkhead between Piers 60 and 61, East River, such space being intended only for the landing of goods in transit.

A second notice was forwarded to McCarthy requesting him to appear before the Commissioner and show cause why a penalty should not be imposed upon him for violation of Rule 6 of the Rules and Regulations of the Department, in that he is maintaining a dump for the loading of manure at Pier 60, East River, without special permit from this Department.

The application of the Crane Company (74900) for permission to place a sign reading "Crane Company. Private Dock. No landing" on the dock foot of Corlears street, East River, was denied.

Permits were granted (74538) to Bernard Campbell & Co. for the occupation of a space 30 by 100 feet in rear of bulkhead between Thirty-third and Thirty-fourth streets, North River, for the storage of building material, and to Thomas Mulry & Son for the occupation of a similar space in rear of the bulkhead north of Pier 6, East River, the rental in each case to be at the rate of \$330 per annum, payable monthly in advance to the Dockmaster, the permits commencing December 1, 1907, and continuing during the pleasure of the Commissioner until April 30, 1908.

The Corporation Counsel was requested to prepare a form of covenant to insert in future leases to cover this contingency: That the lessee, at the time of the execution of the lease, shall, if the Commissioner of Docks so orders, furnish a bond in double the amount of the annual rent, and in the event that at any time during the term of the lease the surety shall become insolvent, or for any other reason the Commissioner of Docks may deem sufficient, that then the lessee shall, whenever so ordered by the Commissioner of Docks, furnish a new surety, to be approved by the Commissioner, in lieu of the surety originally furnished.

Charges (74857) of absence without leave were preferred against Edward Coleman, Deckhand, and charges of intoxication (74907) were preferred against John F. Trenly, Inspector of Pier Building, and they were notified to appear before the Commissioner for a hearing.

A communication (74879) was received from the Municipal Civil Service Commission submitting list of persons who have not appeared upon the payrolls of this Department for a period of over thirty days, and requesting information in relation thereto, which information was furnished.

The Corporation Counsel, in accordance with his request (74839), was furnished with detailed information in relation to the claim of this Department against Edward Brassch for rent of Lot No. 128, at the Raunt, Jamaica Bay, Borough of Queens, amounting to \$60.

The following Department order was issued:

No.	Issued To and For.	Price.
43578.	Frank McCauley, composition bronze casting.....	\$350 00

J. A. BENSEL, Commissioner.

New York, November 22, 1907.

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

From the Municipal Civil Service Commission (74964)—Authorizing the reassignment of Michael O'Toole as Dock Laborer. O'Toole ordered reassigned.

From the Police Department (73682, 73744, 73813, 73825, 73775)—Submitting reports in relation to dangerous holes in the asphalt pavement on the marginal street area along the North River. Filed, the pavement having been placed in good condition.

From the Department of Parks (74926)—Requesting permission to dump clean earth filling on property under the jurisdiction of this Department at One Hundred and Fourteenth street, East River. Requested to advise as to the amount of material to be placed.

From the State Department of Labor (74695)—Calling attention to violation of the Labor Law on public contract work being performed by James Shewan & Sons under Contracts Nos. 1063 and 1075 for repairs to municipal ferryboats and other floating property of the Department. Answered that the work referred to was in the nature of an extraordinary emergency and in the opinion of this Department within the purpose of the law.

From William R. Hillyer, Assistant Commissioner of Public Works, of the Borough of Richmond (74942)—Requesting to be furnished with a pass for free transportation over the Municipal Ferry to Staten Island. Answered that the request should come from the head of the Department.

From the Joy Steamship Company (74893)—Requesting permission to cut five gangways in Piers 27 and 28, East River, and to cut additional doors in the sides of the sheds on said piers. Permit granted, the work to be done under the supervision of the Engineer-in-Chief.

From the Manufacturers' Club of Buffalo, New York (74940)—Requesting maps and report of Department in relation to the waterfront of Greater New York. Information furnished.

From R. W. Cameron (74744)—Suggesting that the Department co-operate with the Staten Island Rapid Transit Railway Company in the inauguration of a system of checking baggage between the municipal ferry and the said railway company. Answered that the railway company has notified the Department, it will not co-operate in the matter; further, that the Department has at no time contemplated the operation of an express or baggage business.

From William C. Porth (74490)—Requesting the removal of fender piles southerly of Oyster Basin, near the foot of Gansevoort street, North River. Answered that the piles will be removed in the near future.

From the Engineer-in-Chief—  
1 (74955). Recommending that the following employees be dropped from the list for failure to appear upon the payrolls, with time, for a period of over thirty days past:

John Bescher, Dock Laborer.  
Angelo Cestaro, Dock Laborer.  
John T. Gibson, Dock Laborer.  
Bernard Hanratty, Dock Laborer.  
Denis Larkin, Dock Laborer.  
James McDonald, Dock Laborer.  
Joseph J. Snyder, Dock Laborer.  
John Tarpey, Dock Laborer.  
William J. Cullen, Marine Sounder.  
Terence Cumiskey, Dockbuilder.  
Andrew Hendrickson, Dockbuilder.  
Patrick Quinn, Paver.

All dropped, as recommended.

2 (74954). Recommending the issuance of an order for repairs to the southerly side of pier foot of Sixtieth street, East River. Order issued to Engineer-in-Chief.

3 (74936). Submitting report of work done under his supervision for the week ending November 2, 1907. Filed.

From the Superintendent of Ferries (74769)—Requesting that the southerly slip of the Thirty-ninth street ferry, Brooklyn, be made ready for use for ferry purposes. The Engineer-in-Chief having reported that the work desired is being prosecuted as rapidly as possible, the communication was placed on file.

By direction of the Commissioner (74090) the permit granted to Commander R. E. Peary, October 1, 1907, to berth the boat "Roosevelt" on the south side of pier foot of Eightieth street, North River, was revoked as of the date of issuance, the permittee not having availed himself of the privilege.

Permission was granted to Commander Peary to berth the "Roosevelt" at the inner end of the north side of the pier foot of Twenty-fourth street, East River, to continue during the pleasure of the Commissioner until July 1, 1908, compensation to be at the rate of \$2 per day for each day of occupation payable at the end of each week to the Dockmaster.



In accordance with its application (74756), permission was granted the Snare & Triest Company to use and occupy the bulkhead, 60 feet in width, at Harris avenue, Long Island City, Borough of Queens, for the landing of material to be used in connection with the construction of the Blackwells Island Bridge, to commence on the date of occupation and to continue during the pleasure of the Commissioner until April 30, 1908, rental to be at the rate of \$30 per month, payable monthly in advance to the Dockmaster.

The following Department order was issued:

No.	Issued To and For.	Price.
23579.	Superintendent of State Prisons, brooms, estimated.....	\$200 00

A communication (74919), was received from the City Clerk transmitting certified copy of resolution adopted by the Board of Aldermen November 12, 1907, and approved by his Honor, the Mayor, November 12, 1907, concurring in resolution adopted by the Board of Estimate and Apportionment, establishing the grade of Cashier in this Department, in addition to those already existing therein, with salary at the rate of \$4,000 per annum, for the present incumbent, Silas Strauss, only. Strauss's salary fixed at the rate of \$4,000 per annum, to take effect December 1, 1907.

Charges (74927) of intoxication and absence without leave were preferred by the Superintendent of Ferries against Edward J. McInerney, Financial Clerk, and he was directed to appear before the Commissioner for a hearing.

J. A. BENSEL, Commissioner.

## POLICE DEPARTMENT.

Sanitary Company (Boiler Squad),  
February 28, 1908.

Hon. THEO. A. BINGHAM, Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 410 of the Laws of 1882 as amended, the following report will show the names of the persons to whom licenses were issued, class of license and location for the same, during the twenty-four hours, ending 12 midnight, February 28, 1908:

### First Class.

Christopher Hegeman, No. 7 East Thirty-fourth street.  
Conrad Hudson, Second avenue and Thirty-ninth street, Brooklyn.  
Michael J. Cummings, No. 1013 Grand street.  
Edwin E. Powell, New Lots road and Fountain avenue, Brooklyn.

### Second Class.

Thos. Elliott, No. 111 Broadway.  
Albert Herch, No. 260 West Thirty-sixth street.  
Chas. A. O'Brien, Bulls Head, Staten Island.  
James H. Smith, No. 120 East Eighty-sixth street.  
Wm. H. Serven, Broadway and One Hundred and Thirty-seventh street.  
Chas. E. Winters, No. 424 East One Hundred and Twenty-third street.  
Thos. Morrison, No. 9 Hope street, Brooklyn.  
Alviz Danz, No. 242 Huron street, Brooklyn.  
Edw. Featherstone, No. 48 Scholes street, Brooklyn.  
Emil Meusel, Willow street and Cypress avenue, Brooklyn.  
Christ. Hansen, No. 167 Sands street, Brooklyn.

### Third Class.

John Caldwell, No. 75 East Eighty-second street.  
Vaclav Kropacek, No. 447 West Twenty-sixth street.  
Thomas Keelty, No. 30 Gold street.  
Bernard Lenaghan, No. 214 William street.  
Harry J. Madden, One Hundred and Thirty-eighth street and Mott avenue.  
Jackson C. Morrell, No. 529 Pearl street.  
Eugene McElearney, No. 673 Amsterdam avenue.  
Herman Naething, No. 388 Broadway.  
Frank Bloomer, No. 416 West Twenty-sixth street.  
Frank Steen, No. 197 East Broadway.  
Henry Thorning, Pier 26, North River.  
Christ. Finnerty, No. 254 North Henry street, Brooklyn.  
Austin Williams, Fourth and Front streets, Brooklyn.  
Geo. H. Miller, Kaplan avenue, Brooklyn.  
John Griffith, Jamaica Railroad station, Brooklyn.  
William Chrisano, No. 646 Dean street, Brooklyn.  
Wm. M. Loller, No. 174 Front street, Brooklyn.  
Chas. P. R. Jansen, No. 412 Thirteenth street, College Point.  
Patrick F. Kiernan, East Fourteenth street and Avenue V, Brooklyn.

### Special.

Joseph A. Fenwick, No. 3431 White Plains road.  
Geo. McKay, No. 437 East Houston street.  
Thomas Porter, No. 1080 Ogden avenue, Brooklyn.  
Daniel P. Boyne, Twenty-fourth avenue and Eighty-sixth street, Brooklyn.

Respectfully submitted,  
HENRY BREEN, Lieutenant in Command.

## BOROUGH OF RICHMOND.

### LOCAL BOARD, STATEN ISLAND DISTRICT.

Meeting, March 3, 1908, 10.30 a. m.

Present—Aldermen Collins, Rendt, Cole; Commissioner Tribus presiding.  
The minutes of the meeting of February 18 were approved.

### Petition 818.

To change the grade of Richmond terrace, between Lockman avenue and Arlington avenue, Ward 3, with reference to the sewer system of District 19A. First hearing. Referred to the Commissioner of Public Works to report.

### Petition 805B (Resolution 11).

To construct sewers in New York avenue and Maryland avenue, Ward 4, Sewer District 6C. First hearing.

The following resolution was moved by Alderman Collins and was adopted:

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Richmond, etc.

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

To construct a combined sewer with the necessary appurtenances in New York avenue, from St. Johns avenue to Pennsylvania avenue, and in Maryland avenue, from New York avenue to the Staten Island Rapid Transit Railroad tracks; all being within Sewer District No. 6C, Ward 4, Borough of Richmond.

And it is hereby

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

Affirmative—Aldermen Collins, Rendt and Cole; Commissioner Tribus (presiding).

Negative—None.

On motion, the Board adjourned.

MAYBURY FLEMING, Secretary.

## DEPARTMENT OF HEALTH.

Week Ending Saturday, 12 M., February 29, 1908.

Boroughs.	Population State Census 1905.	Estimated Population Middle of Year 1908.	Deaths.			Births.	Marriages.	Still-births.	Death-rate.		
			1907.	1908.	*Cor- rected, 1908.				1907.	1908.	*Cor- rected, 1908.
Manhattan .....	2,112,697	2,292,894	880	818	778	1,527	658	65	20.57	18.61	17.70
†The Bronx .....	271,629	327,553	159	123	119	187	57	13	26.91	19.59	18.95
Brooklyn .....	1,358,891	1,492,970	534	519	483	908	272	53	19.24	18.14	16.88
Queens .....	198,241	232,580	85	65	62	142	26	6	20.08	14.58	13.91
Richmond .....	72,846	76,688	36	26	23	49	8	1	24.90	17.69	15.65
City of New York .....	4,014,304	4,422,685	1,694	1,551	1,465	2,813	1,015	138	20.62	18.30	17.28

\* Non-residents and infants under one week old not included.

† The presence of several large institutions, the great majority of whose inmates are residents of the other boroughs, increases considerably the death-rate of this borough.

### Cases of Infectious and Contagious Diseases Reported.

	Week Ending--												
	Dec. 7.	Dec. 14.	Dec. 21.	Dec. 28.	1908. Jan. 4.	Jan. 11.	Jan. 18.	Jan. 25.	Feb. 1.	Feb. 8.	Feb. 15.	Feb. 22.	Feb. 29.
Taberculosis Pulmo- nalis.....	422	360	354	308	344	432	402	396	379	339	340	388	451
Diphtheria and Croup.....	326	369	338	347	308	370	406	480	397	422	371	371	373
Measles.....	472	471	517	340	581	691	803	877	1,017	1,063	1,104	1,252	1,554
Scarlet Fever.....	372	397	417	426	478	562	585	661	704	744	756	797	924
Small-pox.....	2	4	3	2	..	2	..	..	3	3	4	..	..
Varicella.....	167	160	198	123	98	199	160	194	134	162	155	133	180
Typhoid Fever.....	71	62	35	42	37	55	30	23	32	21	26	33	45
Whooping Cough.....	8	12	19	3	25	24	14	27	15	11	9	9	20
Cerebro-Spinal Men- ingitis.....	15	13	7	6	11	16	13	15	10	13	7	10	16
Total.....	1,855a	1,844b	1,888c	1,603d	1,882e	2,351f	2,428g	2,673h	2,691j	2,776k	2,772l	2,993m	3,563n

- a. Includes 97 cases of measles, 4 scarlet fever, 1 varicella and 1 diphtheria from Ellis Island.  
b. Includes 61 cases of measles, 9 scarlet fever, 4 varicella and 1 diphtheria from Ellis Island.  
c. Includes 1 case of measles, 2 scarlet fever, 1 varicella from Ellis Island.  
d. Includes 6 cases of measles, 1 scarlet fever and 1 varicella from Ellis Island.  
e. Includes 10 cases of measles, 4 scarlet fever, 1 varicella and 1 diphtheria from Ellis Island.  
f. Includes 4 cases of scarlet fever from Ellis Island.  
g. Includes 2 cases of scarlet fever from Ellis Island.  
h. Includes 5 cases of scarlet fever, 2 varicella and 1 measles from Ellis Island.  
i. Includes 4 cases of scarlet fever, 1 varicella and 1 measles from Ellis Island.  
j. Includes 9 cases of measles and 1 scarlet fever from Ellis Island.  
k. Includes 4 cases of scarlet fever from Ellis Island.  
l. Includes 12 cases of measles from Ellis Island.  
m. Includes 1 case of measles and 1 scarlet fever from Ellis Island.

### Deaths by Principal Causes, According to Locality and Age.

Boroughs.	Contagious Dis- eases Detailed Elsewhere.	Malarial Diseases.	Whooping Cough.	Tuberculosis Pulmonalis.	Cerebro-Spinal Meningitis.	Branchitis.	Diarrheal Diseases.	Diarrheal Dis- eases under 5 Years.	Pneumonia.	Broncho- Pneumonia.	Suicides.	Homicides.	Accidents.	Under 1 Year.	Under 5 Years.	5-65 Years.	65 Years and Over.
Manhattan .....	67	..	..	103	7	2	17	16	75	85	11	3	30	144	235	464	119
The Bronx .....	15	..	..	24	1	4	4	4	6	8	..	..	27	27	41	71	11
Brooklyn .....	40	1	..	68	1	15	18	15	51	35	3	2	15	94	152	281	86
Queens .....	7	..	..	8	..	1	2	2	7	6	..	..	4	7	16	30	19
Richmond .....	2	..	1	1	..	..	..	..	4	3	..	..	..	4	4	11	11
Total .....	131	1	1	204	8	19	41	37	143	137	17	6	52	276	448	857	246

### Deaths According to Cause, Age and Sex.

	Total Deaths.	Deaths in Corre- sponding Week of 1907.	Males.	Females.	Under 1 Year.	1 Year and Under 2.	2 and Under 5.	Under 5 Years.	5-15.	15-25.	25-45.	45-65.	65 and Over.
Total, all causes .....	1,551	1,694	854	697	276	91	81	448	75	108	324	350	246
1. Typhoid Fever .....	9	9	4	5	..	..	..	..	3	6	..	..	..
3. Malarial Fever .....	1	1	1	..	..	..	..	..	1	..	..	..	..
4. Small-pox .....	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Measles .....	37	6	21	16	9	18	6	33	4	..	..	..	..
6. Scarlet Fever .....	41	17	20	21	3	4	14	21	16	2	..	..	..
7. Whooping Cough .....	1	7	1	..	1	..	..	1	..	..	..	..	..
8. Diphtheria and Croup .....	44	51	17	27	5	9	19	33	6	4	1	..	..
9. Influenza .....	23	32	9	14	1	..	..	1	1	..	2	13	6
12. Other Epidemic Diseases .....	15	9	9	6	6	1	..	7	..	2	1	3	2
13. Tuberculosis Pul- monalis .....	204	192	135	69	1	..	1	2	5	35	101	53	8
14. Tubercular Men- ingitis .....	17	15	9	8	6	4	2	12	1	1	3	..	..
15. Other forms of Tuberculosis .....	10	18	6	4	..	..	1	1	3	3	2	1	..
16. Cancer, Malignant Tumor .....	64	79	29	27	..	1	..	1	..	..	9	38	18
17. Simple Meningitis. Of which .....	16	23	14	2	4	3	2	9	3	2	..	2	..
17a. Cerebro Spinal Meningitis .....	8	12	7	1	3	1	..	4	2	2	..	..	..
18. Apoplexy, Conges- tion and Soften- ing of the Brain .....	48	69	19	29	2	..	..	2	..	..	9	21	16
19. Organic Heart Diseases .....	158	154	71	87	4	..	1	5	8	8	26	49	62
20. Acute Bronchitis .....	19	34	10	9	10	3	1	14	1	..	1	..	3
21. Chronic Bronchitis .....	4	0	2	2	1	..	..	1	..	..	1	..	2
22. Pneumonia (ex- cluding Broncho- Pneumonia) .....	143	201	85	58	12	9	8	29	6	10	41	35	22
22a. Broncho-Pneu- monia .....	137	121	76	61	61	26	14	101	2	1	6	10	17
23. Diseases of the Stomach (Can- cer excepted) .....	10	9	3	7	..	..	..	..	..	1	1	5	3
24. Diarrheal diseases (under 5 years) .....	37	50	23	14	32	14	1	37	..	..	..	..	..
25. Hernia, Intestinal Obstruction .....	17	9	11	6	4	..	..	4	2	1	3	3	4
26. Cirrhosis of Liver .....	16	19	13	3	..	..	..	..	..	1	4	8	3
27. Bright's Disease and Nephritis .....	93	135	53	35	2	..	2	4	3	1	28	36	21
28. Diseases of Wom- en (not Cancer) .....	2	9	..	2	..	..	..	..	..	1	1	..	..
29. Puerperal Septi- cemia .....	10	7	..	10	..	..	..	..	..	5	5	..	..
30. Other Puerperal Diseases .....	7	7	..	7	..	..	..	..	..	2	4	1	..
31. Congenital De- bility and Mal- formations .....	71	80	43	28	69	..	2	71	..	..	..	..	..
32. Old Age .....	18	13	5	13	..	..	..	..	..	..	..	..	18
33. Violent Deaths .....	75	88	62	13	6	2	2	10	2	10	28	17	8
a. Sunstroke .....	..	..	..	..	..	..	..	..	..	..	..	..	..
b. Other Accidents .....	52	71	42	10	6	2	2	10	2	5	19	12	4
c. Homicide .....	6	5	6	..	..	..	..	..	..	2	2	..	2
d. Suicide .....	17	12	14	3	..	..	..	..	..	3	7	5	2
34. All other causes .....	193	213	94	99	28	7	5	40	12	14	39	55	33
35. Ill-defined causes .....	9	9	4	5	9	..	..	9	..	..	..	..	..



Deaths According to Cause, Annual Rate per 1,000 and Age, with Meteorology and Number of Deaths in Public Institutions for 13 Weeks.

	Week Ending—												
	Dec. 7.	Dec. 14.	Dec. 21.	Dec. 28.	1908. Jan. 4.	Jan. 11.	Jan. 18.	Jan. 25.	Feb. 1.	Feb. 8.	Feb. 15.	Feb. 22.	Feb. 29.
Total deaths .....	1,430	1,667	1,711	1,691	1,565	1,579	1,607	1,510	1,444	1,605	1,697	1,479	1,551
Annual death-rate.....	17.41	20.29	20.83	20.59	18.46	18.63	18.96	17.80	17.03	18.92	20.02	17.45	18.30
Typhoid Fever .....	18	21	13	18	8	6	2	11	6	3	5	4	9
Malarial Fevers .....	1	1	2	..	1	..	1	2	..	1	1	1	1
Small-pox .....	..	1	..	..	..	..	..	..	..	..	..	..	..
Measles .....	19	20	30	26	32	35	25	18	19	25	26	26	37
Scarlet Fever .....	19	21	22	22	33	49	37	35	33	52	55	39	41
Whooping Cough .....	1	2	2	2	1	1	1	4	4	2	5	1	1
Diphtheria and Croup .....	33	34	37	30	36	42	43	55	46	55	46	45	44
Influenza .....	9	42	68	64	60	49	34	23	22	23	22	19	23
Cerebro Spinal Men- ingitis .....	5	10	7	9	8	9	11	8	9	9	8	9	8
Tuberculosis Pulmo- nalis .....	180	188	174	191	158	171	181	200	175	168	225	201	204
Other Tuberculous .....	21	15	25	24	28	18	24	19	24	18	33	12	27
Acute Bronchitis .....	22	29	28	21	20	22	32	25	20	17	21	24	19
Pneumonia .....	165	201	217	184	182	149	144	126	138	144	143	148	143
Broncho Pneumonia .....	108	140	159	150	147	134	139	124	112	124	132	128	137
Diarrhoeal Diseases .....	36	48	49	44	44	39	48	40	36	40	41	30	41
Diarrhoeals under 5 .....	29	44	42	35	32	37	42	35	26	33	37	26	37
Violent Deaths.....	79	84	92	93	72	95	94	77	79	86	111	75	75
Under one year .....	220	278	260	285	262	270	278	269	254	263	292	282	276
Under five years .....	352	413	424	421	420	443	475	429	402	440	482	439	448
Five to sixty-five .....	830	921	936	946	842	855	864	824	802	885	938	816	857
Sixty-five years and over .....	248	333	351	324	294	281	268	267	240	271	277	224	246
In Public and Private Institutions.....	474	520	555	562	503	505	552	505	461	507	510	471	515
Inquest cases.....	185	201	227	226	220	201	243	227	201	220	300	195	180
Mean barometer .....	30.000	29.817	29.461	29.842	29.946	29.818	29.747	29.945	29.821	30.057	30.191	29.822	29.874
Mean humidity .....	87.	82.	86.	81.	80.	80.	79.	79.	79.	80.	86.	87.	89.
Inches of rain or snow .....	1.13	2.20	..	1.40	..	1.29	1.55	10 in.	1.5 in.	8.	.61	.43	1 in.
Mean temperature (Fahrenheit) .....	34.°	39.9°	35.9°	44.4°	38.2°	32.3°	37.6°	35.2°	28.9°	20.4°	20.9°	29.2°	28.1°
Maximum tempera- ture (Fahrenheit) .....	45.°	56.°	41.°	57.°	52.°	48.°	49.°	50.°	47.°	40.°	52.°	40.°	45.°
Minimum tempera- ture (Fahrenheit) .....	22.°	26.°	27.°	34.°	28.°	19.°	23.°	18.°	8.°	1.°	6.°	19.°	17.°

## Infectious and Contagious Diseases in Hospital.

	Willard Parker Hospital.			Riverside Hospital.						Kingston Ave. Hospital.					Otisville Sanatorium.	
	Scarlet Fever.	Diphtheria.	Total.	Diphtheria.	Measles.	Scarlet Fever.	Tuberculosis Pulmonalis.	Total.	Diphtheria.	Measles.	Scarlet Fever.	Small-pox.	Total.	Tuberculosis Pulmonalis.	Total.	
Remaining Feb. 22, '08.	374	103	477	15	103	35	87	240	40	66	211	5	322	115	0	
Admitted.....	59	43	102	1	28	42	1	72	13	6	43	1	62	8	2	
Discharged.....	32	27	59	..	19	..	..	17	15	12	51	1	79	..	..	
Died.....	7	13	20	2	5	..	1	8	3	..	..	..	8	..	..	
Remaining Feb. 29, '08.	394	106	500	14	107	77	87	285	35	60	198	4	297	119	..	
Total treated....	433	146	579	16	131	77	88	312	53	72	254	5	384	121	..	

## Cases of Infectious and Contagious Diseases Reported and Deaths from the Same, by Wards.

Boroughs.	Wards.	Sickness.						Deaths Reported.								
		Typhoid Fever.	Small-pox.	Measles.	Scarlet Fever.	Diphtheria and Croup.	Tuberculosis Pulmonalis.	Typhoid Fever.	Small-pox.	Measles.	Scarlet Fever.	Diphtheria and Croup.	Tuberculosis Pulmonalis.	Pneumonia.	Broncho Pneumonia.	All Causes.
Manhattan.	First	..	..	..	..	2	4	..	..	..	..	..	2	..	..	11
	Second	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
	Third	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1
	Fourth	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
	Fifth	..	..	1	1	2	1	..	..	..	..	1	2	1	1	10
	Sixth	..	..	..	..	..	9	..	1	..	..	..	..	..	..	5
	Seventh	1	..	14	32	9	19	..	..	..	3	2	1	..	3	28
	Eighth	..	..	7	1	3	3	..	..	..	1	1	1	1	2	7
	Ninth	..	..	47	17	3	7	..	1	..	..	1	4	2	4	31
	Tenth	1	..	5	15	9	13	..	..	..	1	1	4	3	2	17
	Eleventh	..	..	17	26	21	9	..	..	..	3	3	5	3	3	37
	Twelfth	7	..	459	170	58	67	1	..	4	3	3	31	22	20	239
	Thirteenth	..	..	8	27	2	5	..	..	4	4	3	3	1	1	10
	Fourteenth	..	..	..	4	2	5	..	..	..	..	..	2	1	2	9
	Fifteenth	..	..	..	1	6	2	4	..	..	..	..	..	1	3	2
	Sixteenth	..	..	13	7	3	7	..	..	..	..	2	2	3	2	20
	Seventeenth	..	..	26	30	15	17	..	3	3	2	2	5	4	9	54
	Eighteenth	..	..	13	8	14	17	..	..	3	2	1	4	4	7	34
	Nineteenth	2	..	92	62	10	39	1	..	2	3	2	19	6	3	118
	Twentieth	3	..	23	18	4	14	..	1	3	3	1	6	6	3	43
	Twenty-first	..	..	41	12	..	14	..	2	..	1	5	5	3	3	35
	Twenty-second	2	..	92	22	22	22	..	1	..	3	9	10	12	10	87
	Twenty-third	5	..	129	78	23	25	1	..	8	3	2	21	4	7	93
	Twenty-fourth	2	..	47	41	9	6	..	..	..	1	3	2	1	2	20
	Total		23	..	1035	577	220	310	3	..	24	26	29	127	81	93
The Bronx.	First	..	..	1	..	..	1	..	..	..	..	..	..	..	..	6
	Second	..	..	..	..	2	..	..	..	..	..	..	1	..	..	4
	Third	..	..	6	4	1	2	..	..	..	..	2	1	1	1	5
	Fourth	..	..	..	..	..	1	..	..	..	..	..	1	..	..	6
	Fifth	..	..	13	5	2	1	..	1	..	..	..	..	..	..	3
	Sixth	..	..	3	14	11	6	..	1	1	..	12	4	..	..	30
	Seventh	..	..	20	3	2	4	1	2	1	..	1	2	..	..	12
	Eighth	2	..	14	21	5	9	1	1	1	..	21	4	1	1	19
	Ninth	..	..	6	4	3	4	..	..	..	1	1	1	1	1	16
	Tenth	..	..	1	9	1	6	2	..	..	1	4	2	1	1	19
	Eleventh	1	..	9	1	1	4	1	..	..	..	1	1	..	..	14
	Twelfth	..	..	4	8	3	4	..	..	..	..	1	..	..	..	4
	Thirteenth	..	..	3	1	6	2	..	..	..	2	1	1	1	1	13
	Fourteenth	..	..	3	3	5	2	..	1	1	1	1	2	1	1	14
	Fifteenth	..	..	5	4	1	4	..	..	..	4	4	2	18	..	18
	Sixteenth	..	..	9	24	4	5	..	..	..	1	1	1	1	1	10
	Seventeenth	..	..	11	9	3	4	..	1	1	1	2	1	2	1	19
	Eighteenth	..	..	11	8	3	4	..	..	1	1	3	3	3	3	14
	Nineteenth	1	..	9	2	1	1	..	..	..	1	1	1	..	..	10
	Twentieth	..	..	37	2	1	1	..	1	..	..	1	1	..	..	17
	Twenty-first	..	..	15	14	5	9	..	..	..	..	4	1	2	1	17
	Twenty-second	1	..	22	10	8	3	..	..	..	..	3	1	1	1	20
	Twenty-third	..	..	11	11	3	7	..	..	..	2	1	1	3	3	21
	Twenty-fourth	..	..	19	14	3	5	..	..	..	3	5	3	3	2	28
	Twenty-fifth	1	..	14	9	3	2	..	..	..	1	1	1	1	1	13
Twenty-sixth	1	..	44	40	13	9	..	..	1	1	3	1	2	3	34	
Twenty-seventh	..	..	35	9	4	8	..	..	1	1	1	1	2	1	12	
Twenty-eighth	..	..	81	8	7	11	..	..	1	1	2	3	4	7	36	
Twenty-ninth	..	..	23	11	2	1	..	..	6	3	9	4	1	1	57	
Thirtieth	1	..	30	12	9	2	..	..	..	1	1	1	1	1	57	
Thirty-first	..	..	6	..	..	2	..	..	..	..	1	1	1	..	15	
Thirty-second	4	..	11	..	..	..	..	..	..	..	..	..	..	..	1	
Total		13	..	473	273	117	125	3	..	12	14	10	68	51	35	519
Queens.	First	1	..	7	16	13	3	..	..	..	1	2	3	1	1	17
	Second	..	..	26	22	4	4	..	..	1	..	2	..	3	15	12
	Third	..	..	2	10	1	3	..	..	..	..	3	2	..	..	15
	Fourth	2	..	4	10	7	2	1	..	..	2	1	1	2	1	13
	Fifth	..	..	..	1	3	..	1	..	..	1	..	1	..	..	8
Total		3	..	39	59	28	12	2	..	1	4	8	7	6	6	65

Borough.	Wards.	Sickness.
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# Abstract of Estimated Liabilities Incurred by the Board of Water Supply of The City of New York During the Month of February, 1908.

Fuel .....	\$126 80
Engineering instruments and tools.....	2,121 84
Furniture and fixtures.....	531 65
Stationery and printing.....	1,989 35
Engineering supplies .....	4,394 78
Telephone service .....	455 29
Books, maps and photo supplies.....	703 00
Press clippings .....	4 50
Lumber .....	577 77
Team hire .....	1,995 50
Professional services .....	6,090 11
Expenses in condemnation proceedings.....	21,035 83
Taxes .....	44 49
Accrued rentals .....	3,881 64
Disbursements .....	2,359 57
Auto hire .....	85 00
Damages .....	215 00
Iron pipe, valves and fittings.....	109 92

Contract, permanent construction..... \$46,722 04  
12,669,775 00

Total liabilities contracted during the month of February, 1908 ..... \$12,716,497 04



## PUBLIC HEARING.

Pursuant to statutory requirement, notice is hereby given that an Act (Senate No. 314, Int. No. 19) has been passed by both branches of the Legislature, entitled: An Act to amend the greater New York charter by providing for an appropriation for the International Sunshine Branch for the Blind of the city of New York.

Further notice is hereby given that a public hearing upon such bill will be held at the Mayor's office in the City Hall, in The City of New York, on Thursday, March 12, 1908, at 11 o'clock a. m.

Dated, City Hall, New York, March 9, 1908.

GEORGE B. McCLELLAN,  
Mayor.

## CITY CHAMBERLAIN.

March 7, 1908.

There has been placed in the City Treasury, pursuant to law, the sum of one thousand three hundred and eighteen dollars and twenty-seven cents (\$1,318.27), the amount of commissions collected by this office from court and trust funds for the month of February, 1908.

JAMES J. MARTIN,  
Chamberlain.

## CHANGES IN DEPARTMENTS, ETC.

### DEPARTMENT OF DOCKS AND FERRIES.

March 6—The Commissioner has appointed Ernest A. Lindgren to the position of Stationary Engineer, with compensation at the rate of 56¼ cents per hour while employed.

The Commissioner has reinstated Joseph O. Lustgarten to the position of House Painter, and has also reinstated John N. Herrick to the position of Painter (letterer), each with compensation at the rate of 50 cents per hour while employed. He has also reinstated James J. Johntry to the position of Ship Caulker, with pay at the rate of 50 cents per hour while employed.

The Commissioner has fixed the pay of Thomas Clancy, William J. Duggan, E. J. Prael and Joseph Trainor, Marine Sounders, at the rate of \$18 per week each, to take effect March 7, 1908.

## OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business and at which the Courts regularly open and adjourn, as well as the places where such offices are kept and such Courts are held, together with the heads of Departments and Courts.

### CITY OFFICES.

#### MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 8020 Cortlandt.  
GEORGE B. McCLELLAN, Mayor.  
Frank M. O'Brien, Secretary.  
William A. Willis, Executive Secretary.  
James A. Rierdon, Chief Clerk and Bond and Warrant Clerk.

### BUREAU OF WEIGHTS AND MEASURES.

Room 7, City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 8020 Cortlandt.  
Patrick Derry, Chief of Bureau.

### BUREAU OF LICENSES.

9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 8020 Cortlandt.  
John P. Corrigan, Chief of Bureau.  
Principal Office, Room 1, City Hall. Gaetano D'Amato, Deputy Chief, Boroughs of Manhattan and The Bronx.  
Branch Office, Room 12, Borough Hall, Brooklyn. James J. Kinsella, Deputy Chief, Borough of Brooklyn.  
Branch Office, Richmond Borough Hall, Room 23, New Brighton, S. I. William R. Woelfle, Financial Clerk, Borough of Richmond.  
Branch Office, Hackett Building, Long Island City, Borough of Queens.

### AQUEDUCT COMMISSIONERS.

Room 207, No. 280 Broadway, 5th floor, 9 a. m. to 4 p. m.  
Telephone, 1942 Worth.  
The Mayor, the Comptroller, ex-officio, Commissioners John F. Cowan (President), William H. Ten Eyck, John J. Ryan and John P. Windolph; Harry W. Walker, Secretary; Walter H. Sears, Chief Engineer.

### ARMORY BOARD.

Mayor George B. McClellan, the President of the Board of Aldermen, Patrick F. McGowan, Brigadier-General John G. Eddy, Brigadier-General George Moore Smith, the President of the Department of Taxes and Assessments, Lawson Purdy, Harrie Davis, Secretary, Room 6, Basement, Hall of Records, Chambers and Centre streets.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 3900 Worth.

### ART COMMISSION.

City Hall, Room 21.  
Telephone call, 1107 Cortlandt.  
Robert W. de Forest, Trustee Metropolitan Museum of Art, President; Frank D. Millet, Painter, Vice-President; Howard Mansfield, Secretary; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences; George B. McClellan, Mayor of The City of New York; John Bigelow, President of New York Public Library; John J. Boyle, Sculptor; Arnold W. Brunner, Architect; John B. Pine, Charles Howland Russell.  
John Quincy Adams, Assistant Secretary.

### 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; Arden M. Robbins, Samuel Sachs, Leopold Stern, Theodore E. Tack, Myles Tierney, Robert W. Hebbard, ex-officio.  
General Medical Superintendent, S. T. Armstrong, M. D.

### BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.  
Telephone, 7560 Cortlandt.  
Patrick F. McGowan, President.  
P. J. Scully, City Clerk.

### BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 4 p. m.; Saturdays, 12 m.  
Antonio Zucca.  
Paul Weimann.  
James H. Kennedy.  
William H. Jasper, Secretary.  
Telephone, 29, 30 and 31 Worth.

### BOARD OF ELECTIONS.

Headquarters, General Office, No. 107 West Forty first street.  
Commissioners—John T. Dooling (President), Charles B. Page (Secretary), John Maguire, Rudolph C. Fuller.  
A. C. Allen, Chief Clerk.

### BOROUGH OFFICES.

Manhattan.  
No. 112 West Forty-second street.  
William C. Baxter, Chief Clerk.

The Bronx.  
One Hundred and Thirty-eighth street and Mott avenue (Solingen Building).  
Cornelius A. Bunner, Chief Clerk.

Brooklyn.  
No. 42 Court street (Temple Bar Building).  
George Russell, Chief Clerk.

Queens.  
No. 46 Jackson avenue, Long Island City.  
Carl Voegel, Chief Clerk.

Richmond.  
Borough Hall, New Brighton, S. I.  
Charles M. Schwalbe, Chief Clerk.  
All offices open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

## BOARD OF ESTIMATE AND APPORTIONMENT.

The Mayor, Chairman; the Comptroller, President of the Board of Aldermen, President of the Borough of Manhattan, President of the Borough of Brooklyn, President of the Borough of The Bronx, President of the Borough of Queens, President of the Borough of Richmond.

### OFFICE OF THE SECRETARY.

No. 277 Broadway, Room 1406. Telephone, 2280 Worth.  
Joseph Haag, Secretary; William M. Lawrence, Assistant Secretary. Charles V. Adey, Clerk to Board.

### OFFICE OF THE CHIEF ENGINEER.

Nelson P. Lewis, Chief Engineer, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.  
Arthur S. Tuttle, Engineer in charge Division of Public Improvements, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.  
Harry P. Nichols, Engineer in charge Division of Franchises, No. 277 Broadway, Room 801. Telephone, 2282 Worth.

### BOARD OF EXAMINERS.

Rooms 6027 and 6028 Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 5840 Gramercy.  
Warren A. Conover, Charles Buek, Lewis Harding, Charles G. Smith, Edward F. Croker, Henry R. Marshall, and George A. Just, Chairman.  
Edward V. Barton, Clerk.  
Board meeting every Tuesday at 2 p. m.

## BOARD OF REVISION OF ASSESSMENTS.

Herman A. Metz, Comptroller.  
Francis K. Pendleton, Corporation Counsel.  
Lawson Purdy, President of the Department of Taxes and Assessments.  
Henry J. Storrs, Chief Clerk, Finance Department, No. 280 Broadway.  
Telephone, 1200 Worth.

### BOARD OF WATER SUPPLY.

Office, No. 299 Broadway.  
John A. Bensel, Charles N. Chadwick, Charles A. Shaw, Commissioners.  
Thomas Hassett, Secretary.  
J. Waldo Smith, Chief Engineer.

### COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, No. 280 Broadway, 9 a. m. to 4 p. m.  
Telephone, 4315 Worth.  
John Purroy Mitchel, Ernest Y. Gallaher, Commissioners.

### CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.  
Office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.  
Commissioners—William E. Stillings, George C. Norton, Lewis A. Abrams.  
Lamont McLoughlin, Clerk.  
Regular advertised meetings on Monday, Wednesday and Friday of each week at 2 o'clock p. m.

## CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 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 City Clerk.  
John T. Oakley, Chief Clerk of the Board of Aldermen.  
Joseph V. Sculley, Clerk, Borough of Brooklyn.  
Thomas J. McCabe, Deputy City Clerk, Borough of The Bronx.  
William R. Zimmerman, Deputy City Clerk, Borough of Queens.  
Joseph F. O'Grady, Deputy City Clerk, Borough of Richmond.

### CITY RECORD OFFICE.

BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.  
Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance, Room 807, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1505 and 1506 Cortlandt. Supply Room, No. 2 City Hall.  
Patrick J. Tracy, Supervisor; Henry McMillen, Deputy Supervisor; C. McKemie, Secretary.

### COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.  
John N. Bogart, Commissioner.  
James P. Archibald, Deputy Commissioner.  
John J. Caldwell, Secretary.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 2828 Worth.

### COMMISSIONERS OF SINKING FUND.

George B. McClellan, Mayor, Chairman; Herman A. Metz, Comptroller; James J. Martin, Chamberlain; Patrick F. McGowan, President of the Board of Aldermen, and Timothy P. Sullivan, Chairman Finance Committee, Board of Aldermen, Members; N. Taylor Phillips, Deputy Comptroller, Secretary.  
Office of Secretary, Room 12, Stewart Building.  
Telephone, 1200 Worth.

### DEPARTMENT OF BRIDGES.

Nos. 13-21 Park Row.  
James W. Stevenson, Commissioner.  
John H. Little, Deputy Commissioner.  
Edgar E. Schiff, Secretary.  
Office hours, 9 a. m. to 4 p. m.  
Saturdays, 9 a. m. to 12 m.  
Telephone, 6080 Cortlandt.

### DEPARTMENT OF CORRECTION.

CENTRAL OFFICE.  
No. 148 East Twentieth street. Office hours from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1047 Gramercy.  
John V. Coggey, Commissioner.  
George W. Meyer, Deputy Commissioner.  
John B. Fitzgerald, Secretary.

### DEPARTMENT OF DOCKS AND FERRIES.

Pier "A," N. R., Battery place.  
Telephone, 300 Rector.  
Allen N. Spooner, Commissioner.  
Denis A. Judge, Deputy Commissioner.  
Joseph W. Savage, Secretary.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

## DEPARTMENT OF EDUCATION.

### BOARD OF EDUCATION.

Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (in the month of August, 9 a. m. to 4 p. m.); Saturdays, 9 a. m. to 12 m.  
Telephone, 5580 Plaza.  
Richard E. Aldcroft, Jr.; Nicholas J. Barrett, Charles E. Bruce, M.D.; Joseph E. Cosgrove, Frederic R. Coudert, Francis W. Crowninshield, Francis P. Cunnion, Thomas M. De Laney, Samuel B. Donnelly, Horace E. Dresser, A. Leo Everett, Alexander Ferris, Joseph Nicola Francolini, George Freifeld, George J. Gillespie, John Greene, Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, Arthur Hollick, Lewis Haase, Charles H. Ingalls, Nathan S. Jonas, Hugo Kanzler, Max Katzenberg, John C. Kelley, Alrick H. Man, Clement March, Mitchell May, Dennis J. McDonald, M. D.; Thomas J. O'Donohue, Frank H. Partidge, George W. Schaeble, Henry H. Sherman, Arthur S. Somers, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, Michael J. Sullivan, Bernard Suydam, Rupert B. Thomas, John R. Thompson, George A. Vandenhoff, Frank D. Wilsey, George W. Wingate, Egerton L. Winthrop, Jr., members of the Board.  
Egerton L. Winthrop, Jr., President.  
John Greene, Vice-President.  
A. Emerson Palmer, Secretary.  
Fred H. Johnson, Assistant Secretary.  
C. B. J. Snyder, Superintendent of School Buildings.  
Patrick Jones, Superintendent of School Supplies.  
Henry R. M. Cook, Auditor.  
Thomas A. Dillon, Chief Clerk.  
Henry M. Leipziger, Supervisor of Lectures.  
Claude G. Leland, Superintendent of Libraries.

### BOARD OF SUPERINTENDENTS.

William H. Maxwell, City Superintendent of Schools, and George S. Davis, Andrew W. Edson, Clarence E. Meloney, Thomas S. O'Brien, Edward B. Shallow, Edward L. Stevens, Gustave Straubmüller, John H. Walsh, Associate City Superintendents.

### DISTRICT SUPERINTENDENTS.

Darwin L. Bardwell, William A. Campbell, John J. Chickering, John W. Davis, John Dwyer, James M. Edsall, Matthew J. Elgas, Edward D. Farrell, Cornelius D. Franklin, John Griffin, M. D.; John H. Haaren, John L. N. Hunt, Henry W. Jameson, James Lee, Charles W. Lyon, James J. McCabe, William J. O'Shea, Julia Richman, Alfred T. Schaeffer, Albert Shiels, Edgar Dubs Shimer, Seth T. Stewart, Edward W. Stitt, Grace C. Strachan, Joseph S. Taylor, Evangeline E. Whitney.

### BOARD OF EXAMINERS.

William H. Maxwell, City Superintendent of Schools, and James C. Byrnes, Walter L. Hervey, Jerome A. O'Connell, George J. Smith, Examiners.

## DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1200 Worth.  
Herman A. Metz, Comptroller.  
John H. McCooley and N. Taylor Phillips, Deputy Comptrollers.  
Hubert L. Smith, Assistant Deputy Comptroller.  
Charles H. Murray, Secretary to Comptroller.

### MAIN DIVISION.

H. J. Storrs, Chief Clerk, Room 11.

### BOOKKEEPING AND AWARDS DIVISION.

Frank W. Smith, Chief Accountant and Bookkeeper, Room 8.

### STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk, Room 85.

### BUREAU OF AUDIT—MAIN DIVISION.

P. H. Quinn, Chief Auditor of Accounts, Room 27.

### LAW AND ADJUSTMENT DIVISION.

Jeremiah T. Mahoney, Auditor of Accounts Room 185.

### BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

Charles S. Hervey, Supervising Statistician and Examiner, Room 180.

### CHARITABLE INSTITUTIONS DIVISION.

Daniel C. Potter, Chief Examiner of Accounts of Institutions, Room 38.

### OFFICE OF THE CITY PAYMASTER.

No. 83 Chambers street and No. 65 Reade street.  
John H. Timmerman, City Paymaster.

### ENGINEERING DIVISION.

Stewart Building, Chambers street and Broadway, Chandler Withington, Chief Engineer, Room 55.

### DIVISION OF REAL ESTATE.

Thomas F. Byrnes, Mortimer J. Brown, Appraisers of Real Estate, Room 157.

### BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room O.

David E. Austen, Receiver of Taxes.  
John J. McDonough and William H. Loughran, Deputy Receivers of Taxes.

Borough of The Bronx—Municipal Building, Third and Tremont avenues.

John B. Underhill and Stephen A. Nugent, Deputy Receivers of Taxes.

Borough of Brooklyn—Municipal Building, Rooms 2-8.

James B. Bouck and William Gallagher, Deputy Receivers of Taxes.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.

George H. Creed and Mason O. Smedley, Deputy Receivers of Taxes.

Borough of Richmond—Borough Hall, St. George, New Brighton.

John De Morgan and F. Wilsey Owen, Deputy Receivers of Taxes.

### BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan—Stewart Building, Room 81.

Daniel Moynahan, Collector of Assessments and Arrears.

Richard E. Weldon, Deputy Collector of Assessments and Arrears.

Borough of The Bronx—Municipal Building, Rooms 1-3.

James J. Donovan, Jr., Deputy Collector of Assessments and Arrears.

Borough of Brooklyn—Mechanics' Bank Building, corner Court and Montague streets.

William E. Melody, Deputy Collector of Assessments and Arrears.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.

Patrick E. Leahy, Deputy Collector of Assessments and Arrears.

Borough of Richmond—St. George, New Brighton.

George Brand, Deputy Collector of Assessments and Arrears.



**BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.**

Stewart Building, Chambers street and Broadway, Room 141.  
John M. Gray, Collector of City Revenue and Superintendent of Markets.  
John F. Hobbs, Deputy Superintendent of Markets.  
David O'Brien, Deputy Collector of City Revenue.

**BUREAU OF THE CITY CHAMBERLAIN.**

Stewart Building, Chambers street and Broadway, Rooms 63 to 67.  
James J. Martin, City Chamberlain.  
John H. Campbell, Deputy Chamberlain.  
Telephone, 4270 Worth.

**DEPARTMENT OF HEALTH.**

Southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan, 9 a. m. to 4 p. m.  
Burial Permit and Contagious Disease Offices always open.  
Telephone, 4900 Columbus.  
Thomas Darlington, M. D., Commissioner of Health and President.  
Alvah H. Doty, M. D., Theodore A. Bingham, Commissioners.  
Eugene W. Scheffer, Secretary.  
Herman M. Biggs, M. D., General Medical Officer.  
James McC. Miller, Chief Clerk.  
Walter Bessel, M. D., Sanitary Superintendent.  
William H. Guilfoyle, M. D., Registrar of Records.  
Borough of Manhattan.  
Alonzo Blauvelt, M. D., Assistant Sanitary Superintendent; George A. Roberts, Assistant Chief Clerk.  
Charles J. Burke, M. D., Assistant Registrar of Records.  
Borough of The Bronx, No. 3731 Third avenue.  
Ambrose Lee, Jr., Assistant Chief Clerk; Arthur J. O'Leary, M. D., Assistant Registrar of Records.  
Borough of Brooklyn, Nos. 38 and 40 Clinton street.  
Traverse 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.  
George R. Crowley, Assistant Chief Clerk; Robert Campbell, M. D., Assistant Registrar of Records.  
Borough of Richmond, Nos. 54 and 56 Water street, Stapleton, Staten Island.  
John T. Sprague, M. D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief Clerk; J. Walter Wood, M. D., Assistant Registrar of Records.

**DEPARTMENT OF PARKS.**

Henry Smith, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.  
Roswell D. Williams, Secretary.  
Offices, Arsenal, Central Park.  
Telephone, 201 Plaza.  
Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens.  
Offices, Litchfield Mansion, Prospect Park, Brooklyn.  
Telephone, 2300 South.  
Joseph I. Berry, Commissioner of Parks for the Borough of The Bronx.  
Office, Zbrowski Mansion, Claremont Park.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m. Telephone, 2640 Tremont.

**DEPARTMENT OF PUBLIC CHARITIES.****PRINCIPAL OFFICE.**

Foot of East Twenty-sixth street, 9 a. m. to 4 p. m. Saturdays, 12 m.  
Telephone, 3350 Madison Square.  
Robert W. Hebbard, Commissioner.  
Richard C. Baker, First Deputy Commissioner.  
James J. McInerney, Second Deputy Commissioner for Brooklyn and Queens, Nos. 327 to 331 Schermerhorn street, Brooklyn.  
I. 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 4 p. m.; Saturdays, 12 m.  
Bureau of Dependent Adults, foot of East Twenty-sixth street. Office hours, 8:30 a. m. to 4 p. m.  
The Children's Bureau, No. 66 Third avenue. Office hours, 8:30 a. m. to 4 p. m.  
Jeremiah Connelly, Superintendent for Richmond Borough, Borough Hall, St. George, Staten Island.

**DEPARTMENT OF STREET CLEANING.**

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.  
Telephone, 3863 Cortlandt.  
Foster Crowell, Commissioner.  
William H. Edwards, Deputy Commissioner Borough of Manhattan.  
Owen J. Murphy, Deputy Commissioner, Borough of Brooklyn.  
Jerome F. Reilly, Deputy Commissioner, Borough of The Bronx.  
John J. O'Brien, Chief Clerk.

**DEPARTMENT OF TAXES AND ASSESSMENTS.**

Hall of Records, corner of Chambers and Centre streets. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Commissioners Lawson Purdy, President; Frank Raymond, Nicholas Muller, James H. Tully, Charles Putzel, Thomas L. Hamilton, Hugh Hastings.

**DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.**

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.  
Telephones, Manhattan, 8520 Cortlandt; Brooklyn, 3980 Main; Queens, 439 Greenpoint; Richmond, 94 Tompkinsville; Bronx, 62 Tremont.  
John H. O'Brien, Commissioner.  
M. F. Loughman, Deputy Commissioner.  
John F. Garvey, Secretary to Department.  
I. M. de Varona, Chief Engineer.  
George W. Birdsall, Consulting Hydraulic Engineer.  
George F. Sever, Consulting Electrical Engineer.  
Charles F. Lacombe, Chief Engineer of Light and Power.  
Michael C. Padden, Water Register, Manhattan.  
William A. Hawley, Secretary to Commissioner.  
William C. Cozier, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.  
John W. McKay, Acting Chief Engineer, Brooklyn.  
William R. McGuire, Water Register, Brooklyn.  
Michael Hecht, Deputy Commissioner, Borough of The Bronx, Crotona Park Building, One Hundred and Seventy-seventh street and Third avenue.  
Thomas M. Lynch, Water Register, The Bronx.  
Charles C. Wissel, Deputy Commissioner, Borough of Queens, Hackett Building, Long Island City.  
Charles J. McCormack, Deputy Commissioner, Borough of Richmond, Borough Hall, St. George, S. I.  
John W. McKay, Acting Chief Engineer, Borough of Richmond, Borough Hall, St. George, S. I.

**EXAMINING BOARD OF PLUMBERS.**

Bartholomew F. Donohoe, President; John J. Moore, Secretary; John J. Dunn, Treasurer; ex-officio, Horace Loomis and Matthew E. Healy.  
Rooms Nos. 14, 15 and 16 Aldrich Building, Nos. 149 and 151 Church street.  
Office open during business hours every day in the year (except legal holidays). Examinations are held on Monday, Wednesday and Friday after 1 p. m.

**FIRE DEPARTMENT.**

Office hours for all, except where otherwise noted from 9 a. m. to 4 p. m.; Saturdays 12 m.

**HEADQUARTERS.**

Nos. 157 and 159 East Sixty-seventh street, Manhattan.  
Telephone, 2230 Plaza, Manhattan; 2356 Main, Brooklyn.  
Hugh Bonner, Commissioner.  
P. A. Whitney, Deputy Commissioner.  
Charles C. Wise, Deputy Commissioner, Boroughs of Brooklyn and Queens.  
William A. Larney, Secretary; Michael J. Healion, Secretary to the Commissioner; George F. Dobson, Jr., Secretary to the Deputy Commissioner, Boroughs of Brooklyn and Queens.  
Edward F. Croker, Chief of Department.  
Thomas Lally, Deputy Chief of Department in charge, Boroughs of Brooklyn and Queens.  
Joseph L. Burke, Inspector of Combustibles, Nos. 157 and 159 East Sixty-seventh street, Manhattan. Telephone, 640 Plaza.  
Franz S. Wolf, Inspector of Combustibles, Boroughs of Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn. Telephone 3520 Main.  
Peter Seery, Fire Marshal, Boroughs of Manhattan, The Bronx and Richmond.  
William L. Beers, Fire Marshal, Boroughs of Brooklyn and Queens.  
Andrew P. Martin, Chief Inspector in Fire Alarm Telegraph Bureau.  
William T. Beggin, Chief of Battalion in charge Bureau of Violations and Auxiliary Fire Appliances, Boroughs of Manhattan, The Bronx and Richmond, Nos. 157 and 159 East Sixty-seventh street, Manhattan. Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn.  
Central Office open at all hours.

**LAW DEPARTMENT.****OFFICE OF CORPORATION COUNSEL.**

Hall of Records, Chambers and Centre streets, 6th, 7th and 8th floors, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.  
Telephone, 3900 Worth.  
Francis K. Pendleton, Corporation Counsel.  
Assistants—Theodore Connolly, George L. Sterling, Charles D. Olendorf, Franklin Chase Hoyt, William P. Burr, Percy Chittenden, David Rumsey, John L. O'Brien, Terence Farley, Cornelius F. Collins, William Beers Crowell, John F. O'Brien, Edwin J. Freedman, Louis H. Hahlo, Frank B. Pierce, Stephen O'Brien, Charles A. O'Neil, Edward S. Malone, Richard H. Mitchell, John Widdemcomb, Edward J. McGoldrick, Thomas F. Byrne, Andrew T. Campbell, Jr., Arthur Sweeney, Curtis A. Peters, George P. Nicholson, Joel J. Squier, George H. Folwell, Alfred W. Booraem, Josiah A. Stover, Thomas F. Noonan, William H. King, Francis J. Byrne, Charles McIntyre, J. Gabriel Britt, Royal E. T. Riggs, Solon Berrick, I. Townsend Burden, Jr., Francis X. McQuade, William J. Clarke, John W. Goff, Jr., Ricardo M. de Acosta, Leonce Fuller, Charles W. Miller, Henry S. Johnston, William H. Doherty, Addison B. Scoville, Francis Martin, Henry W. Mayo, Philip N. Harrison, Loring T. Hildreth, Frank E. Smith, Alexander L. Strouse.  
Secretary to the Corporation Counsel—Lawrason Riggs, Jr.  
Chief Clerk—Andrew T. Campbell.

**BROOKLYN OFFICE.**

Borough Hall, 2d floor, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 2948 Main.  
James D. Bell, Assistant in charge.

**BUREAU OF STREET OPENINGS.**

No. 90 West Broadway, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.  
Telephone, 8190 Cortlandt.  
John P. Dunn, Assistant in charge.

**BUREAU FOR THE RECOVERY OF PENALTIES.**

No. 119 Nassau street, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 4526 Cortlandt.  
Herman Stiefel, Assistant in charge.

**BUREAU FOR THE COLLECTION OF ARREARS OF PERSONAL TAXES.**

No. 280 Broadway, 5th floor. Office hours for public, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 4585 Worth.  
Geo. O'Reilly, Assistant in charge.

**TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.**

No. 44 East Twenty-third street, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.  
Telephone, 1961 Gramercy.  
John P. O'Brien, Assistant in charge.

**METROPOLITAN SEWERAGE COMMISSION.**

Office, No. 17 Battery place. George H. Soper, Ph. D., President; James H. Fuertes, Secretary; H. de B. Parsons, Charles SooySmith, Linsly R. Williams, M. D.  
Telephone, 1694 Rector.

**MUNICIPAL CIVIL SERVICE COMMISSION.**

No. 209 Broadway, 9 a. m. to 4 p. m.  
Frank L. Polk, R. Ross Appleton, Arthur J. O'Keefe.  
Frank A. Spencer, Secretary.  
John F. Skelly, Assistant Secretary.

**Labor Bureau.**

No. 66 Lafayette street.  
Telephone, 2140 Worth.

**MUNICIPAL EXPLOSIVES COMMISSION.**

Nos. 157 and 159 East Sixty-seventh street, Headquarters Fire Department.  
Hugh Bonner, Deputy Fire Commissioner and Chairman; William Montgomery, John Sherry, C. Andrade, Jr., Abram A. Breneman.  
Franz S. Wolf, Secretary, No. 157 East Sixty-seventh street.  
Stated meeting, Thursday of each week, at 3 p. m. Telephone, 640 Plaza.

**POLICE DEPARTMENT.****CENTRAL OFFICE.**

No. 300 Mulberry street, 9 a. m. to 4 p. m. Telephone, 3100 Spring.  
Theodore A. Bingham, Commissioner.  
William F. Baker, First Deputy Commissioner.  
Frederick H. Bugher, Second Deputy Commissioner.  
Bert Hanson, Third Deputy Commissioner.  
Daniel G. Slattery, Secretary to Commissioner.  
William H. Kipp, Chief Clerk.

**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 11:30 a. m. in the Public Hearing Room of the Commission, third floor of the Tribune Building, unless otherwise ordered.  
Commissioners—William R. Willcox, Chairman; William McCarroll, Edward M. Bassett, Milo R. Maltbie, John E. Eustis. Counsel, George S. Coleman. Secretary, Travis H. Whitney.  
Telephone, 4150 Beekman.

**TENEMENT HOUSE DEPARTMENT.**

Manhattan Office, No. 44 East Twenty-third street. Telephone, 5331 Gramercy.  
Edmond J. Butler, Commissioner.  
Harry G. Darwin, First Deputy Commissioner.  
Brooklyn Office (Boroughs of Brooklyn, Queens and Richmond), Temple Bar Building, No. 44 Court street.  
Telephone, 3821 Main.  
John McKeown, Second Deputy Commissioner.  
Bronx Office, Nos. 2804, 2806 and 2808 Third Avenue.  
Telephone, 667 Melrose.  
William B. Calvert, Superintendent.

**BOROUGH OFFICES.****BOROUGH OF THE BRONX.**

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Louis F. Haffen, President.  
Henry A. Gumbleton, Secretary.  
John F. Murray, Commissioner of Public Works.  
Peter J. Stumpf, Assistant Commissioner of Public Works.  
Josiah A. Briggs, Chief Engineer.  
Frederick Greiffenberg, Principal Assistant Topographical Engineer.  
Charles H. Graham, Engineer of Sewers.  
Thomas H. O'Neil, Superintendent of Sewers.  
Samuel C. Thompson, Engineer of Highways.  
Patrick J. Reville, Superintendent of Buildings.  
John A. Mason, Assistant Superintendent of Buildings.  
Martin Geisler, Superintendent of Highways.  
Albert H. Liebenau, Superintendent of Public Buildings and Offices.  
Telephone, 66 Tremont.

**BOROUGH OF BROOKLYN.**

President's Office, Nos. 15 and 16 Borough Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Bird S. Coler, President.  
Charles Frederick Adams, Secretary.  
John A. Heffernan, Private Secretary.  
Desmond Dunne, Commissioner of Public Works.  
David F. Moore, Superintendent of Buildings.  
Thomas K. Farrell, Superintendent of the Bureau of Highways.  
James Dunne, Superintendent of the Bureau of Sewers.  
Joseph M. Lawrence, Superintendent of the Bureau of Public Buildings and Offices.

**BOROUGH OF MANHATTAN.**

Office of the President, Nos. 14, 15 and 16 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
John F. Ahearn, President.  
Bernard Downing, Secretary.  
John Cloughen, Commissioner of Public Works.  
Edward S. Murphy, Superintendent of Buildings.  
James J. Hagan, Assistant Commissioner of Public Works.  
George F. Scannell, Superintendent of Highways.  
Frank J. Goodwin, Superintendent of Sewers.  
John K. Voorhis, Superintendent of Buildings and Offices.

**BOROUGH OF QUEENS.**

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City; 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.  
Joseph Bernel, President.  
Herman Ringel, Secretary.  
Lawrence Gresser, Commissioner of Public Works.  
Alfred Denton, Assistant Commissioner of Public Works.  
James P. Hicks, Superintendent of Highways.  
Carl Berger, Superintendent of Buildings.  
Joseph H. De Bragg, Superintendent of Sewers.  
Lucien Knapp, Superintendent of Street Cleaning.  
Office, No. 48 Jackson avenue, Long Island City.  
Mathew J. Goldner, Superintendent of Public Buildings and Offices. Office, Town Hall, Jamaica.  
Robert R. Crowell, Engineer Topographical Bureau. Office, No. 252 Jackson avenue, Long Island City.  
Telephone, 1900 Greenpoint.

**BOROUGH OF RICHMOND.**

President's Office, New Brighton, Staten Island.  
George Cromwell, President.  
Maybury Fleming, Secretary.  
Louis Lincoln Tribus, Consulting Engineer and Acting Commissioner of Public Works.  
John Seaton, Superintendent of Buildings.  
H. E. Buel, Superintendent of Highways.  
John T. Fetherston, Superintendent of Street Cleaning.  
Ernest H. Seehusen, Superintendent of Sewers.  
John Timlin, Jr., Superintendent of Public Buildings and Offices.  
George W. Tuttle, Principal Assistant Engineer, Bureau of Engineering—Topographical.  
Theodor S. Oxholm, Principal Assistant Engineer, Bureau of Engineering—Construction.  
Offices—Borough Hall, New Brighton, N. Y., 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.  
Telephone, 1000 Tompkinsville.

**CORONERS.**

Borough of The Bronx—Corner of Third avenue and Tremont avenue. Telephone, 1250 Tremont and 1402 Tremont.  
Robert F. McDonald, A. F. Schwannecke.  
William T. Austin, Chief Clerk.  
Borough of Brooklyn—Office, Rooms 1 and 3 Municipal Building. Telephone, 4004 Main and 4005 Main.  
Henry J. Brewer, M. D., John F. Kennedy.  
Joseph McGuinness, Chief Clerk.  
Open all hours of the day and night.  
Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.  
Coroners: Julius Harburger, Peter P. Acritelli, George F. Shady, Jr., Peter Dooley.  
Julius Harburger, President Board of Coroners.  
Jacob E. Bausch, Chief Clerk.  
Telephones, 1004, 5057, 5058 Franklin.  
Borough of Queens—Office, Borough Hall, Fulton street, Jamaica, L. I.  
Samuel D. Nutt, Alfred S. Ambler.  
Martin Mager, Jr., Chief Clerk.  
Office hours, from 9 a. m. to 10 p. m.  
Borough of Richmond—No. 44 Second street, New Brighton. Open for the transaction of business all hours of the day and night.  
Matthew J. Cahill.  
Telephone, 7 Tompkinsville.

**COUNTY OFFICES.****NEW YORK COUNTY.****COMMISSIONER OF JURORS.**

Room 127, Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.  
Thomas Allison, Commissioner.  
Matthew F. Neville, Assistant Commissioner.  
Frederick P. Simpson, Assistant Commissioner.  
Frederick O'Byrne, Secretary.  
Telephone, 241 Worth.

**COMMISSIONER OF RECORDS.**

Office, Hall of Records.  
William S. Andrews, Commissioner.  
James O. Farrell, Superintendent.  
James J. Fleming, Jr., Secretary.  
Telephone, 3900 Worth.

**COUNTY CLERK.**

Nos. 5, 8, 9, 10 and 11 New County Court-house  
Office hours from 9 a. m. to 4 p. m.  
Peter J. Dooling, County Clerk.  
John F. Curry, Deputy.  
Joseph J. Glennen, Secretary.  
Telephone, 870 Cortlandt.

**DISTRICT ATTORNEY.**

Building for Criminal Courts, Franklin and Centre streets.  
Office hours from 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.  
Wm. Travers Jerome, District Attorney.  
John A. Henneberry, Chief Clerk.  
Telephone, 2304 Franklin.

**PUBLIC ADMINISTRATOR.**

No. 119 Nassau street, 9 a. m. to 4 p. m.  
William M. Hoes, Public Administrator.  
Telephone, 6376 Cortlandt.

**REGISTER.**

Hall of Records. Office hours from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m.  
Frank Gass, Register.  
William H. Sinnott, Deputy Register.  
Telephone, 3900 Worth.

**SHERIFF.**

No. 299 Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Thomas F. Foley, Sheriff.  
John F. Gilchrist, Under Sheriff.  
Telephone, 4984 Worth.

**SURROGATES.**

Hall of Records. Court open from 9 a. m. to 4 p. m., except Saturday, when it closes at 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m.  
Abner C. Thomas and Charles H. Beckett Surrogates; William V. Leary, Chief Clerk.

**KINGS COUNTY.****COMMISSIONER OF JURORS.**

5 County Court-house.  
Jacob Brenner, Commissioner.  
Jacob A. Livingston, Deputy Commissioner.  
Albert B. Waldron, Secretary.  
Office hours from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m.  
Office hours during July and August, 9 a. m. to 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.  
John K. Neal, Commissioner.  
D. H. Ralston, Deputy Commissioner.  
Telephone, 1114 Main.  
Thomas D. Mossrop, Superintendent.  
William J. Beattie, Assistant Superintendent.  
Telephone, 1082 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.  
Frank Ehlers, County Clerk.  
Robert A. Sharkey, Deputy County Clerk.  
John Cooper, Assistant Deputy County Clerk.  
Telephone call, 4930 Main.

**COUNTY COURT, KINGS COUNTY.**

County Court-house, Brooklyn, Rooms 10, 17, 18, 22 and 23. Court opens at 10 a. m. daily and sits until business is completed. Part I., Room No. 23; Part II., Room No. 10, Court-house. Clerk's Office, Rooms 17, 18 and 22, open daily from 9 a. m. to 4 p. m.; Saturdays, 12 m.  
Norman S. Dike and Lewis L. Fawcett, County Judges.  
Charles S. Devoy, Chief Clerk.  
Telephone, 4154 and 4155 Main.

**DISTRICT ATTORNEY.**

Office, County Court-house, Borough of Brooklyn  
Hours, 9 a. m. to 5 p. m.  
John F. Clarke, District Attorney.

**PUBLIC ADMINISTRATOR.**

No. 44 Court street (Temple Bar), Brooklyn. 9 a. m. to 5 p. m.  
Charles E. Teale, Public Administrator.  
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.  
William A. Prendergast, Register.  
Frederick H. E. Ebstein, Deputy Register.  
Waldo R. Blackwell, Assistant Deputy Register.  
Telephone, 2830 Main.

**SHERIFF.**

County Court-house, Brooklyn, N. Y.  
9 a. m. to 4 p. m.; Saturdays, 12 m.  
Alfred T. Hobbey, Sheriff.  
Telephone, 6845, 6846, 6847, Main.

**SURROGATE.**

Hall of Records, Brooklyn, N. Y.  
Herbert T. Ketcham, Surrogate.  
Edward J. Bergen, Clerk of the Surrogate's Court.  
Court opens at 10 a. m. Office hours 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 3954 Main.



**QUEENS COUNTY.****COMMISSIONER OF JURORS.**

Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Queens County Court-house, Long Island City.  
John P. Balbert, Commissioner of Jurors.  
Rodman Richardson, Assistant Commissioner.  
Telephone, 455 Greenpoint.

**COUNTY CLERK.**

Jamaica, Fourth Ward, Borough of Queens, City of New York.  
Office open, April 1 to October 1, 8 a. m. to 5 p. m.; October 1 to April 1, 9 a. m. to 5 p. m.; Saturdays throughout the year until 12 noon.  
John Niederstein, County Clerk.  
Henry J. Walter, Jr., Deputy County Clerk.  
Charles Mahler, Assistant Deputy County Clerk.  
George Distler, Assistant Deputy County Clerk.  
Frank C. Klingenberg, Secretary.  
Telephone, 151 Jamaica.

**COUNTY COURT.**

Temporary County Court-house, Long Island City. County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms each Saturday, except during August and first Saturday of September. County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y.  
Burt J. Humphrey, County Judge  
Telephone, 286 Jamaica.

**DISTRICT ATTORNEY.**

Office, Queens County Court-house, Long Island City, 9 a. m. to 5 p. m.  
Ira G. Darrin, District Attorney.  
Telephone, 39 Greenpoint.

**PUBLIC ADMINISTRATOR.**

No. 17 Cook avenue, Elmhurst.  
John T. Robinson, Public Administrator, County of Queens,  
Telephone, 335 Newtown.

**SHERIFF.**

County Court-house, Long Island City, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Herbert S. Harvey, Sheriff.  
John M. Phillips, Under Sheriff.  
Telephone, 43 Greenpoint (office).  
Telephone, 779 Greenpoint (private).  
Henry O. Schleh, Warden, Queens County Jail.  
Telephone, 372 Greenpoint.

**SURROGATE.**

Daniel Noble, Surrogate.  
Office at Jamaica.  
Except on Sundays, holidays and half holidays, the office is open between March 31 and July 1, from 8 a. m. to 5 p. m.; on Saturdays, from 8 a. m. to 12 m.; between July 1 and September 1, from 9 a. m. to 4 p. m.; on Saturdays, from 9 a. m. to 12 m.  
The calendar is called on Tuesday of each week at 10 a. m., except during the month of August, when no court is held, and the court sits every day thereafter until all contested cases have been disposed of.  
Telephone, 397 Jamaica.

**RICHMOND COUNTY.****COMMISSIONER OF JURORS.**

Village Hall, Stapleton.  
Charles J. Kullman, Commissioner.  
John J. McCaughey, Assistant Commissioner.  
Office open from 9 a. m. until 4 p. m.; Saturdays, from 9 a. m. to 12 m.  
Telephone, 81 Tompkinsville.

**COUNTY CLERK.**

County Office Building, Richmond, S. I., 9 a. m. to 4 p. m.  
C. L. Bostwick, County Clerk.  
County Court-house, Richmond, S. I., 9 a. m. to 4 p. m.  
Telephone, 28 New Dorp.

**COUNTY JUDGE AND SURROGATE.**

Terms of Court, Richmond County, 1908.  
County Courts—Stephen D. Stephens, County Judge.  
First Monday of June, Grand and Trial Jury.  
Second Monday of November, Grand and Trial Jury.  
Fourth Wednesday of January, without a Jury.  
Fourth Wednesday of February, without a Jury.  
Fourth Wednesday of March, without a Jury.  
Fourth Wednesday of April, without a Jury.  
Fourth Wednesday of July, without a Jury.  
Fourth Wednesday of September, without a Jury.  
Fourth Wednesday of October, without a Jury.  
Surrogate's Court—Stephen D. Stephens, Surrogate.  
Mondays, at the Borough Hall, St. George, at 10.30 o'clock a. m.  
Tuesdays, at the Borough Hall, St. George, at 10.30 o'clock a. m.  
Wednesdays, at the Surrogate's Office, Richmond, at 10.30 o'clock a. m.

**DISTRICT ATTORNEY.**

Corn Exchange Bank Building, St. George, S. I.  
Samuel H. Evins.  
Telephone, 50 Tompkinsville.

**SHERIFF.**

County Court-house, Richmond, S. I.  
Office hours, 9 a. m. to 4 p. m.  
Joseph J. Barth.

**THE COURTS.****APPELLATE DIVISION OF THE SUPREME COURT.****FIRST JUDICIAL DEPARTMENT.**

Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 1 p. m.  
Edward Patterson, Presiding Justice, George L. Ingraham, Chester B. McLaughlin, Frank C. Laughlin, John Proctor Clarke, James W. Houghton, Francis M. Scott, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.  
Clerk's Office opens at 9 a. m.  
Telephone, 3840 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. 33.  
Special Term, Part VI. (Elevated Railroad cases), Room 31.  
Trial Term, Part II., Room No. 34.  
Trial Term, Part III., Room No. 22.  
Trial Term, Part IV., Room No. 21.  
Trial Term, Part V., Room No. 24.  
Trial Term, Part VI., Room No. 35.  
Trial Term, Part VII., Room No. 23.  
Trial Term, Part VIII., Room No. 27.  
Trial Term, Part IX., Room No. 26.  
Trial Term, Part X., Room No. 28.  
Trial Term, Part XI., Room No. 37.  
Trial Term, Part XII., Room No. 26.  
Trial Term, Part XIII., and Special Term, Part VII., Room No. 36.  
Appellate Term, Room No. 29.  
Naturalization Bureau, Room No. 38, third floor.  
Assignment Bureau, room on third floor.  
Clerks in attendance from 10 a. m. to 4 p. m.  
Clerk's Office, Special Term, Part I. (motions), Room No. 15.  
Clerk's Office, Special Term, Part II. (ex-parte business), room southwest corner, mezzanine floor.  
Clerk's Office, Special Term, Calendar, room southeast corner, second floor.  
Clerk's Office, Trial Term, Calendar, room northeast corner, second floor, east.  
Clerk's Office, Appellate Term, room southwest corner, third floor.  
Trial Term, Part I. (criminal business).  
Criminal Court-house, Centre street.  
Justices—Charles H. Truax, Charles F. MacLean, Henry Bischoff, Jr., Leonard A. Giegerich, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, David Leventritt, James A. O'Gorman, James A. Blanchard, Edward S. Clinch, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph Newburger, John W. Goff, Samuel Seabury, M. Warley Platzek, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Erlanger, Charles L. Guy, James W. Gerard.  
Peter J. Dooling, Clerk, Supreme Court.  
Telephone, 4580 Cortlandt.

**SUPREME COURT—SECOND DEPARTMENT.**  
Kings County Court-house, Borough of Brooklyn, N. Y.  
Court open daily from 10 o'clock a. m. to 5 o'clock p. m. Seven jury trial parts. Special Term for Trials. Special Term for Motions.  
James F. McGee, General Clerk.  
Telephone, 5460 Main.

**CRIMINAL DIVISION—SUPREME COURT.**  
Building for Criminal Courts, Centre, Elm, White and Franklin streets.  
Court opens at 10.30 a. m.  
Peter J. Dooling, Clerk; Edward R. Carroll, Special Deputy to the Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Telephone, 6064 Franklin.

**COURT OF GENERAL SESSIONS.**

Held in the Building for Criminal Courts, Centre, Elm, White and Franklin streets.  
Court opens at 10.30 a. m.  
Thomas C. T. Crain, Otto A. Rosalsky, Warren W. Foster, Thomas C. O'Sullivan, Edward Swann, Joseph F. Mulqueen, James T. Malone, Judges of the Court of General Sessions. Edward K. Carroll, Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.  
During July and August Clerk's Office will close at 2 p. m., and on Saturdays at 12 m.

**CITY COURT OF THE CITY OF NEW YORK.**  
No. 32 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.  
Part I.  
Part II.  
Part III.  
Part IV.  
Part V.  
Part VI.  
Part VII.  
Part VIII.  
Special Term Chambers will be held from 10 a. m. to 4 p. m.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Edward F. O'Dwyer, Chief Justice; John Henry McCarty, Lewis J. Conlan, Theodore F. Hascall, Francis B. Delehanty, Joseph I. Green, Alexander Finelite, Thomas F. Donnelly, John V. McAvoy, Peter Schmuck, Justices. Thomas F. Smith, Clerk.  
Telephone, 6142 Cortlandt.

**COURT OF SPECIAL SESSIONS.**

Building for Criminal Courts, Centre street between Franklin and White streets, Borough of Manhattan.  
Court opens at 10 a. m.  
Justices—First Division—John B. McKean, William E. Wyatt, Willard H. Olmsted, Joseph M. Deuel, Lorenz Zeller, John B. Mayo, Charles W. Culkan, Clerk; William M. Fuller, Deputy Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Telephone, 2092 Franklin, Clerk's office.  
Telephone, 601 Franklin, Justice's chambers.  
Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Wednesdays and Fridays at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesday at 10 o'clock; Town Hall, New Brighton, Borough of Richmond, Thursday at 10 o'clock.  
Justices—Howard J. Forker, Patrick Keady, John Fleming, Morgan M. L. Ryan, Robert J. Wilkin, George J. O'Keefe, Joseph L. Kerrigan, Clerk; John J. Dorman, Deputy Clerk.  
Clerk's Office, No. 171 Atlantic avenue, Borough of Brooklyn, open from 9 a. m. to 4 p. m.

**CHILDREN'S COURT.**

First Division—No. 66 Third avenue, Manhattan. Edmund C. Lee, Clerk.  
Telephone, 5353 Stuyvesant.  
Second Division—No. 102 Court street, Brooklyn. William F. Delaney, Clerk.  
Telephone, 627 Main.

**CITY MAGISTRATES' COURT.**

**First Division.**  
Court opens from 9 a. m. to 4 p. m.  
City Magistrates—Robert C. Cornell, Leroy B. Crane, Peter T. Barlow, Matthew P. Breen, Joseph F. Moss, James J. Walsh, Henry Steinert, Daniel E. Finn, Charles G. F. Wahle, Frederick B. House, Charles N. Harris, Frederic Kernochan, Arthur C. Butts, Otto H. Droege, Joseph E. Corrigan, Moses Herrman.  
Philip H. Bloch, Secretary, One Hundred and Twenty-first street and Sylvan place.  
First District—Criminal Court Building.  
Second District—Jefferson Market.  
Third District—No. 69 Essex street.  
Fourth District—No. 151 East Fifty-seventh street.  
Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.

Sixth District—One Hundred and Sixty-first street and Brook avenue.  
Seventh District—No. 314 West Fifty-fourth street.  
Eighth District—Main street, Westchester.

**Second Division.**

Borough of Brooklyn.  
City Magistrates—Edward J. Dooley, James G. Tighe, John Naumer, E. G. Higginbotham, Frank E. O'Reilly, Henry J. Furlong, Alfred E. Steers, A. V. B. Voorhees, Jr., Alexander H. Geismar, John F. Hylan.  
President of the Board, Edward J. Dooley, No. 318 Adams street.  
Secretary to the Board, Charles J. Flanagan, Myrtle and Vanderbilt avenues.

**Courts**

First District—No. 318 Adams street.  
Second District—Court and Butler streets.  
Third District—Myrtle and Vanderbilt avenues.  
Fourth District—No. 6 Lee avenue.  
Fifth District—No. 249 Manhattan avenue.  
Sixth District—No. 495 Gates avenue.  
Seventh District—No. 31 Snider avenue (Flatbush).  
Eighth District—West Eighth street (Coney Island).  
Ninth District—Fifth avenue and Twenty-third street.  
Tenth District—No. 133 New Jersey avenue.

**Borough of Queens.**

City Magistrates—Matthew J. Smith, Joseph Fitch, Maurice E. Connolly, Eugene C. Gilroy.

**Courts.**

First District—St. Mary's Lyceum, Long Island City.  
Second District—Town Hall, Flushing, L. I.  
Third District—Central avenue, Far Rockaway, L. I.

**Borough of Richmond.**

City Magistrates—Joseph B. Handy, Nathaniel Marsh.

**Courts.**

First District—Lafayette place, New Brighton, Staten Island.  
Second District—Village Hall, Stapleton, Staten Island.

**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 J. Hover Justices.  
Thomas O'Connell, Clerk; Francis Mangin, Deputy Clerk.  
Location of Court—Merchants' Association Building, No. 70 Lafayette street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.  
Additional Parts of Court are now held in No. 128 Prince street, Tenth street and Sixth avenue, and No. 59 Madison street.

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.  
George F. Roesch, Benjamin Hoffman, Leon Sanders, Thomas P. Dinneen, Justices.  
James J. Devlin, Clerk; Michael H. Looney, Deputy 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, 2596 Orchard.

Third District—The Third District embraces the territory bounded on the south by the centre line of Fourteenth street, on the east by the centre line of Seventh avenue from Fourteenth street to Fifty-ninth street and by the centre line of Central Park West from Fifty-ninth street to Sixty-fifth street, on the north by the centre line of Sixty-fifth street and the centre line of Fifty-ninth street from Seventh to Eighth avenue, on the west by the westerly boundary of the said borough.  
Thomas E. Murray, James W. McLaughlin, Justices.  
Michael Skelly, Clerk; Henry Merzbach, Deputy 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.  
Telephone number, 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 Blackwell's Island.  
Michael F. Blake, William J. Boyhan, Justices.  
Abram Bernard, Clerk; James Foley, Deputy Clerk.  
Location of Court—Part I., No. 407 Second avenue, northwest corner of Second avenue and Twenty-third street. Part II., No. 151 East Fifty-seventh street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.  
Telephone, 4570 Gramercy.

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.  
James V. Gilloon, Clerk; John H. Servis, Deputy Clerk.  
Location of Court—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 Blackwell's Island and excluding any portion of Ward's Island.  
Herman Joseph, Jacob Marks, Justices.  
Edward A. McQuade, Clerk; Thomas M. Campbell, Deputy Clerk; John J. Dietz, Frederick J. Stroh, Assistant Clerks.

Location of Court—Northwest corner of Third avenue and Eighty-third street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.  
Telephone, 4343 79-St.

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 continuous with the easterly boundary of said borough, on the north and west by the northerly and westerly boundaries of said borough.  
Phillip J. Sinnott, David L. Weil, John R. Davies, Justices.  
Heman B. Wilson, Clerk; Robert Andrews, Deputy 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.

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 Randall's Island and the whole of Ward's Island.  
Joseph P. Fallon, Leopold Prince, Justices.  
William J. Kennedy, Clerk; Patrick J. Ryan, Deputy 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 by 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, Frederick De Witt Wells, Frank D. Sturges, William C. Wilson, Justices.  
William J. Chamberlain, Clerk; Charles Healy, Deputy Clerk.  
Location of Court—Southwest corner of Madison avenue and Fifty-ninth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.  
Telephone, 3873 Plaza.

**Borough of The Bronx.**

First District—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by chapter 934 of the Laws of 1895, comprising all of the late Town of Westchester and part of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williamsbridge. Court-room, Town Hall, Main street, Westchester Village. Court open daily (Sundays and legal holidays excepted), from 9 a. m. to 4 p. m. Trial of causes, Tuesday and Friday of each week.  
William W. Penfield and Peter A. Sheil, Justices.  
Thomas F. Delahanty, Clerk.  
Office hours from 9 a. m. to 4 p. m.; Saturdays, closing at 12 m.

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 934 of the Laws of 1895. Court-room, southeast corner of Washington avenue and One Hundred and Sixty-second street. Office hours, from 9 a. m. to 4 p. m. Court opens at 9 a. m.  
John M. Tierney, Justice. Thomas A. Maher, Clerk.  
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 Navv street, thence along the centre line of Navy street to Johnson street, thence along the centre line of Johnson street to Hudson avenue, and thence along the centre line of Hudson avenue to the point of beginning, of the Borough of Brooklyn. Court-house, northwest corner State and Court streets.  
John J. Walsh, Justice. Edward Moran, Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Seventh Ward and that portion of the Twenty-first and Twenty-third Wards west of the centre line of Stuyvesant avenue and the centre line of Schenectady avenue, also that portion of the Twentieth Ward beginning at the intersection of the centre lines of North Portland and Myrtle avenues, thence along the centre line of Myrtle avenue to Waverly avenue, thence along the centre line of Waverly avenue to Park avenue, thence along the centre line of Park avenue to Washington avenue, thence along the centre line of Washington avenue to Flushing avenue, thence along the centre line of Flushing avenue to North Portland avenue, and thence along the centre line of North Portland avenue to the point of beginning.

Court-room, No. 495 Gates avenue.  
Gerard B. Van Wart and Edward C. Dowling, Justices. Franklin B. Van Wart, Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.

Third District—Embraces the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards, and that portion of the Twenty-seventh Ward lying northwest of the centre line of Starr street between the boundary line of Queens County and the centre line of Central avenue, and northwest of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway. Court-house, Nos. 6 and 8 Lee avenue, Brooklyn.  
Philip D. Meagher and William J. Bogenschutz, Justices. John W. Carpenter, Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Court opens at 9 a. m.

Fourth District—Embraces the Twenty-fourth and Twenty-fifth Wards, that portion of the Twenty-first and Twenty-third Wards lying east of the centre line of Stuyvesant avenue and that portion of the Twenty-seventh Ward lying southeast of the centre line of Starr street between the boundary line of Queens and the centre line of Central avenue, and southeast of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and southeast of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.  
Court-room, No. 14 Howard avenue.  
Thomas H. Williams, Justice. G. J. Wiederhold, Clerk. Milton I. Williams, Assistant Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.



**Fifth District**—Contains the Eighth, Thirtieth and Thirty-first Wards, and so much of the Twenty-second Ward as lies south of Prospect avenue. Court-house, northwest corner of Fifty-third street and Third avenue.

Cornelius Furguson, Justice. Jeremiah J. O'Leary, Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Telephone, 407 Bay Ridge.

**Sixth District**—The Sixth District embraces the Ninth and Twenty-ninth Wards and that portion of the Twenty-second Ward north of the center line of Prospect avenue; also that portion of the Eleventh and the Twentieth Wards beginning at the intersection of the center lines of Bridge and Fulton streets; thence along the center line of Fulton street to Flat-bush avenue; thence along the center line of Flat-bush avenue to Atlantic avenue; thence along the center line of Atlantic avenue to Washington avenue; thence along the center line of Washington avenue to Park avenue; thence along the center line of Park avenue to Waverly avenue; thence along the center line of Waverly avenue to Myrtle avenue; thence along the center line of Myrtle avenue to Hudson avenue; thence along the center line of Hudson avenue to Johnson street; thence along the center line of Johnson street to Bridge street, and thence along the center line of Bridge street to the point of beginning.

Lucien S. Bayliss and George Fielder, Justices.  
Charles P. Bible, Clerk.  
Court-house, No. 611 Fulton street.

**Seventh District**—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.

Alexander S. Rosenthal and Edward A. Richards, Justices. Samuel F. Brothers, Clerk.  
Court-house, corner Pennsylvania avenue and Fulton street (No. 31 Pennsylvania avenue).

Clerk's Office open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Trial Days, Tuesdays, Wednesdays, Thursdays and Fridays.  
Jury Days, Wednesdays and Thursdays.  
Telephone, 904 East New York.

#### Borough of Queens.

**First District**—First Ward (all of Long Island City formerly composing five wards). Court-room, St. Mary's Lyceum, Nos. 115 and 117 Fifth street, Long Island City.

Clerk's Office open from 9 a. m. to 4 p. m. each day, excepting Saturdays, closing at 12 m. Trial days, Mondays, Wednesdays and Fridays. All other business transacted on Tuesdays and Thursdays.

Thomas C. Kadien, Justice. Thomas F. Kennedy, Clerk.  
Telephone, 2376 Greenpoint.

**Second District**—Second and Third Wards, which include the territory of the late Towns of Newtown and Flushing. Court-room in Court-house of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. Address, Elmhurst, Queens County, New York.

William Rasquin, Jr., Justice. Luke I. Connor-ton, Clerk. William Repper, Assistant Clerk. James B. Snediker, Stenographer.

Court days, Tuesdays and Thursdays; Fridays (for Jury Trials only).  
Clerk's Office open from 9 a. m. to 4 p. m.  
Telephone, 87 Newtown.

**Third District**—Fourth and Fifth Wards, comprising the territory of the former Towns and Villages of Jamaica, Far Rockaway and Rockaway Beach.

James F. McLaughlin, Justice. George W. Damon, Clerk.  
Court-house, Town Hall, Jamaica.  
Telephone, 189 Jamaica.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Court held on Mondays, Wednesdays and Fridays at 9 a. m.

#### Borough of Richmond.

**First District**—First and Third Wards (Towns of Castleton and Northfield). Court-room, former Village Hall, Lafayette avenue and Second street, New Brighton.

Thomas C. Brown, Justice. Anning S. Prall, Clerk.  
Clerk's Office open from 8.45 a. m. to 4 p. m.  
Telephone, 503 Tompkinsville.

**Second District**—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Staple-ton.

George W. Stake, Justice. Peter Tiernan, Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Court opens at 9 a. m. Calendar called at 10 a. m. Court continued until close of business. Trial days, Mondays, Wednesdays and Fridays.  
Telephone, 313 Tompkinsville.

#### CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

**PURSUANT TO THE PROVISIONS OF** chapter 537 of the Laws of 1893 and the Acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said Acts will be held at the office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays and Fridays of each week, at 2 o'clock p. m., until further notice.

Dated New York City, October 12, 1907.  
WILLIAM E. STILLINGS,  
GEORGE C. NORTON,  
LEWIS A. ABRAMS,  
Commissioners.

LAMONT McLOUGHLIN,  
Clerk.

#### OFFICIAL BOROUGH PAPERS.

##### BOROUGH OF THE BRONX.

"North Side News," "Harlem Reporter and Bronx Chronicle," "Bronx Independent."

##### BOROUGH OF RICHMOND.

"Staten Island World," "Richmond County Herald."

##### BOROUGH OF QUEENS.

"Long Island Star" (First and Second Wards).  
"Flushing Evening Journal" (Third Ward), "Long Island Farmer" (Fourth Ward), "Rockaway News" (Fifth Ward).

##### BOROUGH OF BROOKLYN.

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard-Union," "Brooklyn Free Press."

##### BOROUGH OF MANHATTAN.

"Real Estate Record and Guide" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).

Designated by Board of City Record June 10, 1906. Amended June 20, 1906; July 1, 1907; September 30, 1907; February 24, 1908; March 5, 1908.

#### BOARD MEETINGS.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Friday, at 10.30 o'clock a. m.  
JOSEPH HAAG,  
Secretary.

The Commissioners of the Sinking Fund meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.  
N. TAYLOR PHILLIPS,  
Deputy Comptroller, Secretary.

The Board of Revision of Assessments meets in the Old Council Chamber (Room 16), City Hall, every Thursday at 11 a. m., upon notice of the Chief Clerk.

HENRY J. STORRS,  
Chief Clerk.

The Board of City Record meets in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.  
PATRICK J. TRACY,  
Supervisor, Secretary.

#### BOROUGH OF RICHMOND.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, NEW YORK CITY.

**SEALED BIDS OR ESTIMATES WILL BE** received by the President of the Borough of Richmond, at the above office, until 12 o'clock noon on

**TUESDAY, MARCH 31, 1908.**

##### Borough of Richmond.

No. 1. FOR SPRINKLING PARTS OF CERTAIN HIGHWAYS IN THE BOROUGH OF RICHMOND (SEE SCHEDULE A).

The time for the completion of the work and the full performance of the contract is until October 15, 1908.

The amount of security required is One Thousand Dollars (\$1,000).

No. 2. FOR SPRINKLING PARTS OF CERTAIN HIGHWAYS IN THE BOROUGH OF RICHMOND (SEE SCHEDULE B).

The time for the completion of the work and the full performance of the contract is until October 15, 1908.

The amount of security required is Eight Hundred Dollars (\$800).

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. The plans and drawings may be seen and other information obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

GEORGE CROMWELL,  
President.

The City of New York, March 6, 1908.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, NEW YORK CITY.

**SEALED BIDS OR ESTIMATES WILL BE** received by the President of the Borough of Richmond, at the above office, until 12 o'clock noon on

**TUESDAY, MARCH 24, 1908.**

##### Borough of Richmond.

No. 1. FOR FURNISHING AND DELIVERING SUPPLIES AT STABLE "A," ON SWAN STREET, TOMPKINSVILLE.

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:

- 24 barrels of axle grease.
- 24 1-gallon jars of Crown soap.
- 4 dozen stall ropes.
- 24 dozen paste polish.
- 12 yacht mops.
- 2 dozen dandruff brushes.
- 12 "Geneva" hay forks.
- 6 "Geneva" manure forks.
- 6 feather dusters.
- 6 French wet chamois.
- 2 hand clipping machines.
- 12 curry combs.
- 20 gallons of neatfoot oil.
- 3 bales of cotton waste.
- 24 1-pound bottles of Creolin-Pearson.
- 100 gallons of crude oil.
- 100 feet of 3/4-inch wire-wound rubber hose.
- 200 feet of 3/4-inch plain rubber hose.
- 6 pairs of rubber boots.
- 10 pounds of wool sponges.
- 12 1-gallon cans of axle oil.
- 400 axle washers.
- 8 25-pound cans of harness soap.
- 40 pairs of cart boom irons.
- 200 split links.
- 10 gallons of whale oil and tar hoof dressing.
- 25 pairs of No. 4 St. Louis "Star" pads.
- 12 pairs of No. 5 "Ajax" pads.
- 50 pairs of No. 6 "Ajax" pads.
- 50 pairs of No. 7 "Ajax" pads.
- 20 pairs of No. 5 white oak sole leathers.
- 20 pairs of No. 6 white oak sole leathers.
- 20 pairs of No. 7 white oak sole leathers.
- 2 oat cleaners.
- 3 barrels of Pinotax sawdust.
- 50 saddle pads.
- 2 hand grain trucks.
- 2 kegs of 10d wire nails.
- 2 kegs of 20d wire nails.
- 2 kegs of 40d wire nails.
- 2 kegs of 8d wire nails.
- 2 kegs of 60d wire nails.
- 4 boxes of Newport toilet paper.
- 3 horse collars, size, 23-inch.
- 10 horse collars, sizes, 24-inch and 25-inch.
- 2 horse collars, size, 26-inch.
- 4 dozen railroad pick handles.

The time for the completion of the work and the full performance of the contract is by or before the expiration of sixty (60) calendar days.

The amount of security required is Four Hundred Dollars (\$400).

No. 2. FOR FURNISHING AND DELIVERING FORAGE AT STABLE "A," ON SWAN STREET, TOMPKINSVILLE, STATEN ISLAND.

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:

- 70,000 pounds of hay.
- 10,100 pounds of straw.

The time for the completion of the work and the full performance of the contract is by or before the expiration of sixty (60) calendar days.

The amount of security required is Four Hundred Dollars (\$400).

No. 3. FOR FURNISHING AND DELIVERING FORAGE AT STABLE "B," ON COLUMBIA STREET, WEST NEW BRIGHTON, STATEN ISLAND.

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:

- 72,000 pounds of oats.
- 3,500 pounds of bran.
- 60 pounds of fine salt.
- 75 pounds of oil meal.
- 5 dozen salt bricks.

The time for the completion of the work and the full performance of the contract is by or before June 30, 1908.

The amount of security required is One Thousand Dollars (\$1,000).

No. 4. FOR FURNISHING AND DELIVERING FORAGE AT STABLE "B," ON COLUMBIA STREET, WEST NEW BRIGHTON, STATEN ISLAND.

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:

- 45,000 pounds of hay.
- 7,500 pounds of straw.
- 45,000 pounds of oats.
- 1,400 pounds of bran.
- 25 pounds of fine salt.
- 300 pounds of oil meal.
- 3 dozen salt bricks.

The time for the completion of the work and the full performance of the contract is by or before June 30, 1908.

The amount of security required is Seven Hundred Dollars (\$700).

No. 5. FOR FURNISHING AND DELIVERING BROKEN STONE AND SCREENINGS AT STABLE "B," COLUMBIA STREET, WEST NEW BRIGHTON, STATEN ISLAND.

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:

- 1,000 tons of 3/4-inch stone.
- 250 tons of screenings.

The time for the completion of the work and the full performance of the contract is by or before the expiration of sixty (60) calendar days.

The amount of security required is One Thousand Dollars (\$1,000).

No. 6. FOR FURNISHING AND DELIVERING BROKEN STONE AND SCREENINGS AT TOMPKINS AVENUE YARD, CLIFTON, STATEN ISLAND.

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:

- 250 tons of 1 1/2-inch stone.
- 720 tons of 3/4-inch stone.
- 250 tons of screenings.

The time for the completion of the work and the full performance of the contract is by or before the expiration of sixty (60) calendar days.

The amount of security required is One Thousand Dollars (\$1,000).

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 inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the said President. The plans and drawings may be seen and other information obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

GEORGE CROMWELL,  
President.

The City of New York, March 2, 1908.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, NEW YORK CITY.

**SEALED BIDS OR ESTIMATES WILL BE** received by the President of the Borough of Richmond, at the above office, until 12 o'clock noon on

**TUESDAY, MARCH 24, 1908.**

##### Borough of Richmond.

No. 1. FOR FURNISHING AND DELIVERING TWO THOUSAND FIVE HUNDRED (2,500) TONS OF ONE AND ONE-HALF (1 1/2) INCH AND THREE-QUARTER (3/4) INCH BROKEN STONE IN STONE DELIVERY DISTRICT NO. 1.

The time for the completion of the work and the full performance of the contract is until October 1, 1908.

The amount of security required is Two Thousand Dollars (\$2,000).

No. 2. FOR FURNISHING AND DELIVERING TWO THOUSAND FIVE HUNDRED (2,500) TONS OF ONE AND ONE-HALF (1 1/2) INCH AND THREE-QUARTER (3/4) INCH BROKEN STONE IN STONE DELIVERY DISTRICT NO. 2.

The time for the completion of the work and the full performance of the contract is until October 1, 1908.

The amount of security required is Two Thousand Five Hundred Dollars (\$2,500).

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the said President. The plans and drawings may be seen and other information obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

GEORGE CROMWELL,  
President.

The City of New York, March 2, 1908.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Commissioner of Docks at the above office until 12 o'clock m. on

**FRIDAY, MARCH 20, 1908.**

##### CONTRACT NO. 1111.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR DREDGING ABOUT 150,000 CUBIC YARDS ON THE EAST AND HARLEM RIVERS, BOROUGH OF

OF MANHATTAN, BROOKLYN, QUEENS AND THE BRONX, AND IN THE BOROUGH OF RICHMOND.

The time for the completion of the work and the full performance of the contract is on or before March 31, 1909.

The amount of security required is Fifteen Thousand Dollars.

Bidders will state a price per cubic yard for the work described in the specifications, by which price the bids will be tested. Award, if made, will be to the lowest bidder, according to such price per cubic yard.

The dredging must be done at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

ALLEN N. SPOONER,  
Commissioner of Docks.

Dated March 9, 1908.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Commissioner of Docks at the above office until 12 o'clock m. on

**FRIDAY, MARCH 20, 1908.**

##### CONTRACT NO. 1107.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING MANILA ROPE.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 180 calendar days.

The bidder will state price per pound for the material called for in the specifications by which the bids will be tested. The bids will be compared and the contract, if awarded, will be awarded to the lowest bidder according to such pound price.

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 said Department.

ALLEN N. SPOONER,  
Commissioner of Docks.

Dated March 9, 1908.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," NORTH RIVER, NEW YORK, March 31, 1904.

**THE COMMISSIONER HAS FIXED THE** amounts of bonds required on contracts awarded by this Department, as follows:

On all contracts for supplies, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is not over \$200,000, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$200,000, but not over \$1,000,000, 25 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$1,000,000, 20 per cent. of the estimated cost.

JOSEPH W. SAVAGE,  
Secretary.

#### DEPARTMENT OF FINANCE.

##### INTEREST ON CITY BONDS AND STOCK.

**THE INTEREST DUE ON APRIL 1, 1908,** on the Registered Bonds and Stocks of the City of New York will be paid on that day by the Comptroller, at his office in the Stewart Building, corner of Broadway and Chambers street (Room 85).

The Transfer Books thereof will be closed from March 14 to April 1, 1908.

The interest due on April 1, 1908, on the Coupon Bonds and Stock of the former City of New York will be paid on that day by the Guaranty Trust Company, Nos. 28 and 30 Nassau street.

The interest due on April 1, 1908, on coupon bonds of other corporations now included in The City of New York will be paid on that day at the office of the Comptroller.

HERMAN A. METZ,  
Comptroller.

City of New York—Department of Finance, Comptroller's Office, March 6, 1908.

##### NOTICE TO PROPERTY OWNERS.

**IN PURSUANCE OF SECTION 1018 OF** the Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

##### TWENTY-FOURTH WARD, SECTION 11.

EAST ONE HUNDRED AND SEVENTY-THIRD STREET—SEWER AND APPURTENANCES, between Southern boulevard and Hoe avenue, and HOE AVENUE—SEWER, between East One Hundred and Seventy-third and One Hundred and Seventy-second streets. Area of assessment: Both sides of Hoe avenue, from One Hundred and Seventy-second to One Hundred and Seventy-fourth street; both sides of Bryant avenue, between One Hundred and Seventy-second and One Hundred and Seventy-fourth streets; both sides of One Hundred and Seventy-third street, from the Southern boulevard to Longfellow avenue.

##### TWENTY-FOURTH WARD, SECTIONS 11 AND 12.

MORRIS AVENUE—REGULATING, GRADING, CURBING, FLAGGING, LAYING CROSS-WALKS, BUILDING APPROACHES AND PLACING FENCES, from St. James Park to Jerome avenue, at Parkview terrace. Area of assessment: Both sides of Morris avenue, from St. James Park to Jerome avenue, at Parkview terrace, and to the extent of half the block at the intersecting streets and avenues.

That the same were confirmed by the Board of Revision of Assessments on March 5, 1908, and entered March 5, 1908, 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 the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assess-



ments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act.

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third Avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 4, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessments became liens to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, March 5, 1908.

m6,19

## NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

## FIRST WARD.

**CRESCENT STREET—REGULATING, GRADING, CONCRETING, CURBING AND FLAGGING,** from Payntar avenue to Freeman avenue. Area of assessment: Both sides of Crescent street, from Payntar avenue to Freeman avenue, and to the extent of half the block at the intersecting streets and avenues.

**CRESCENT STREET—SEWER,** from Jane street to Payntar avenue. Area of assessment: Both sides of Crescent street, from Jane street to Payntar avenue; north side of Wilbur and south side of Payntar avenues, between Crescent and Prospect streets.

**HAMILTON STREET AND WASHINGTON AVENUE—CATCH BASINS,** on the northwest, southwest and northeast corners. Area of assessment: Both sides of Hamilton street, from Pierce avenue to Washington avenue, and north side of Hamilton street, from Washington avenue to a point about 140 feet westerly therefrom.

—that the same were confirmed by the Board of Revision of Assessments on March 5, 1908, and entered on March 5, 1908, in the Record of Titles of Assessments kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, No. 51 Jackson avenue, 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 May 4, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, March 5, 1908.

m6,19

## NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

## FIRST WARD.

**SEVENTH STREET—REGULATING, GRADING, CURBING AND PAVING,** from Jackson avenue to East avenue. Area of assessment: Both sides of Seventh street, from Jackson avenue to East avenue, and to the extent of half the block at the intersecting streets and avenues.

**NOTT AVENUE—REGULATING, GRADING, CURBING, RECURBING AND PAVING,** from Van Alst avenue to Vernon avenue. Area of assessment: Both sides of Nott avenue, from Van Alst avenue to Vernon avenue,

—that the same were confirmed by the Board of Assessors on March 3, 1908, and entered on March 3, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third Avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 2, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate

for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, No. 51 Jackson avenue, 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 May 2, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, March 3, 1908.

m5,18

## 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 street and place in the BOROUGH OF THE BRONX:

## TWENTY-THIRD WARD, SECTION 10.

**BARRY STREET—OPENING,** from Leggett avenue to Longwood avenue. Confirmed February 19, 1908; entered March 3, 1908. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the westerly prolongation of a line parallel to and distant one hundred (100) feet south of the southerly line of the Eastern boulevard and a line parallel to and distant one hundred (100) feet west of the westerly line of Cabot street, running thence northerly along said parallel line to Cabot street and its northerly prolongation to its intersection with the southwesterly prolongation of the southeasterly line of Garrison avenue; thence northeasterly along said last mentioned prolongation and southeasterly line, to its intersection with a line parallel to and distant one hundred (100) feet northeasterly of the north-easterly line of Longwood avenue; thence southeasterly along said parallel line to its intersection with a line parallel to and distant one hundred (100) feet northeasterly of the northwesterly line of Barry street; thence northeasterly along said last mentioned parallel line to its intersection with the southerly line of Lafayette avenue; thence easterly along said southerly line to its intersection with the westerly line of Tiffany street; thence southerly along said last mentioned westerly line to its intersection with a line parallel to and distant one hundred (100) feet southeasterly of the southeasterly line of Barry street; thence southwesterly along said parallel line to its intersection with a line parallel to and distant one hundred (100) feet northeasterly of the northwesterly line of Longwood avenue; thence southeasterly along said parallel line and its southeasterly prolongation to its intersection with the northeasterly prolongation of the northwesterly line of Truxton street; thence southwesterly along said northeasterly prolongation and northwesterly line and its southwesterly prolongation to its intersection with a line parallel to and distant one hundred (100) feet southwesterly of the southwesterly line of Leggett avenue; thence northwesterly along said parallel line to its intersection with a line parallel to and distant one hundred (100) feet east of the easterly line of Dupont street; thence southerly along said parallel line to its intersection with a line parallel to and distant one hundred (100) feet south of the southerly line of the Eastern boulevard; thence westerly along said last mentioned parallel line to the point or place of beginning.

## TWENTY-FOURTH WARD, SECTION 12.

**SUMMIT PLACE—OPENING,** from Heath avenue to Boston avenue. Confirmed January 25, 1908; entered March 3, 1908. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the northwesterly prolongation of a line parallel to the southwesterly line of Summit place, at a point on the southeasterly line of Heath avenue, midway between Boston avenue and Summit place and a line parallel to and distant one hundred (100) feet northwesterly of the northwesterly line of Heath avenue; running thence northeasterly along said last mentioned parallel line to its intersection with the northwesterly prolongation of a line parallel to the northwesterly line of Summit place at a point on the northwesterly line of Boston avenue midway between Summit place and Heath avenue; thence southeasterly along said northwesterly prolongation and parallel line and its southeasterly prolongation to its intersection with a line parallel to and distant one hundred (100) feet southeasterly of the southeasterly line of Boston avenue; thence southwesterly along said parallel line to its intersection with the southwesterly prolongation of a line parallel to the southwesterly line of Summit place at a point on the southeasterly line of Heath avenue, midway between Boston avenue and Summit place; thence northwesterly along said last mentioned southeasterly prolongation and parallel line and its northwesterly prolongation to the point or place of beginning.

The above entitled assessments were entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third Avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 2, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate

of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, March 3, 1908.

m4,17

## 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 streets in the BOROUGH OF THE BRONX:

## TWENTY-THIRD WARD, SECTION 10.

**FOX STREET—OPENING,** from Prospect avenue to Leggett avenue. Confirmed December 30, 1907; entered February 26, 1908. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line parallel to the northwesterly side of Wales avenue and distant 100 feet northwesterly therefrom with a line parallel to and distant 100 feet southerly from the southerly side of East One Hundred and Forty-ninth street; running thence easterly along the last mentioned parallel line to its intersection with a line parallel to and distant 100 feet southerly from the southerly side of the Southern boulevard; thence easterly and northeasterly along the last mentioned parallel line and its continuation northeasterly parallel to and distant 100 feet southeasterly from the southeasterly side of the Southern boulevard to its intersection with a line parallel to and distant 100 feet northeasterly from the northwesterly side of Longwood avenue; thence northwesterly along the last mentioned parallel line to its intersection with a line parallel to and distant 100 feet northwesterly from the northwesterly side of Fox street; thence southwesterly and westerly along the last mentioned parallel line to its intersection with a line parallel to and distant 100 feet northwesterly from the northwesterly side of Wales avenue; thence southerly along the last mentioned parallel line to the point or place of beginning.

## TWENTY-FOURTH WARD, SECTION 12.

**EAST ONE HUNDRED AND NINETY-SEVENTH STREET—OPENING,** from Bainbridge avenue to Creston avenue. Confirmed December 30, 1907; entered February 26, 1908. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the westerly prolongation of the middle line of the block between East One Hundred and Ninety-sixth street and East One Hundred and Ninety-seventh street with a line parallel to and distant 100 feet westerly from the westerly side of Creston avenue; running thence northerly along the last mentioned parallel line to the southerly side of East One Hundred and Ninety-eighth street; thence easterly along the southerly side of East One Hundred and Ninety-eighth street to its intersection with a line parallel to and distant 100 feet easterly from the easterly side of Bainbridge avenue; thence southerly along the last mentioned parallel line to its intersection with the easterly prolongation of the middle line of the block between East One Hundred and Ninety-sixth street and East One Hundred and Ninety-seventh street; thence westerly along the last mentioned easterly prolongation and middle line of the block and its prolongation westwardly to the point or place of beginning.

The above entitled assessments were entered on the date hereinbefore given in the Record of Titles of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third Avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 27, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, February 26, 1908.

f28,m12

## NOTICE TO PROPERTY OWNERS.

## NOTICES 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 in the BOROUGH OF BROOKLYN:

## TWENTY-SIXTH WARD, SECTIONS 12 AND 14.

**WILLIAMS AVENUE—OPENING,** from Livonia avenue to Fresh Creek. Confirmed December 30, 1907; entered February 26, 1908. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

On the north by the southerly side of Livonia avenue; on the east by a line drawn parallel to the easterly side of Williams avenue and distant 200 feet easterly therefrom; on the south by the bulkhead line of Fresh Creek basin, and on the west by a line drawn parallel to and distant 200 feet westerly of the westerly side of Williams avenue.

## THIRTY-FIRST WARD, SECTION 21.

**AVENUE T—OPENING,** from Coney Island avenue to Ocean parkway. Confirmed December 13, 1907; entered February 26, 1908. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the easterly side of Ocean parkway where the same is intersected by the centre line of the block between Avenue T and Avenue S; running thence easterly and along the centre line of the blocks between Avenue T and Avenue S to the westerly side of Coney Island avenue; running thence southerly and along the westerly side of Coney Island avenue to the centre line of the block between Avenue T and Avenue U; running thence westerly and along the centre line of the blocks between Avenue T and Avenue U to the easterly side of Ocean parkway; running thence northerly and along the easterly side of Ocean parkway to the point or place of beginning.

The above entitled assessments were entered on the day hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of 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, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics' Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 27, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, February 26, 1908.

f28,m12

## 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.

**REGULATING, GRADING AND PAVING THE ROADWAY OF COLLEGE AVENUE,** from Jewett avenue to the second proposed street east; **WATERS AVENUE,** from Livermore avenue to Jewett avenue, and **WILLARD AVENUE,** from Watchogue road to Indiana avenue. Area of assessment: Both sides of Waters avenue, from Jewett avenue to Livermore avenue; both sides of Willard avenue, from Watchogue road to Indiana avenue; both sides of College avenue, from Jewett avenue to the second proposed street east, and to the extent of half the block at the intersecting streets and avenues.

—that the same was confirmed by the Board of Assessors February 25, 1908, and entered on February 25, 1908, 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 shall 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 on the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at 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 April 25, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, February 25, 1908.

f27,m11

## 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 MANHATTAN:

## TWELFTH WARD, SECTION 7.

**WEST ONE HUNDRED AND TWENTIETH STREET—PAVING, CURBING AND RECURBING,** between Amsterdam avenue and Morningside Avenue West. Area of assessment: Both sides of One Hundred and Twentieth street, from Amsterdam avenue to Morningside Avenue,



West, and to the extent of half the block at the intersecting streets and avenues.

—that the same was confirmed by the Board of Assessors on February 25, 1908, and entered February 25, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 25, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, February 25, 1908.

f27,m11

#### NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

##### TWENTY-THIRD WARD, SECTION 9.

ONE HUNDRED AND FORTY-NINTH STREET AND WALTON AVENUE—RECEIVING BASINS and appurtenances, at the northeast, southeast, southwest and northwest corners. Area of assessment: Both sides of Walton avenue, from One Hundred and Forty-sixth to One Hundred and Fiftieth street; west side of Mott avenue, between One Hundred and Forty-sixth street and One Hundred and Fiftieth street.

—that the same was confirmed by the Board of Assessors on February 25, 1908, and entered February 25, 1908, 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 the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 25, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessment became a lien to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, February 25, 1908.

f27,m11

#### NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

##### FIRST WARD.

DITMAS AVENUE AND ELEVENTH AVENUE—CONSTRUCTING CATCH BASINS on the southeast corner. Area of assessment: South side of Eleventh avenue, from Potter avenue to Ditmas avenue, and east side of Potter avenue, between Sound street and Eleventh avenue.

—that the same was confirmed by the Board of Assessors on February 25, 1908, and entered on February 25, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before April 25, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, February 25, 1908.

f27,m11

DEPARTMENT OF FINANCE, CITY OF NEW YORK, December 14, 1906.

UNTIL FURTHER NOTICE AND UNLESS otherwise directed in any special case surety companies will be accepted as sufficient upon the following contracts to the amounts named:

Supplies of Any Description, including Gas and Electricity—

One company on a bond up to \$50,000.

Two companies on a bond up to \$125,000.

Three companies on a bond up to \$200,000.

Asphalt, Asphalt Block and Wood Block Pavements—

Two companies on a bond up to \$50,000.

Three companies on a bond up to \$125,000.

Regulating, Grading, Paving, Sewers, Water Mains, Dredging, Construction of Parks, Parkways, Etc.—

One company on a bond up to \$25,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

New Docks, Buildings, Bridges, Aqueducts, Tunnels, Etc.—

One company on a bond up to \$25,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

Repairs, Ventilating, Heating, Plumbing, Etc.—

One company on a bond up to \$25,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

On bonds regarded as hazardous risks additional surety will be required as the Comptroller sees fit in each instance.

All bonds exceeding \$250,000 will by that fact alone be considered hazardous risks, no matter what the nature of the work.

H. A. METZ,

Comptroller.

#### POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, No. 300 MULBERRY STREET.

SEALED BIDS OR ESTIMATES WILL BE received by the Police Commissioner of the City of New York, at the Bookkeeper's office, Central Department, until 10 o'clock a. m. on

THURSDAY, MARCH 19, 1908.

FOR FURNISHING AND DELIVERING BLANK BOOKS, PRINTING, LITHOGRAPHY AND ENGRAVING.

The time for the delivery of the articles, materials and supplies and the performance of the contract is during the year 1908.

The amount of security required will be fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item, and the Police Department reserves the right to award the contract by the entire schedule or to award for each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the Central Office of the Police Department, No. 300 Mulberry street, Borough of Manhattan.

THEODORE A. BINGHAM,

Police Commissioner.

Dated March 6, 1908.

m7,19

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT—CITY OF NEW YORK.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of The City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,

Police Commissioner.

Dated March 6, 1908.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE DEPUTY Property Clerk of the Police Department of The City of New York—Office, No. 209 State street, Borough of Brooklyn—for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,

Police Commissioner.

Dated March 6, 1908.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE DEPUTY Property Clerk of the Police Department of The City of New York—Office, No. 209 State street, Borough of Brooklyn—for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,

Police Commissioner.

Dated March 6, 1908.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE DEPUTY Property Clerk of the Police Department of The City of New York—Office, No. 209 State street, Borough of Brooklyn—for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,

Police Commissioner.

Dated March 6, 1908.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is forty (40) days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total. The bids will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

HUGH BONNER,

Fire Commissioner.

Dated March 6, 1908.

m7,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock a. m. on

TUESDAY, MARCH 17, 1908,

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING MISCELLANEOUS SUPPLIES FOR FIRE-BOATS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before July 31, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each class and awards made to the lowest bidder on each class; or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

HUGH BONNER,

Fire Commissioner.

Dated March 4, 1908.

m5,17

See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock a. m. on

TUESDAY, MARCH 17, 1908,

Borough of Manhattan.

No. 1. FOR FURNISHING AND DELIVERING MISCELLANEOUS SUPPLIES FOR FIRE-BOATS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before July 31, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each class and awards made to the lowest bidder on each class; or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

HUGH BONNER,

Fire Commissioner.

Dated March 4, 1908.

m5,17

See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

JACOB DOBLIN, AUCTIONEER, ON BEHALF of the Fire Department, City of New York, will offer for sale at public auction to the highest bidder, on

FRIDAY, MARCH 13, 1908,

at premises No. 128 East Fiftieth street, Borough of Manhattan, used as a storehouse by the Fire Alarm Telegraph Bureau of this Department, at 10 a. m. on said date, the following old material therein:

Lot 1—1 storm door.  
Lot 2—1 double door frame.  
Lot 3—28 bar fixture frames.  
Lot 4—10 door frames.  
Lot 5—10 feet of wooden rail.  
Lot 6—12 sash frames.  
Lot 7—29 doors.  
Lot 8—16 folding doors.  
Lot 9—85 pieces moulding.  
Lot 10—1 cabinet and 50 drawers.  
Lot 11—4 wooden gates.  
Lot 12—1 wood and glass sign.  
Lot 13—35 large wooden drawers.  
Lot 14—50 wooden panels.  
Lot 15—16 wooden circular heads.  
Lot 16—5,000 feet 2 1/2-inch by 1-inch strips.

The time allowed for the completion of the work and full performance of the contract is sixty (60) consecutive working days.

The security required will be Two Thousand Dollars (\$2,000).

The bidder will state one aggregate price for the whole work described and specified, as the contract is entire for a complete job.

Blank forms and further information may be obtained at the office of the Architect of the Department, foot of East Twenty-sixth street, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD,

Commissioner.

Dated March 2, 1908.

m3,13

See General Instructions to Bidders on the last page, last column, of the "City Record."

Lot 17—6 wooden spandrels.  
Lot 18—12 wooden frames.  
Lot 19—52 newel posts.  
Lot 20—500 stoop treads and risers.  
Lot 21—196 balusters.  
Lot 22—3 dental door cornices.  
Lot 23—8 30-inch by 20-inch mirrors.  
Lot 24—1 closet.  
Lot 25—2 pieces bar gate.  
Lot 26—4 wooden cornices.  
Lot 27—10 stair sides.  
Lot 28—19 blinds.  
Lot 29—4 bar pillars.  
Lot 30—1 elevator frame and machinery.  
Lot 31—2 pr. glass doors.  
Lot 32—2 iron gates.  
Lot 33—8 wooden mantels.  
Each lot to be sold separately.  
The right to reject all bids is reserved.  
The highest bidder for each lot, in case the bid is accepted, will be required to pay for the same in cash at the time of sale, and must remove the same within twenty-four hours after the sale.

The articles may be seen at any time before the day of sale at the place above specified.

HUGH BONNER,

Fire Commissioner.

m4,13

#### DEPARTMENT OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

##### TO CONTRACTORS.

##### PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

WEDNESDAY, MARCH 18, 1908.

FOR FURNISHING AND DELIVERING LUMBER.

The time for the performance of the contract is during the year 1908.

The amount of security required is fifty (50) per cent. of the amount of the bid or estimate.

The bidder will state the price, per foot, or other unit, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each class, as stated in the specifications.

Blank forms and further information may be obtained at the office of the Department, foot of East Twenty-sixth street, Borough of Manhattan.

ROBERT W. HEBBERD,

Commissioner.

The City of New York, March 6, 1908.

m7,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

BOROUGH OF BROOKLYN AND QUEENS.

##### TO CONTRACTORS.

##### PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

MONDAY, MARCH 16, 1908.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR EXTENDING AND ALTERING THE OTIS ELEVATOR IN THE WESTERLY WING OF THE CUMBERLAND STREET HOSPITAL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR LAYING NEW FLOORING AND BASE THROUGHOUT CUMBERLAND STREET HOSPITAL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of each contract is seventy-five (75) consecutive working days on Contract No. 1, and seventy (70) consecutive working days on Contract No. 2.

The security required will be Six Hundred and Fifty Dollars (\$650) on Contract No. 1, and Two Thousand Five Hundred Dollars (\$2,500) on Contract No. 2.

The bidder will state one aggregate price for each contract described and specified, as each contract is entire and for a complete job.

Blank forms and further information may be obtained at the office of the Architect of the Department, foot of East Twenty-sixth street, Borough of Manhattan, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD,



DEPARTMENT OF STREET  
CLEANING.

## PUBLIC NOTICE.

SALE OF UNUSED PROPERTY, BOROUGH  
OF MANHATTAN AND THE BRONX.

NOTICE IS HEREBY GIVEN THAT, PURSUANT to section 541 of the Charter, I will, on

WEDNESDAY, MARCH 18, 1908,

at 10 o'clock a. m., at Stable A of the Department of Street Cleaning, Seventeenth street and Avenue A, Borough of Manhattan, sell at public auction the following unused property of the Department of Street Cleaning:

- 40 horses, more or less.
- 1 lot old harness, consisting of 3 sets double truck harness, 4 sets single truck harness and 1 set hill horse harness, all more or less.
- 1 lot old harness, consisting of 6 sets light driving harness, 13 light driving saddles and 3 light Dutch collars, all more or less.
- 1 lot old harness, consisting of 226 cart bridles, 181 cart saddles, 243 cart breechings and 241 cart hames, all more or less.
- 553 old horse collars, more or less.
- 1 lot, consisting of 359 canvas cart covers, 337 canvas quarter blankets and 372 canvas feed bags, all more or less.
- 1 lot, consisting of 89 second-hand burlap bags, 1,384 ticking saddle pads, 13 rubber horse covers and 7 rubber storm aprons, all more or less.
- 2 old hansom wheels, more or less.
- 1 old horse clipping machine, more or less.
- 10 old bicycles, more or less.
- 1 old buggy, more or less.
- 1 lot, consisting of 165 old bicycle tires, 24 old auto shoes and 24 old auto inner tubes, all more or less.
- 300 pounds, more or less, horse hair (manes and tails only).
- 10 empty barrels (oil, turpentine, etc.), more or less.
- 4 old gas radiators, more or less.
- 2 old walnut roll top desks, more or less.
- 1 lot, consisting of old wire stall guards, doors and window screens.
- 30,000 pounds, more or less, old tire, scrap and malleable iron, including 50, more or less, old steel cart bodies.
- 1 old bath tub.

## 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 p. m. of the day of the sale. On all the rest of the property a deposit of 75 per cent. of the purchase price will be required on the day of sale. All the articles sold, except horses, are to be removed within ten days, or, in default thereof, the said deposits shall be forfeited to the City of New York as liquidated damages.

FOSTER CROWELL,  
Commissioner of Street Cleaning.

m5,18

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1403, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m., on

WEDNESDAY, MARCH 11, 1908.

## Borough of Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING 125 DRAFT HORSES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is ninety days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per horse, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

FOSTER CROWELL,  
Commissioner of Street Cleaning.

Dated February 26, 1908.

f28,m11

See General Instructions to Bidders on the last page, last column, of the "City Record."

## ASHES, ETC., FOR FILLING IN LANDS.

PERSONS HAVING LANDS OR PLACES in the vicinity of New York Bay to fill in can procure material for that purpose—ashes, street sweepings, etc., collected by the Department of Street Cleaning—free of charge by applying to the Commissioner of Street Cleaning, Nos. 13 to 21 Park row, Borough of Manhattan.

FOSTER CROWELL,  
Commissioner of Street Cleaning.

## BOARD OF ESTIMATE AND APPORTIONMENT.

NOTICE IS HEREBY GIVEN THAT AT a meeting of the Board of Estimate and Apportionment of The City of New York, held February 7, 1908, in Room 16, City Hall, Borough of Manhattan, a communication was received from the Public Service Commission for the First District, transmitting resolutions as to routes and general plan of rapid transit railways, as follows:

- (a) Modification of Lexington avenue route;
- (b) Modification of Gerard avenue route;
- (c) Canal street route;

and requesting the approval of the Board of Estimate and Apportionment.

Whereupon the following resolutions were adopted:

Resolved, That the communication be received, and, in pursuance of law, this Board hereby appoints Friday, the 14th, day of February, 1908, at 10.30 o'clock in the forenoon, as the time, and Room 16 in the 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 be and he hereby is directed to cause notice of such consideration to be published in the CITY RECORD.

At the meeting of February 14, 1908, the consideration was continued until the meeting of February 28, 1908, at the same time and place.

At the meeting of February 28, 1908, the consideration was continued until the meeting of March 13, 1908, at the same time and place.

Dated New York, February 28, 1908.

JOSEPH HAAG,  
Secretary.

m2,13

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to close and discontinue Johnson's lane, from East Twelfth street and Avenue S to East Fifteenth street, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on March 13, 1908, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on February 14, 1908, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by closing and discontinuing Johnson's lane, from East Twelfth street and Avenue S to East Fifteenth street, in the Borough of Brooklyn, City of New York, more particularly described as follows:

## Parcel A.

The northern line of Johnson's lane as herewith closed begins at a point on the southern line of Avenue S, distant 10.03 feet easterly from the intersection of the eastern line of East Twelfth street with the southerly line of Avenue S, as the same are laid out on the map of the City;

1. Thence easterly deflecting from the southern line of Avenue S 44 degrees 56 minutes 29 seconds to the right 63.2 feet;
2. Thence easterly 137.64 feet to a point on the southern line of Avenue S, distant 154.74 feet westerly from the intersection of the southern line of Avenue S with the western line of East Thirteenth street.

The southern line of Johnson's lane as herewith closed is 16.49 feet from and parallel with the above described line.

## Parcel B.

The southern line of Johnson's lane as herewith closed begins at a point on the northern line of Avenue S, distant 130.60 feet westerly from the intersection of the northern line of Avenue S with the western line of East Fourteenth street, as the same are laid out on the map of the City;

Thence easterly 138.06 feet to a point on the western line of East Fourteenth street, distant 44.78 feet northerly from the intersection of the western line of East Fourteenth street with the northern line of Avenue S.

The northern line of Johnson's lane as herewith closed is 16.49 feet from and parallel with the above described line.

## Parcel C.

The southern line of Johnson's lane as herewith closed begins at a point on the eastern line of East Fourteenth street, distant 65.35 feet northerly from the intersection of the northern line of Avenue S with the eastern line of East Fourteenth street, as the same are laid out on the map of the City;

Thence easterly 211.43 feet to a point on the western line of East Fifteenth street, distant 133.93 feet northerly from the intersection of the northern line of Avenue S with the western line of East Fifteenth street.

The northern line of Johnson's lane as herewith closed is 16.49 feet from and parallel with the above described line.

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 13th day of March, 1908, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

f29,m11

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to widen Terrace place, between Seventeenth street and Prospect avenue; extend Terrace place, from Prospect avenue to Coney Island avenue; change the lines of Sherman street, between Seelye street and Terrace place; discontinue Sherman street, between Reeve place and Terrace place; discontinue Sherman street, between the old City line and Terrace place; change the grades of Terrace place, from Eighteenth street to Prospect avenue; establish grades in Terrace place, between Prospect avenue and Coney Island avenue; establish grades in Sherman street, between Seelye street and Terrace place, and change the grades of Seventeenth street, between Eleventh avenue and Terrace place, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on March 13, 1908, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on February 14, 1908, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442, of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by widening Terrace place, between Seventeenth street and Prospect avenue; extending Terrace place, from Prospect avenue to Coney Island avenue; changing the lines of Sherman street, between Seelye street and Terrace place; discontinue Sherman street, between Reeve place and Terrace place; discontinue Sherman street, between the old City line and Terrace place; change the grades of Terrace place, from Eighteenth street to Prospect avenue; establish grades in Terrace place, between Prospect avenue and Coney Island avenue; establish grades in Sherman street, between Seelye street and Terrace place, and change the grades of Seventeenth street, between Eleventh avenue and Terrace place, Borough of Brooklyn, City of New York, more particularly described as follows:

## WIDENING AND EXTENDING.

## Terrace Place.

1. The northerly line of Terrace place, between Seventeenth street and Windsor place, is to be a straight prolongation of the northerly line of Terrace place, as now laid out between Eleventh avenue and Seventeenth street.
2. The southerly line of Terrace place, between Prospect avenue and Coney Island avenue is to be 80 feet distant from and parallel with the said northerly line.

## Sherman Street.

1. The easterly line of Sherman street is to begin at a point on the southerly line of Terrace place, extended as hereinbefore described, distant 214.33 feet westerly from the intersection with the westerly line of Coney Island avenue and is to extend southwardly to a point on the northerly line of Seelye street, distant 162 feet westerly from the intersection with the westerly line of Coney Island avenue.
2. The westerly line of Sherman street is to be distant 60 feet westerly from and parallel with the said easterly line.
3. The lines of Sherman street as at present laid out between the northerly line of Reeve place and the old City line are hereby discontinued and closed.
4. The lines of Sherman street as at present laid out between the northerly line of Terrace place, extended as hereinbefore described, and the old City line are hereby discontinued and closed.

## GRADES.

## Terrace Place, Northerly Curb Line.

1. The elevation at the intersection with the easterly curb line of Eighteenth street to be 122 feet, as heretofore established.
2. The elevation at the intersection with the westerly curb line of Seventeenth street to be 112.35 feet.
3. The elevation at the intersection with the easterly curb line of Seventeenth street to be 111.52 feet.
4. The elevation at a point distant 14 feet westerly from the intersection with the westerly curb line of Prospect avenue to be 104.08 feet.
5. The elevation at the intersection with the westerly curb line of Prospect avenue to be 104.08 feet, as in use and improved.
6. The elevation at the intersection with the easterly curb line of Prospect avenue to be 104.72 feet, as in use and improved.
7. The elevation at the intersection with the westerly curb line of Sherman street to be 100.3 feet.
8. The elevation at the intersection with the northerly curb line of Sherman street to be 99.9 feet.
9. The elevation at a point distant 123 feet easterly from the intersection with the easterly curb line of Sherman street to be 100.4 feet.
10. The elevation at a point distant 21 feet westerly from the intersection with the westerly curb line of Windsor place to be 99.9 feet.
11. The elevation at the intersection with the westerly curb line of Windsor place to be 99.9 feet, as in use and improved.

## Terrace Place, Southerly Curb Line.

1. The elevation at the intersection with the easterly curb line of Eighteenth street to be 122.0 feet, as heretofore established.
2. The elevation at a point distant 298 feet easterly from the intersection with the easterly curb line of Eighteenth street to be 110.52 feet.
3. The elevation at the intersection with the westerly curb line of Prospect avenue to be 102.03 feet, as in use and improved.
4. The elevation at the intersection with the easterly curb line of Prospect avenue to be 102.68 feet, as in use and improved.
5. The elevation at a point distant 92 feet easterly from the intersection with the easterly curb line of Prospect avenue to be 103.3 feet.
6. The elevation at the intersection with the westerly curb line of Sherman place to be 99.5 feet.
7. The elevation at the intersection with the easterly curb line of Sherman street to be 99.5 feet.
8. The elevation at a point distant 98 feet easterly from the intersection with the easterly curb line of Sherman street to be 99.9 feet.
9. The elevation at the intersection with the westerly curb line of Coney Island avenue to be 98.16 feet, as in use and improved.

## Seventeenth Street.

1. The elevation at Eleventh avenue to be 126.75 feet, as heretofore established.
2. The elevation at the northwesterly curb intersection at Terrace place to be 112.35 feet.
3. The elevation at the northeasterly curb intersection at Terrace place to be 111.52 feet.

## Sherman Street.

1. The elevation at Seelye street to be 93.28 feet, as in use and improved.
2. The elevation at the southeasterly and southwesterly curb line intersections at Terrace place to be 99.5 feet.
3. The elevation at the northwesterly curb line intersection at Terrace place to be 100.3 feet.
4. The elevation at the northeasterly curb intersection at Terrace place to be 99.9 feet.
5. The elevation at Eleventh avenue to be 123.0 feet, as heretofore established.

All elevations are referred to mean high water datum, as established in the Borough of Brooklyn.

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 13th day of March, 1908, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

f29,m11

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the line of West One Hundred and Eightieth street, between Osborn place and Aqueduct avenue; discontinue a portion of Osborn place at West One Hundred and Eightieth street; discontinue a portion of Loring place at West One Hundred and Eightieth street; extend Wiegand place at West One Hundred and Eightieth street; change the grade of West One Hundred and Eightieth street, between Osborn place and Aqueduct avenue; change the grade of Osborn place, between West One Hundred and Seventy-ninth and West One Hun-

dred and Eightieth streets; change the grade of Loring place, between West One Hundred and Seventy-ninth and West One Hundred and Eightieth streets; change the grade of Andrews avenue, between West One Hundred and Seventy-ninth street and the property of the University of The City of New York, and change the grade of Wiegand place, between West One Hundred and Eightieth street and the property of the University of The City of New York, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on March 13, 1908, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on February 14, 1908, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the line of West One Hundred and Eightieth street, between Osborn place and Aqueduct avenue; discontinue a portion of Osborn place at West One Hundred and Eightieth street; discontinue a portion of Andrews avenue at West One Hundred and Eightieth street; extend Wiegand place at West One Hundred and Eightieth street; changing the grade of West One Hundred and Eightieth street, between Osborn place and Aqueduct avenue; changing the grade of Osborn place, between West One Hundred and Seventy-ninth and West One Hundred and Eightieth streets; changing the grade of Loring place, between West One Hundred and Seventy-ninth and West One Hundred and Eightieth streets; changing the grade of Andrews avenue, between West One Hundred and Seventy-ninth street and the property of the University of The City of New York; changing the grade of Wiegand place, between West One Hundred and Eightieth street and the property of the University of The City of New York, in the Borough of The Bronx, City of New York, more particularly described as follows:

## West One Hundred and Eightieth Street.

1. The southerly line is to begin at a point on the easterly line of Osborn place distant 197.187 feet northerly from the intersection of the easterly line of Osborn place with the northerly line of West One Hundred and Seventy-ninth street; thence in a straight line to a point on the westerly line of Aqueduct avenue distant 326.648 feet northerly from the intersection of the westerly line of Aqueduct avenue with the northerly line of West One Hundred and Seventy-ninth street, the said distance being measured along the line of Aqueduct avenue.
2. The northerly line is to be distant 60 feet from and parallel with the said southerly line.

## Andrews Avenue.

1. The lines of Andrews avenue, as heretofore laid out northerly from the northerly line of West One Hundred and Eightieth street, are to be extended in a straight prolongation to the intersection with the northerly line of West One Hundred and Eightieth street, laid out as hereinbefore described.

## Wiegand Place.

1. The lines of Wiegand place, as heretofore laid out northerly from the intersection with the northerly line of West One Hundred and Eightieth street, are to be extended in a straight prolongation to the intersection with the northerly line of West One Hundred and Eightieth street, laid out as hereinbefore described.

## Osborn Place.

1. That portion of Osborn place lying between the northerly line of West One Hundred and Eightieth street, as heretofore laid out, and the northerly line of West One Hundred and Eightieth street, laid out as hereinbefore described, is hereby discontinued and closed.

## Loring Place.

1. That portion of Loring place between the southerly line of West One Hundred and Eightieth street, as heretofore laid out, and the southerly line of West One Hundred and Eightieth street, laid out as hereinbefore described, is hereby discontinued and closed.

## Andrews Avenue.

1. That portion of Andrews avenue lying between the southerly line of West One Hundred and Eightieth street, as heretofore laid out, and the southerly line of West One Hundred and Eightieth street, laid out as hereinbefore described, is hereby discontinued and closed.

## CHANGE IN GRADE.

## West One Hundred and Eightieth Street.

1. The elevation at Osborn place to be 118.0 feet.
2. The elevation at a point distant 220 feet easterly from the southeasterly curb intersection at Osborn place to be 135.0 feet.
3. The elevation at Loring place to be 127.8 feet.
4. The elevation at a point distant 250 feet easterly from the southeasterly curb intersection at Loring place to be 136.0 feet.
5. The elevation at Andrews avenue to be 137.6 feet.
6. The elevation at the northwesterly curb intersection at Wiegand place to be 142.5 feet.
7. The elevation opposite the northeasterly building line intersection at Wiegand place to be 142.0 feet.
8. The elevation opposite the southwesterly building line intersection at Aqueduct avenue to be 119.5 feet.
9. The elevation at Aqueduct avenue to be as heretofore established.

## Osborn Place.

1. The elevation at West One Hundred and Seventy-ninth street to be 100.0 feet, as heretofore established.
2. The elevation at West One Hundred and Eightieth street to be 118.0 feet.

## Loring Place.

1. The elevation at West One Hundred and Seventy-ninth street to be 109.5 feet, as heretofore established.
2. The elevation at West One Hundred and Eightieth street to be 127.8 feet.

## Andrews Avenue.

1. The elevation at West One Hundred and Seventy-ninth street to be 126.0 feet, as heretofore established.
2. The elevation at West One Hundred and Eightieth street to be 137.6 feet.
3. The elevation at a point distant 220 feet northerly from the northeasterly curb intersection of West One Hundred and Eightieth street to be 150.0 feet, as heretofore established.
4. The elevation at the property line of the University of The City of New York to be 157.0 feet.



**Wiegand Place.**

1. The elevation at the northwesterly curb intersection at West One Hundred and Eightieth street to be 142.5 feet.
2. The elevation opposite the northeasterly building line intersection at West One Hundred and Eightieth street to be 143.0 feet.
3. The elevation opposite the angle point in the westerly building line to be 160.0 feet.
4. The elevation at the property line of the University of The City of New York to be 161.0 feet.

All elevations are referred to mean high water datum as established in the Borough of The Bronx.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 13th day of March, 1908, 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 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,

Secretary,

No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

f29,m11

**NOTICE IS HEREBY GIVEN THAT THE** Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to lay out and fix grades for Heberton avenue, between Ann street and Richmond terrace, in the Third Ward, Borough of Richmond, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on March 13, 1908, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on February 14, 1908, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by laying out and fixing grades for Heberton avenue, between Ann street and Richmond terrace, in the Third Ward, in the Borough of Richmond, City of New York, more particularly described as follows:

**LINES.**

A. The northwesterly line of the street is to begin at the intersection of the northeasterly line of Ann street with the northwesterly line of Heberton avenue, as the said streets are now in use.

1. Thence northeasterly along the line of Heberton avenue, as now in use, a distance of 195.71 feet, forming an angle with Ann street in the northerly quadrant of the intersection of 89 degrees 59 minutes 58 seconds.

2. Thence northeasterly, curving to the right on the arc of a circle of 198.19 feet radius, tangent to the preceding course, 130.10 feet.

3. Thence easterly and tangent to the preceding course 136.77 feet to the line of Richmond terrace.

B. The southeasterly line of the street is to be 65 feet southeasterly from and parallel with the above-described northwesterly line.

**GRADES.**

1. The grade of the northwesterly curb line on the northeasterly curb line of Ann street is to be 21.6 feet.

2. The grade of the southeasterly curb line at the northwesterly curb line of Ann street is to be 21.2 feet.

3. The street grade at the intersection of the centre line with the radial line passing through the southerly points of curvature described in the alignment is to be 19.3 feet.

4. The grade of the northerly curb line at its intersection with the westerly curb line of Richmond terrace is to be 9 feet.

5. The grade of the southerly curb line at its intersection with the westerly curb line of Richmond terrace is to be 8.65 feet.

The above elevations refer to Richmond high-water datum.

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 13th day of March, 1908, 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 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,

Secretary,

No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

f29,m11

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 14, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of West One Hundred and Eighty-fourth street, from Broadway to unnamed street (Overlook terrace), and opening and extending said unnamed street (Overlook terrace), from West One Hundred and Eighty-fourth street to Fort Washington avenue, in the Borough of Manhattan, City of New York; and

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

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

Beginning at a point on the line bisecting the angle formed by the prolongations of the centre lines of Bennett avenue and the unnamed street meeting West One Hundred and Eighty-first street westerly therefrom distant 100 feet southerly from the southerly line of West One Hundred and Eighty-fourth street, the said distance being measured at right angles to the line of West One Hundred and Eighty-fourth street, and running thence westwardly in a course parallel with West One Hundred and Eighty-fourth

street to the intersection with the prolongation of a line distant 100 feet westerly from and parallel with the westerly line of Overlook terrace, the said distance being measured at right angles to the line of Overlook terrace; thence northwardly along a line always distant 100 feet westerly from and parallel with the westerly line of Overlook terrace as laid out north of West One Hundred and Eighty-fourth street to the intersection with a line distant 450 feet southerly from and parallel with the southerly line of Overlook terrace as laid out east of and adjacent to Fort Washington avenue, the said distance being measured at right angles to the line of Overlook terrace; thence westwardly and parallel with the said line of Overlook terrace as laid out east of Fort Washington avenue to the intersection with a line always distant 100 feet westerly from and parallel with the westerly line of Fort Washington avenue, the said distance being measured at right angles to the line of Overlook terrace; thence northwardly along the said line parallel with Fort Washington avenue to the intersection with a line distant 750 feet northerly from the northerly line of Overlook terrace as laid out immediately east of Fort Washington avenue, the said distance being measured at right angles to the line of Overlook terrace; thence easterly along the said line parallel with Overlook terrace to the intersection with the prolongation of a line distant 100 feet easterly from and parallel with Overlook terrace as laid out southerly from the angle point east of Fort Washington avenue, the said distance being measured at right angles to the line of Overlook terrace; thence southwardly along a line always distant 100 feet easterly from and parallel with the easterly line of Overlook terrace as laid out south of the angle point east of Fort Washington avenue, and along the prolongation of the said course to the intersection with a line bisecting the angle formed by the prolongations of the centre lines of Overlook terrace and Bennett avenue as laid out immediately northerly from West One Hundred and Eighty-fourth street; thence southwardly along the said bisecting line to the intersection with a line midway between West One Hundred and Eighty-fourth street and the first street northerly therefrom as laid out between Broadway and Overlook terrace; thence easterly along the said line midway between West One Hundred and Eighty-fourth street and the first street northerly therefrom to the centre line of Broadway; thence southwardly along the centre line of Broadway to the intersection with the prolongation of a line midway between West One Hundred and Eighty-fourth street and West One Hundred and Eighty-fifth street as laid out between Wadsworth avenue and Broadway; thence easterly along the said line midway between West One Hundred and Eighty-fourth street and West One Hundred and Eighty-fifth street and the prolongation thereof to the intersection with a line distant 100 feet easterly from and parallel with the easterly line of Broadway, the said distance being measured at right angles to the line of Broadway; thence southwardly along the said line parallel with Broadway to the intersection with a line midway between West One Hundred and Eighty-third street and West One Hundred and Eighty-fourth street, and the prolongation thereof, to the intersection with the centre line of Broadway; thence southwardly along the centre line of Broadway to the intersection with a line parallel with West One Hundred and Eighty-fourth street as laid out between Broadway and Overlook terrace, and passing through a point on the westerly line of Bennett avenue distant 330 feet southerly from the intersection of the westerly line of Bennett avenue with the southerly line of West One Hundred and Eighty-fourth street; thence westwardly along the said line parallel with West One Hundred and Eighty-fourth street to the intersection with the hereinbefore-described line bisecting the angle formed by the prolongations of the centre lines of Bennett avenue and the unnamed street meeting West One Hundred and Eighty-first street westerly therefrom; thence northwardly along the said bisecting line to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 13th day of March, 1908, 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 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,

Secretary,

No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

f29,m11

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 14, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Vienna avenue, from East Ninety-eighth street to Fountain avenue, excluding the land occupied by the tracks of the Long Island Railroad and the Brooklyn and Rockaway Beach Railroad, in the Borough of Brooklyn, City of New York; and

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

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

Beginning at a point on the easterly line of East Ninety-eighth street where it is intersected by a line midway between Hegeman avenue and Vienna avenue, as laid out between East Ninety-eighth street and Williams avenue, and running thence easterly along the said line midway between Hegeman avenue and Vienna avenue to the intersection with a line midway between Hegeman avenue and Vienna avenue, as laid out between Williams avenue and Fountain avenue; thence easterly along the said line midway between Hegeman avenue and Vienna avenue and the prolongation of the said line to a point distant 100 feet easterly from the easterly line of Fountain avenue; thence southwardly and parallel with Fountain avenue to the intersection with the prolongation of a line midway between Vienna avenue and Stanley avenue, as laid out between Fountain avenue and Louisiana avenue; thence westwardly along the said line midway between Vienna avenue and Stanley avenue and the prolongation of the said line to the intersection with the centre line of Louisiana avenue;

thence southwardly along the said centre line of Louisiana avenue to the intersection with the prolongation of a line midway between Vienna avenue and Stanley avenue, as laid out between East Ninety-eighth street and Stone avenue; thence westwardly along the said line midway between Vienna avenue and Stanley avenue and the prolongation of the same to the easterly line of East Ninety-eighth street; thence westwardly at right angles to East Ninety-eighth street a distance of 180 feet; thence northwardly and parallel with East Ninety-eighth street to the intersection with a line at right angles to East Ninety-eighth street and passing through the point described as the point of beginning; thence easterly along the said line at right angles to East Ninety-eighth street to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 13th day of March, 1908, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,

Secretary,

No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

f29,m11

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 14, 1908, the following resolutions were adopted:

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

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

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

Beginning at a point on the line midway between Midwood street and Rutland road distant 100 feet westerly from the westerly line of New York avenue, and running thence easterly along the said line midway between Midwood street and Rutland road and the prolongation thereof to the intersection with a line which is midway between Utica avenue and East Fifty-first street; thence northwardly along the said line midway between Utica avenue and East Fifty-first street to the intersection with a line which bisects the angle formed by the prolongation of the southerly line of East New York avenue and the northerly line of Rutland road as the said streets are laid out east of Remsen avenue; thence northwardly along the said bisecting line to the intersection with a line which is midway between East Ninety-second street and East Ninety-third street; thence northwardly and along the said line midway between East Ninety-second and East Ninety-third streets, and the prolongation thereof, to the intersection with a line which is midway between Crown street and Montgomery street; thence westwardly and along the said line midway between Crown street and Montgomery street to the intersection with a line which is midway between Kingston avenue and Albany avenue; thence southwardly and along the said line midway between Kingston avenue and Albany avenue to a point distant 100 feet northerly from the northerly line of Malbone street; thence westwardly and always parallel with the northerly line of Malbone street and distant 100 feet therefrom to the intersection with a line passing through the point of beginning and parallel with New York avenue as laid out south of Malbone street; thence southwardly in a straight line to the point of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 13th day of March, 1908, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,

Secretary,

No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

f29,m11

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 14, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Wakeman place, from First avenue to Third avenue, where not already acquired by the City for parkway purposes, and Sixty-seventh street, from First to Third avenue, in the Borough of Brooklyn, City of New York; and

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

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

Beginning at the intersection of a line distant 100 feet northerly from and parallel with the northerly line of Sixty-seventh street, the said distance being measured at right angles to the line of Sixty-seventh street with a line distant 100 feet southeasterly from the southeasterly line of Third avenue, the said distance being measured at right angles to the line of Third avenue, and running thence westwardly and parallel with Sixty-seventh street to the intersection with the centre line of Third avenue; thence northwardly along the centre line of Third avenue to the intersection with the prolongation of a line midway between Sixty-sixth street and Wakeman place; thence northwardly along the line midway between Sixty-sixth street and Wakeman place to the intersection with the centre line of Second avenue; thence southwardly along the centre line of Second avenue to the intersec-

tion with the centre line of Wakeman place; thence northwardly along the centre line of Wakeman place to a point distant 100 feet northwesterly from the northwesterly line of First avenue; thence southwardly and always parallel with and distant 100 feet from First avenue to the intersection with the prolongation of a line midway between Sixty-seventh street and Senator street; thence easterly and always midway between Sixty-seventh street and Senator street, to a point distant 100 feet easterly from the easterly side of Third avenue, the said distance being measured at right angles to the line of Third avenue; thence northwardly and always parallel with Third avenue to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 13th day of March, 1908, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,

Secretary,

No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

f29,m11

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 14, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Garrison avenue, from Leggett avenue to Longwood avenue, in the Borough of The Bronx, City of New York; and

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

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

Beginning at a point on the prolongation of a line midway between the Southern boulevard and Whitlock avenue, as laid out between East One Hundred and Fifty-sixth street and Longwood avenue, distant 100 feet southwesterly from its intersection with the southwesterly line of Leggett avenue, and running thence northwardly along the said line midway between the Southern boulevard and Whitlock avenue and the prolongations of the said line, to a point distant 100 feet northerly from the northerly line of Lafayette avenue, the said distance being measured at right angles to the line of Lafayette avenue; thence easterly and parallel with Lafayette avenue to the intersection with a line which bisects the angle formed by the intersection of the centre lines of Garrison avenue and Tiffany street; thence southwardly along the said bisecting line to a point distant 100 feet northeasterly from the northeasterly line of Longwood avenue, the said distance being measured at right angles to the line of Longwood avenue; thence southwardly and parallel with Longwood avenue to the intersection with a line which is the bisector of the angle formed by the intersection of the prolongations of the southeasterly line of Barry street and the northwesterly line of Truxton street as laid out between Leggett avenue and Longwood avenue; thence southwardly along the said bisecting line to the intersection with a line which bisects the angle formed by the intersection of the prolongations of the centre lines of the Eastern boulevard and Leggett avenue as laid out west of Truxton street; thence westwardly along the said bisecting line to the westerly line of Cabot street; thence northwardly in a straight line to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 13th day of March, 1908, 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 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,

Secretary,

No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

f29,m11

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 14, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of East One Hundred and Forty-first street, from Park avenue to Rider avenue, in the Borough of The Bronx, City of New York; and

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

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

Beginning at a point on the northwesterly property line of the New York and Harlem Railroad where it is intersected by the prolongation of a line midway between East One Hundred and Forty-first street and East One Hundred and Forty-second street, as laid out between Park avenue and Canal place, and running thence northwardly along the northwesterly property line of the New York and Harlem Railroad to the intersection with a line which bisects the angle formed by the intersection of the prolongations of the southerly line of East One Hundred and Forty-fourth street and the northerly line of East One Hundred and Forty-first street, as laid out between Park avenue and Canal place; thence easterly along the said bisecting line to the northwesterly line of Rider avenue; thence southwardly in a straight line to a point on the southeasterly line of Rider avenue midway between East One Hundred and Forty-first street and East One Hundred and Forty-second street; thence southwardly and par-



allel with East One Hundred and Forty-first street to a point distant 100 feet southeasterly from the southeasterly line of Rider avenue, the said distance being measured at right angles to the line of Rider avenue; thence southwesterly and parallel with Rider avenue to the intersection with the prolongation of a line midway between East One Hundred and Forty-first street and East One Hundred and Fortieth street, as the said streets are laid out between Park avenue and Canal place; thence northwesterly along the said line midway between East One Hundred and Forty-first street and East One Hundred and Fortieth street and the prolongation of the said line to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 13th day of March, 1908, 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 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

f29,m11

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 14, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Two Hundred and Fifth street (Adee avenue), from White Plains road to Boston Post road, in the Borough of The Bronx, City of New York; and

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

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

Bounded on the north by a line midway between Adee avenue and Burke avenue; on the east by a line parallel with and always distant 100 feet easterly from the easterly line of Boston Post road, the said distance being measured at right angles to the line of Boston Post road; on the south by a line midway between Adee avenue and Arnou avenue, and on the west by a line distant 100 feet westerly from and parallel with the westerly line of White Plains road.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 13th day of March, 1908, 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 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

f29,m11

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 14, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Bragaw street, from Skillman avenue to Borden avenue, in the First Ward in the Borough of Queens, City of New York; and

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

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

Bounded on the northwest by a line midway between Harold avenue and Bragaw street, and by the prolongations of the said line; on the northeast by a line distant 100 feet northeasterly from and parallel with the southerly boundary line of the Sunnyside Yard, the said distance being measured at right angles to the said boundary line; on the southeast by a line midway between Bragaw street and Lowery street and by the prolongations of the said line, and on the southwest by a line distant 100 feet southwesterly from and parallel with the southwesterly line of Borden avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 13th day of March, 1908, 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 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

f29,m11

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 14, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Wilson avenue, from the Old Bowery Bay road to Tenth avenue, in the First Ward, in the Borough of Queens, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the

lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

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

Bounded on the northeast by a line which is the bisector of the angle formed by the intersection of the prolongations of the centre lines of Wilson avenue and Flushing avenue; on the southeast by a line parallel with and always distant 100 feet southeasterly from the southeasterly line of the Old Bowery Bay road, the said distance being measured at right angles to the line of the Old Bowery Bay road; on the southwest by a line midway between Wilson avenue and Vandewater avenue and the prolongations of the said line, and on the northwest by a line parallel with and distant 100 feet northwesterly from the northwesterly line of Tenth avenue, the said distance being measured at right angles to the line of Tenth avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 13th day of March, 1908, 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 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

f29,m11

**NOTICE IS HEREBY GIVEN THAT THE** Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to lay out a tentative street plan and fix street grades for the proposed street system within a territory located in portions of the First, Second, Third and Fourth wards, Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on March 13, 1908, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on February 14, 1908, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by laying out a tentative street plan and fixing grades for the proposed street system within a territory located in portions of the First, Second, Third and Fourth wards, in the Borough of Queens, City of New York, more particularly described as follows:

A tentative street system is to be laid out within the territory bounded by Bowery Bay, Flushing Bay, Flushing River, Riverside avenue, Union turnpike, Forest Park, Myrtle avenue, Olmstead place, Central avenue, Proctor street, Cook street, Morton avenue, Metropolitan avenue, Van Dusen street, Satterlee avenue, Thew avenue, Penelope avenue, Florence avenue, Corinth street, Locust avenue, Brown place, Mueller street, Jay avenue, Carroll place, Garfield street, Columbia avenue, main line of the Long Island Railroad, Grout avenue, Sixth street, Polk avenue, New street, Woodside avenue, Newtown road, Nineteenth avenue, Grand avenue and Seventeenth avenue, and grades are to be established therefor. The lines and grades to be fixed are shown upon a map prepared by the President of the Borough of Queens, bearing date of June 1, 1907.

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 13th day of March, 1908, 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 13th day of March, 1908.

Dated February 29, 1908.

JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

f29,m11

## DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

**WEDNESDAY, MARCH 18, 1908.**

**Boroughs of Manhattan and The Bronx.**

**FOR FURNISHING AND DELIVERING OPERATING SUPPLIES FOR PUMPING STATIONS, AS FOLLOWS:**

- Class A—Packing.
- Class B—Rubber goods.
- Class C—Wicking, waste and wiping cloths.
- Class D—Cylinder oil and engine oil.
- Class E—Lubricating grease.
- Class F—Kerosene oil.

The time for the complete delivery of the supplies and the performance of this contract will be 365 calendar days.

The amount of security required will be fifty per centum (50%) of the price bid. Bidders must state the price of each article in the class for which they bid per pound, gallon, gross, etc., and also a price for the whole class complete, by which the bids will be tested. All prices are to include containers and to be "net," without discounts or conditions. Awards will be made to the lowest bidder on each class, and all bids will be held to be informal which fail to name a price for every item in the class and for the whole class complete for which the bid is made.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, and any further information

may be obtained upon application therefor at the office of the Chief Engineer, Room 922, Nos. 13 to 21 Park row, Borough of Manhattan.

JOHN H. O'BRIEN,  
Commissioner of Water Supply,  
Gas and Electricity.

The City of New York, March 5, 1908. m6,18

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

## MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, MARCH 3, 1908.

**PUBLIC NOTICE IS HEREBY GIVEN** that applications will be received from

**TUESDAY, MARCH 3, UNTIL 4 P. M. TUESDAY, MARCH 17, 1908,**

for the position of

**LAW CLERK.**

The examination will be held on Tuesday, April 14, 1908, at 10 a. m.

The subjects and weights of the examination are as follows:

- Handwriting ..... 1
- Letter ..... 2
- Arithmetic ..... 2
- Duties ..... 5

The percentage required is 70.  
The salary ranges from \$1,050 to \$1,500 per annum.

The minimum age is 21 years.

F. A. SPENCER,  
Secretary.

m3,a14

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, FEBRUARY 19, 1908.

**PUBLIC NOTICE IS HEREBY GIVEN** that applications will be received from

**WEDNESDAY, FEBRUARY 19, UNTIL 4 P. M. WEDNESDAY, MARCH 4, 1908,**

for the position of

**INSPECTOR OF PLUMBING.**

The examination will be held on Wednesday, April 1, 1908, at 10 a. m.

The subjects and weights of the examination are as follows:

- Technical ..... 5
- Experience ..... 2
- Report ..... 2
- Mathematics ..... 1

The percentage required is 75 on the technical paper and 70 on all.

Attention is called to section 406 of the New York Charter and also to section 48 of chapter 803 of the Laws of 1896, wherein it is provided that an Inspector of Plumbing must have had five years' experience as a plumber, and is required to produce a certificate of competency from the Examining Board of Plumbers before he can be appointed.

The salary is \$1,200 per annum.

The minimum age is twenty-one years.

F. A. SPENCER,  
Secretary.

f28,a1

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, FEBRUARY 27, 1908.

**PUBLIC NOTICE IS HEREBY GIVEN** that applications will be received from

**THURSDAY, FEBRUARY 27, UNTIL 4 P. M., THURSDAY, MARCH 12, 1908,** for the positions of

**JUNIOR ASSISTANT CORPORATION COUNSEL AND DEPUTY ASSISTANT CORPORATION COUNSEL.**

The examination will be held on

**FRIDAY, APRIL 10, 1908,**

at 10 a. m.

The subjects and weights of the examination are as follows:

- Technical ..... 7
- Experience ..... 3

The percentage required is 75 on the technical paper and 70 on all.

Candidates must be members of the bar at the time of making application, and should be familiar with the subjects of Negligence, Contracts, Evidence, Admiralty Law and Practice.

The salary for Junior Assistant is \$1,500 up to, but not including, \$2,250 per annum.

The salary for Deputy Assistant is \$2,250 up to, but not including, \$3,000 per annum.

The minimum age is 21 years.

F. A. SPENCER,  
Secretary.

f27,a10

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, FEBRUARY 25, 1908.

**PUBLIC NOTICE IS HEREBY GIVEN** that applications will be received from

**TUESDAY, FEBRUARY 25, UNTIL 4 P. M., TUESDAY, MARCH 10, 1908,** for the position of

**SEARCHER.**

The examination will be held on

**WEDNESDAY, APRIL 8, 1908,**

at 10 a. m.

The subjects and weights of the examination are as follows:

- Duties ..... 6
- Experience ..... 3
- Arithmetic ..... 1

The percentage required is 70.

The salary is \$1,200 per annum.

The minimum age is 21 years.

F. A. SPENCER,  
Secretary.

f25,a8

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, FEBRUARY 21, 1908.

**PUBLIC NOTICE IS HEREBY GIVEN** that applications will be received from

**FRIDAY, FEBRUARY 21, UNTIL 4 P. M. FRIDAY, MARCH 6, 1908,** for the position of

**PROCESS SERVER.**

The examination will be held on

**MONDAY, APRIL 6, 1908,**

at 10 a. m.

The subjects and weights of the examination are as follows:

Duties ..... 7

Experience ..... 3

The percentage required is 70.

The salary is \$900 to \$1,200 per annum.

The minimum age is 21 years.

F. A. SPENCER,  
Secretary.

f21,a6

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, FEBRUARY 17, 1908.

**PUBLIC NOTICE IS HEREBY GIVEN** that applications will be received from **MONDAY, FEBRUARY 17, UNTIL 4 P. M. TUESDAY, MARCH 3, 1908,** for the position of

**TELEPHONE OPERATOR (FEMALE).**

The examination will be held on

**WEDNESDAY, MARCH 25, 1908,**

at 10 a. m.

The subjects and weights of the examination are as follows:

Duties ..... 7

Experience ..... 3

The percentage required is 70.

Candidates must be familiar with operating telephone switchboards, as used by the New York and the New York and New Jersey Telephone companies.

This examination is restricted to women.

The salary attached to the position is from \$480 to \$900 per annum.

The minimum age is eighteen years.

F. A. SPENCER,  
Secretary.

f18,m25

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, FEBRUARY 14, 1908.

**PUBLIC NOTICE IS HEREBY GIVEN** that applications will be received from **FRIDAY, FEBRUARY 14, UNTIL 4 P. M. FRIDAY, MARCH 13, 1908,** for the position of

**PATHOLOGIST.**

The examination will be held on

**TUESDAY, MARCH 31, 1908,**

at 10 a. m.

The subjects and weights of the examination are as follows:

Technical ..... 6

Experience ..... 4

The percentage required is 75 on the technical paper and 70 on all.

Candidates must have had practical experience in autopsy work, pathology and bacteriology.

Certification for Bacteriologist will be made from the resulting eligible list.

One vacancy exists.

The salary is \$1,500 per annum.

The minimum age is 21 years.

F. A. SPENCER,  
Secretary.

f14,m13

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, FEBRUARY 10, 1908.

**PUBLIC NOTICE IS HEREBY GIVEN** that applications will be received from

**MONDAY, FEBRUARY 10, 1908, UNTIL 4 P. M., MONDAY, FEBRUARY 24, 1908,**

for the position of

**COURT STENOGRAPHER, FOURTH AND FIFTH GRADES.**

The examination will be held on

**WEDNESDAY, MARCH 11, 1908,**

at 10 a. m.

The subjects and weights of the examination are as follows:

General dictation ..... 6

(Rating to be based on accuracy of transcription from notes taken at a given speed.)

Special dictation ..... 4

(Rating to be based on speed and on ability to read back notes at once.)

The percentage required is 70.

The salary is \$1,800 to \$3,000 per annum.

One vacancy exists in the Municipal Court, Brooklyn, at a salary of \$2,000 per annum.

The general dictation will be given at two rates of speed, viz.: 150 and 175 words a minute, the lower rate for the fourth grade, the higher for the fifth.

The second branch of the examination is taking notes of testimony, question and answer being read by different examiners and taken at such rate of speed as the candidate desires, providing that it is at a rate of not less than 150 words per minute, and then read back, no transcript of this part of the examination being called for.

Candidates who wish to transcribe their notes on the typewriter should bring their own machines.

The minimum age is 21 years.

F. A. SPENCER,  
Secretary.

f10,m11

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, CITY OF NEW YORK.

**PUBLIC NOTICE WILL BE GIVEN OF** all competitive examinations two weeks in advance of the date upon which the receipt of applications for any



## DEPARTMENT OF CORRECTION.

DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

**TUESDAY, MARCH 17, 1908,**  
Borough of Manhattan.

**FOR FURNISHING AND DELIVERING MEDICAL AND SURGICAL SUPPLIES.**

The time for the delivery of the articles, materials and supplies and the performance of the contract is during the year 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the totals and awards made to the lowest bidder on each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN V. COGGEY,  
Commissioner.

Dated March 3, 1908.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

**TUESDAY, MARCH 10, 1908,**  
Borough of Brooklyn.

**FOR FURNISHING ALL LABOR AND MATERIAL REQUIRED TO INSTALL A COMPLETE NEW PLUMBING SYSTEM IN THE MALE PRISON AND ADMINISTRATION BUILDING OF THE KINGS COUNTY JAIL, RAYMOND STREET, BROOKLYN, N. Y.**

The time for the completion of the work and the full performance of the contract is by or before 250 consecutive working days.

The amount of security required is 50 per cent. of the amount of the bid or estimate.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN V. COGGEY,  
Commissioner.

Dated February 25, 1908.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

## DEPARTMENT OF HEALTH.

DEPARTMENT OF HEALTH, CORNER OF FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, NEW YORK, March 5, 1908.

## AUCTION SALE.

**THE DEPARTMENT OF HEALTH OF** The City of New York will sell at public auction at Stable A of the Department of Street Cleaning, located at Seventeenth street and Avenue C, in the Borough of Manhattan, on

**WEDNESDAY, MARCH 18, 1908,**

at 10 a. m.:

- 1 Oldsmobile.
- 1 automobile ambulance.
- 1 coupe.
- 1 lot of lead and wire telephone cable (about 1,500 feet).
- 1 lot of rope.
- 1 launch.
- 1 lot of rubber, consisting of rubber shoes, coats, bags, etc.
- 1 lot of old rubber automobile tires.

The purchase money to be paid in cash or certified check at the time of sale.

Purchases will be required to be removed by the purchasers immediately after sale.

EUGENE W. SCHEFFER,  
Secretary.

m7,18

## OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."

Evening—"The Globe," "The Evening Mail."

Weekly—"Democracy," "Tammany Times."

German—"Staats-Zeitung."

Designated by the Board of City Record, January 22, 1906. Amended March 1, 1906; November 20, 1906; February 20, 1907; March 5, 1908.

## BOROUGH OF BROOKLYN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the President of the Borough of Brooklyn, at the above office until 11 o'clock a. m.

**WEDNESDAY, MARCH 25, 1908,**  
Borough of Brooklyn.

**FOR REGULATING AND REPAVING WITH MEDINA SANDSTONE PAVEMENT CLASS A, ON A CONCRETE FOUNDATION, THE ROADWAY OF FULTON STREET, FROM JORALEMON STREET TO HANOVER PLACE.**

The Engineer's estimate of the quantities is as follows:

- 8,890 square yards of Medina sandstone block pavement, Class A.
- 90 square yards of old stone pavement to be relaid.
- 1,480 cubic yards of concrete.
- 3,450 linear feet of new curbstone to be set in concrete.

470 linear feet of old curbstone to be reset in concrete.

28,800 square feet of cement sidewalk.

The time for the completion of the work and the full performance of the contract is forty-five (45) calendar days, and shall be completed on or before September 1, 1908.

The amount of security required is Twenty-five Thousand Dollars (\$25,000).

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, 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.

Blank forms and further information may be obtained at the office of the Department of Highways, No. 14 Municipal Building, the Borough of Brooklyn.

BIRD S. COLER,  
President.

Dated March 7, 1908.

m10,25

**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, MARCH 25, 1908,**  
Borough of Brooklyn.

**No. 1. FOR FURNISHING AND DELIVERING RUBBER COATS, BOOTS, HOSE, ETC., TO THE VARIOUS STATIONS OF THE BUREAU OF SEWERS, BOROUGH OF BROOKLYN.**

The time for the delivery of articles and full performance of the contract is until December 31, 1908.

The amount of security required will be Seven Hundred and Fifty Dollars.

**No. 2. FOR FURNISHING AND DELIVERING MANHOLE HEADS AND COVERS, ETC., FOR USE OF THE BUREAU OF SEWERS, BOROUGH OF BROOKLYN.**

The time for the delivery of the articles and full performance of the contract is until December 31, 1908.

The amount of security required will be Six Hundred Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per dozen, feet, 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 Department of Correction, Room 29, Municipal Building, the Borough of Brooklyn.

BIRD S. COLER,  
President.

Dated March 9, 1908.

m10,25

**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, MARCH 18, 1908.**

**No. 1. FOR FURNISHING AND DELIVERING EIGHT HUNDRED AND TEN (810) CUBIC YARDS OF BROKEN TRAP ROCK, AND TWO HUNDRED AND SEVENTY (270) CUBIC YARDS OF TRAP ROCK SCREENINGS.**

The above material to be delivered on the roadway of Lincoln road, between Washington and Rogers avenues.

The time for the completion of the work and the full performance of the contract is thirty (30) working days from the date of such notification.

The amount of security required is Six Hundred Dollars (\$600).

**No. 2. FOR LAYING CEMENT SIDEWALKS ON THE NORTH SIDE OF FIFTY-THIRD STREET, BETWEEN SEVENTH AND EIGHTH AVENUES, AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.**

The Engineer's estimate of the quantity is as follows:

32,214 square feet cement sidewalk.

The time for the completion of the work and the full performance of the contract is forty working days from the date of such notification.

The amount of security required is Two Thousand Dollars (\$2,000).

**No. 3. FOR FENCING VACANT LOTS WITH WOODEN RAIL FENCES, SIX FEET HIGH, ON THE SOUTH SIDE OF BELMONT AVENUE, BETWEEN SNEDIKER AVENUE AND HINSDALE STREET, ETC., AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.**

The Engineer's estimate of the quantity is as follows:

2,816 linear feet of fence.

The time for the completion of the work and the full performance of the contract is thirty (30) working days from the date of such notification.

The amount of security required is Five Hundred Dollars (\$500).

**No. 4. FOR FENCING VACANT LOTS WITH WOODEN RAIL FENCES, SIX FEET HIGH, ON THE SOUTH SIDE OF BLAKE AVENUE, BETWEEN SACKMAN AND POWELL STREETS, ETC., AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.**

The Engineer's estimate of the quantity is as follows:

3,004 linear feet of fence.

The time for the completion of the work and the full performance of the contract is thirty (30) working days from the date of such notification.

The amount of security required is five hundred Dollars (\$500).

**No. 5. FOR FENCING VACANT LOTS WITH WOODEN RAIL FENCES, SIX FEET HIGH, ON THE NORTH SIDE OF LINCOLN PLACE, BETWEEN ROGERS AND NOSTRAND AVENUES, AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.**

The Engineer's estimate of the quantity is as follows:

3,638 linear feet of fence.

The time for the completion of the work and the full performance of the contract is forty (40) working days from the date of such notification.

The amount of security required is Six Hundred Dollars (\$600).

**No. 6. FOR FENCING VACANT LOTS WITH WOODEN RAIL FENCES, SIX FEET HIGH, ON THE NORTH SIDE OF ATLANTIC AVENUE, BETWEEN PERRY PLACE AND NOSTRAND AVENUE, ETC., AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.**

The Engineer's estimate of the quantity is as follows:

1,078 linear feet of fence.

The time for the completion of the work and the full performance of the contract is fifteen (15) working days from the date of such notification.

The amount of security required is Two Hundred Dollars (\$200).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per linear foot, square yard, cubic yard or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

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, the Borough of Brooklyn, No. 14 Municipal Building, Brooklyn.

BIRD S. COLER,  
President.

Dated March 2, 1908.

m3,18

**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, MARCH 11, 1908,**  
Borough of Brooklyn.

**No. 2. FOR FENCING VACANT LOTS WITH WOODEN RAIL FENCES, SIX FEET HIGH, ON THE SOUTH SIDE OF POPLAR STREET, BETWEEN HICKS STREET AND HENRY STREET, AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.**

The Engineer's estimate of the quantity is as follows:

2,990 linear feet of fence.

The time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Five Hundred Dollars (\$500).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per ton, linear foot 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 Department of Highways, the Borough of Brooklyn, Room 14, Municipal Building.

BIRD S. COLER,  
President.

Dated February 24, 1908.

f25,m11

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

## DEPARTMENT OF PARKS.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

**THURSDAY, MARCH 19, 1908,**  
Borough of The Bronx.

**FOR FURNISHING AND DELIVERING ONE HUNDRED (100) BARRELS OF PORTLAND CEMENT (NO. 2, 1908) FOR PARKS, BOROUGH OF THE BRONX.**

The time allowed for the delivery of the articles, materials and supplies and the performance of the contract is before April 1, 1908.

The amount of security required is One Hundred and Twenty-five Dollars (\$125).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH,  
President;

JOSEPH I. BERRY,  
MICHAEL J. KENNEDY.

m5,19

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

**THURSDAY, MARCH 19, 1908,**  
Borough of The Bronx.

**FOR FURNISHING AND DELIVERING TWO HUNDRED (200) BARRELS PORTLAND CEMENT (NO. 2, 1908) FOR PARKS, BOROUGH OF THE BRONX.**

The time for the delivery and the full performance of the contract is before May 15, 1908.

The amount of security required is Two Hundred and Fifty Dollars (\$250).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH,  
President;

JOSEPH I. BERRY,  
MICHAEL J. KENNEDY.

m5,19

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

**THURSDAY, MARCH 19, 1908,**  
Borough of The Bronx.

**FOR FURNISHING AND DELIVERING FIFTY (50) WASTE RECEPTACLES (NO. 1, 1908) FOR PARKS, BOROUGH OF THE BRONX.**

The time for the delivery and the full performance of the contract is thirty (30) days.

The amount of security required is Three Hundred Dollars (\$300).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH,  
President;

JOSEPH I. BERRY,  
MICHAEL J. KENNEDY.

m5,19

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

**THURSDAY, MARCH 12, 1908,**  
Borough of The Bronx.

**FOR FURNISHING AND DELIVERING TIMBER (NO. 1, 1908) FOR PARKS, BOROUGH OF THE BRONX.**

The time for the completion of the contract will be before May 1, 1908.

The amount of security required is One Thousand Dollars (\$1,000).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH,  
President;

JOSEPH I. BERRY,  
MICHAEL J. KENNEDY.

Commissioners of Parks.

f28,m12

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

**THURSDAY, MARCH 12, 1908,**  
Borough of Brooklyn.

**FOR REPAIRS AND ALTERATIONS TO LAWN MOWERS OF THE DEPARTMENT OF PARKS, BOROUGH OF BROOKLYN AND QUEENS.**

The time for the completion of the contract will be on or before November 15, 1908.

The amount of security required is One Thousand Dollars (\$1,000).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

HENRY SMITH,  
President;

MICHAEL J. KENNEDY,  
JOSEPH I. BERRY.

Commissioners of Parks.

Dated February 11, 1908.

f26,m12

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Park Board at the above office of the Department until 3 o'clock p. m. on

**THURSDAY, MARCH 12, 1908,**  
Boroughs of Brooklyn and Queens.

**FOR REPAIRS AND ALTERATIONS TO AND PAINTING OF FENCES AROUND PARKS AND ON PARKWAYS IN THE BOROUGH OF BROOKLYN AND QUEENS.**

The time allowed for the completion of the contract is within thirty consecutive working days.

The amount of security required is Four Thousand Dollars (\$4,000).



**Borough of Queens.**

List 9511, No. 2. Grading, curbing, flagging and laying crosswalks in Thirteenth avenue, from Broadway to Jamaica avenue, First Ward.  
List 9535, No. 3. Regulating, grading, curbing and paving with asphalt block pavement Ninth avenue, from Grand to Jamaica avenue.

**Borough of Richmond.**

List 9401, No. 4. Regulating, grading, curbing, laying gutters in Nicholas avenue, from Richmond terrace to St. Marks place, First Ward; together with a list of awards for damages caused by a change of grade.  
List 9499, No. 5. Temporary sanitary sewer in Avenue B, from Bennett street to Ann street; in Ann street, from Avenue B to Heberton avenue, Third Ward.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Two Hundred and Fourteenth street, from the Harlem River to Tenth avenue; southeast and southwest corners of Two Hundred and Fifteenth street and Ninth avenue.

No. 2. Both sides of Thirteenth avenue, from Broadway to Jamaica avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 3. Both sides of Ninth avenue, from Grand avenue to Jamaica avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 4. Both sides of Nichols avenue, from Richmond terrace to St. Marks place, and to the extent of half the block at the intersecting streets and avenues.

No. 5. Both sides of Ann street, from Heberton avenue to Avenue B, and both sides of Avenue B, from Bennett street to Ann street.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before April 7, 1908, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,  
PAUL WEIMANN,  
JAMES H. KENNEDY,  
Board of Assessors.

WILLIAM H. JASPER,  
Secretary,  
No. 320 Broadway,  
City of New York, Borough of Manhattan,  
March 5, 1908.

m5,16

**PUBLIC NOTICE IS HEREBY GIVEN** to the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

**BOROUGH OF THE BRONX.**

List 9447, No. 1. Sewer and appurtenances in East One Hundred and Thirty-eighth street, between Gerard avenue and Walton avenue.

**BOROUGH OF QUEENS.**

List 9455, No. 2. Recurbing and paving with asphalt pavement Jamaica avenue, from Boulevard to Steinway avenue.

List 9473, No. 3. Regulating, grading, curbing and laying crosswalks in Sixth avenue, from Jackson avenue to Graham avenue.

List 9493, No. 4. Regulating, grading, curbing, flagging and laying crosswalks in Ninth avenue, from Grand avenue to Flushing avenue.

List 9567, No. 5. Sewer in Hallett street, between Flushing and Hoyt avenues.

List 9568, No. 6. Sewer in North Henry street, between Flushing and Newtown avenues.  
The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. North side of One Hundred and Thirty-eighth street, from Gerard to Walton avenue.

No. 2. Both sides of Jamaica avenue, from Boulevard to Steinway avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 3. Both sides of Sixth avenue, from Graham avenue to Jackson avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 4. Both sides of Ninth avenue, from Grand avenue to Flushing avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 5. Both sides of Hallett street, from Hoyt avenue to Flushing avenue.

No. 6. Both sides of North Henry street, from Newtown avenue to Flushing avenue.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before March 31, 1908, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,  
PAUL WEIMANN,  
JAMES H. KENNEDY,  
Board of Assessors.

WILLIAM H. JASPER,  
Secretary,  
No. 320 Broadway,  
City of New York, Borough of Manhattan,  
February 27, 1908.

f27,m9

**DEPARTMENT OF TAXES AND ASSESSMENTS.**

THE CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS, MAIN OFFICE, BOROUGH OF MANHATTAN, HALL OF RECORDS, JANUARY 10, 1908.

**NOTICE IS HEREBY GIVEN, AS REQUIRED** by the Greater New York Charter, that the books called "The Annual Record of the Assessed Valuation of Real and Personal Estate of the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond," comprising The City of New York, will be open for public inspection, examination and correction on the second Monday of January, and will remain open up to and including the 31st day of March, 1908.

During the time that the books are open for public inspection, application may be made by any person or corporation claiming to be aggrieved by the assessed valuation of real or personal estate to have the same corrected.

In the Borough of Manhattan, at the main office of the Department of Taxes and Assessments, Hall of Records, No. 31 Chambers street.

In the Borough of The Bronx, at the office of the Department, Municipal Building, One Hundred and Seventy-seventh street and Third avenue.

In the Borough of Brooklyn, at the office of the Department, Municipal Building.

In the Borough of Queens, at the office of the Department, Hackett Building, Jackson avenue and Fifth street, Long Island City.

In the Borough of Richmond, at the office of the Department, Borough Hall, New Brighton, Staten Island.

Corporations in all the boroughs must make application only at the main office in the Borough of Manhattan.

Applications in relation to the assessed valuation of personal estate must be made by the person assessed at the office of the Department in the borough where such person resides, and in case of a non-resident carrying on business in The City of New York at the office of the Department of the borough where such place of business is located, between the hours of 10 a. m. and 2 p. m., except on Saturday, when all applications must be made between 10 a. m. and 12 noon.

**LAWSON PURDY,**

President;  
FRANK RAYMOND,  
JAMES H. TULLY,  
NICHOLAS MULLER,  
CHAS. PUTZEL,  
THOS. L. HAMILTON,  
HUGH HASTINGS,  
Commissioners of Taxes and Assessments.

j2,m31

**SUPREME COURT—FIRST DEPARTMENT.****FIRST JUDICIAL DISTRICT.**

**NOTICE IS HEREBY GIVEN THAT IT IS** the intention of the Corporation Counsel of The City of New York, pursuant to the provisions of chapter 4 of the Laws of 1891 and the several statutes amendatory thereof and supplemental thereto, to make application to the Supreme Court of the State of New York, at a Special Term, Part III, thereof, to be held in and for the County of New York, at the County Court House, in the Borough of Manhattan, City of New York, on the 24th day of March, 1908, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of three disinterested freeholders, residents of The City of New York, as Commissioners of Appraisal to ascertain and appraise the compensation to be made to the owners and all persons interested in the real property, rights, franchises, easements or privileges sought to be taken or acquired by The City of New York, or which may be affected or damaged by this proceeding. The City of New York by this proceeding seeks to acquire an estate in fee simple in certain real property hereinafter described and a permanent and perpetual underground right, easement and right of way, and also a temporary right or easement in certain other real property hereinafter described, for the construction, maintenance and operation in perpetuity of a rapid transit railroad, in accordance with the routes adopted by the Board of Rapid Transit Railroad Commissioners by resolution on the 25th day of May, 1905, and approved by the Board of Estimate and Apportionment of The City of New York on the 14th day of July, 1905, and approved by the Mayor of The City of New York on the 28th day of July, 1905, and consented to by an order of the Appellate Division of the Supreme Court, First Judicial Department, made and entered on or about the 12th day of March, 1907, which railroad is further described in the contract for the construction thereof made by The City of New York, acting for the said Board of Rapid Transit Railroad Commissioners, and the Degnon Contracting Company, dated May 9, 1907, the subway or subways for said railroad to be constructed substantially as shown in said contract and upon the maps or plans adopted by the Public Service Commission for the First District of the State of New York on the 17th day of December, 1907.

The premises, in which an estate in fee simple is to be acquired in this proceeding, are briefly described as certain lots or parcels of land designated upon the said maps adopted by the Public Service Commission for the First District of the State of New York on the 17th day of December, 1907, as Lots Nos. 3, 4, 5, 7, 8 and 9 in Block 198, which lots taken together form a parcel of land situated at the southeast corner of Centre and Walker streets, with a frontage on the easterly side of Centre street, extending about 127 feet 11 inches southerly from the southerly side of Walker street, and with a frontage on the southerly side of Walker street extending about 141 feet 2 inches easterly from the easterly side of Centre street, said Lot No. 3 being also designated upon said maps as No. 142 Centre street; said Lot No. 4 being also designated upon said maps as No. 144 Centre street; said Lot No. 5 being also designated upon said maps as No. 146 Centre street and Nos. 111, 113 and 115 Walker street; said Lot No. 7 being also designated upon said maps as No. 117 Walker street; said Lot No. 8 being also designated upon said maps as No. 119 Walker street, and said Lot No. 9 being also designated upon said maps as No. 121 Walker street, all in the Borough of Manhattan, in The City of New York.

The premises to be subject to such permanent and perpetual underground right, easement and right of way, and also to such temporary right or easement, are briefly described as a portion of certain lots or parcels of land designated upon the said maps adopted by the Public Service Commission for the First District of the State of New York on the 17th day of December, 1907, as Lots Nos. 10 and 11 in Block 198, also designated as Nos. 123 and 125 Walker street, which lots, taken together, form a parcel of land situated at the southwesterly corner of Baxter and Walker streets, with a frontage on the southerly side of Walker street, extending about 50 feet westerly from the westerly side of Baxter street, and with a frontage on the westerly side of Baxter street, extending about 100 feet southerly from the southerly side of Walker street, in the Borough of Manhattan, in The City of New York.

A fuller statement setting forth the location and boundaries of the several lots or parcels of land and rights, franchises, easements or privileges sought to be taken or affected, and a brief statement as to each of said lots or parcels of the title, interest, rights, easements, terms or privileges therein or appurtenant thereto, sought to be acquired by The City of New York, is annexed to each of three similar maps adopted by the Public Service Commission for the First District of the State of New York on the 17th day of December, 1907, which said maps were filed, one in the office of the President of the Borough of Manhattan, City of New York, on the 18th day of December, 1907, and one in the office of the Public Service Commission for the First District of the State of New York, at No. 154 Nassau street, Borough of Manhattan, City of New York, on the 17th day of December, 1907, and one in the office of the Register of the County of New York on the 26th day of December, 1907.

Dated New York, February 10, 1908.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, New York City.

f11,14,18,21,25,28,m3,6,10,13,17,20,23

**FIRST DEPARTMENT.**

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SIXTY-FIRST STREET (although not yet named by proper authority), from Broadway to Riverside drive, in the Twelfth Ward, Borough of Manhattan, City of New York.

**WE, THE UNDERSIGNED COMMISSIONERS** of Estimate and Assessment in the above entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate of assessment for benefit, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 30th day of March, 1908, 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 31st day of March, 1908, at 1 o'clock p. m.

Second—That the abstract of our said estimate of assessment for benefit, together with our benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 9th day of April, 1908.

Third—That, pursuant to the notice heretofore given, when we filed our estimate of damage, the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line parallel to and distant 100 feet easterly from the easterly line of St. Nicholas avenue with the easterly prolongation of a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-first street; running thence westerly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixtieth street; thence westerly along said parallel line to its intersection with the middle line of the block between Riverside drive and the property of the New York Central and Hudson River Railroad Company; thence northerly along said middle line to its intersection with a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-first street; thence westerly along said parallel line to the easterly line of the New York Central and Hudson River Railroad Company; thence northerly along said property line to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-first street; thence easterly along said parallel line to its intersection with the middle line of the block between Riverside drive and the property of the New York Central and Hudson River Railroad Company; thence northerly along said middle line to its intersection with the westerly prolongation of a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-second street; thence easterly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-first street; thence easterly along said parallel line and its easterly prolongation to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of St. Nicholas avenue; thence southerly along said parallel line to the point or place of beginning.

Fourth—That, provided there be no objections filed to said abstract, our final last partial and separate report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 28th day of April, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to said abstract of estimate of assessment for benefit, the notice of motion to confirm our final last partial and separate report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have heretofore 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, February 24, 1908.  
E. A. KENNEDY,  
Chairman;  
JAMES T. MEEHAN,  
M. W. RAYENS,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m9,26

**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 EDGEWATER ROAD (although not yet named by proper authority), from Garrison avenue (or Mohawk avenue) to Seneca avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York.

**NOTICE IS HEREBY GIVEN THAT THE** bill of costs, charges and expenses up to and including February 27, 1908, incurred by reason of the proceedings in the above entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 20th day of March, 1908, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the

Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of section 999 of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, March 7, 1908.

WM. H. KEATING,  
MICHAEL J. EGAN,  
JAS. F. DELANEY,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m7,18

**FIRST DEPARTMENT.**

In the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of GARRISON AVENUE (although not yet named by proper authority), from Longwood avenue to Hunts Point road, in the Twenty-third Ward, Borough of The Bronx, City of New York.

**NOTICE IS HEREBY GIVEN THAT THE** supplemental and additional bill of costs, charges and expenses incurred by reason of the proceedings in the above entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 19th day of March, 1908, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of section 999 of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, March 6, 1908.

JAMES HAY,  
ALBERT ELTERICH,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m6,17

**FIRST DEPARTMENT.**

In the matter of acquiring title by The City of New York to certain lands and premises situated on the WESTERLY SIDE OF AVENUE A, or Sutton place, and the NORTHERLY SIDE OF FIFTY-NINTH STREET and the SOUTHERLY SIDE OF SIXTIETH STREET, between Avenue A, or Sutton place, and First avenue, in the Borough of Manhattan, in The City of New York, duly selected with other property as a site for the Blackwells Island Bridge.

**WE, THE UNDERSIGNED COMMISSIONERS** of Estimate and Appraisal in the above-entitled proceeding, do hereby give notice to the owner or owners, lessee or lessees, parties or persons respectively entitled to or interested in the lands, tenements, hereditaments and premises, title to which is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

First—That we have completed our estimate of the loss and damage to the respective owners, lessees, parties or persons respectively entitled to or interested in the lands and premises affected by this proceeding, or having any interest therein, and have filed a true report or transcript of such estimate in the office of the Board of Estimate and Apportionment of The City of New York, Room 1406, No. 277 Broadway, in the Borough of Manhattan, City of New York, for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate, or who may object to the same, or any part thereof, may, within ten days after the first publication of this notice, Thursday, March 5, 1908, file their objections, in writing, with us, at our office, Room 401, No. 258 Broadway, in the Borough of Manhattan, in The City of New York; and we, the said Commissioners, will hear parties so objecting, at our said office, on the 18th day of March, 1908, at 3.30 o'clock in the afternoon of that day, and upon such subsequent days as may be found necessary.

Dated New York, March 4, 1908.  
JOEL B. ERHARDT,  
E. W. BLOOMINGDALE,  
WILLIAM M. WRIGHT,  
Commissioners.

JOSEPH M. SCHENCK,  
Clerk.

m5,16

**FIRST DEPARTMENT.**

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of CANAL STREET WEST (although not yet named by proper authority), between East One Hundred and Thirty-fifth street and East One Hundred and Thirty-eighth street, in the Twenty-third Ward, Borough of The Bronx, City of New York.

**NOTICE IS HEREBY GIVEN THAT THE** final report of the Commissioners of Estimate and Assessment in the above entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 12th day of March, 1908, at 10.30 o'clock in forenoon of that day; and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, March 5, 1908.

PETER J. EVERETT,  
WM. F. BURROUGH,  
PIERRE G. CARROLL,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m5,11

**FIRST DEPARTMENT.**

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of LAWRENCE AVENUE (although not yet named by proper



authority), from Lind avenue to West One Hundred and Sixty-seventh street, in the Twenty-third Ward, Borough of The Bronx, City of New York.

**NOTICE IS HEREBY GIVEN THAT THE** final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 12th day of March, 1908, at 10.30 o'clock in forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, March 5, 1908.

T. CHANNON PRESS,  
LOUIS FALK,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m5,11

#### FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and widening of CANAL STREET WEST (although not yet named by proper authority), between East One Hundred and Thirty-eighth street and a point 231.77 feet southerly, as shown on the map or plan adopted by the Board of Estimate and Apportionment on June 23, 1905, in the Twenty-third Ward, Borough of The Bronx, City of New York.

**NOTICE IS HEREBY GIVEN THAT THE** final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 12th day of March, 1908, at 10.30 o'clock in forenoon of that day; and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, March 5, 1908.

FRANCIS V. S. OLIVER,  
MARTIN J. MOORE,  
FREDERICK L. HAHN,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m5,11

#### FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of BRONX BOULEVARD (although not yet named by proper authority), from Old Boston Post road to East Two Hundred and Forty-second street (Demilt avenue), in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

**NOTICE IS HEREBY GIVEN THAT THE** bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House in the Borough of Manhattan, in The City of New York, on the 17th day of March, 1908, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of section 999 of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, March 4, 1908.

JAMES A. DONNELLY,  
MICHAEL E. DEVLIN,  
S. DUNCAN MARSHALL,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m4,14

#### 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 GLEBE AVENUE, from Westchester avenue to Overing avenue; LYON AVENUE, from Zerega avenue to Castle Hill avenue; FRISBY AVENUE, from Zerega avenue to West Farms road; TRATMAN AVENUE, from Zerega avenue to Benson avenue, all of which are in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

**NOTICE IS HEREBY GIVEN THAT BY** orders of the Supreme Court, bearing date the 29th day of October, 1907, and the 5th day of February, 1908, and duly entered in the office of the Clerk of the County of New York at his office in the Borough of Manhattan, in The City of New York, on the 16th day of December, 1907, and the 6th day of February, 1908, a copy of the order bearing date the 29th day of October, 1907, was duly filed in the office of the Register of the County of New York, we, Robert H. Bergman, Timothy F. Driscoll and George Burchell, 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 streets or avenues, 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 New York on the 16th day of December, 1907, and the said Robert H. Bergman 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 streets or avenues 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 New York on the 16th day of December, 1907, 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 and 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 streets or avenues 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, ninth floor, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, 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 16th day of March, 1908, at 11 o'clock in the forenoon 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 proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Manhattan, City of New York, March 3, 1908.

ROBT. H. BERGMAN,  
T. F. DRISCOLL,  
GEO. BURCHELL,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m3,14

#### FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of EAST TWO HUNDRED AND THIRTY-THIRD STREET (although not yet named by proper authority), from Bronx River to Hutchinson River; also the PUBLIC PLACE at the intersection of East Two Hundred and Thirty-third street with Morris Park avenue, and the PUBLIC PLACE at the eastern terminus of East Two Hundred and Thirty-third street and Hutchinson River, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, as amended by an order entered herein discontinuing the above-entitled proceeding, so far as the same affects that part of East Two Hundred and Thirty-third street lying between the westerly side of Baychester avenue and Hutchinson River.

**NOTICE IS HEREBY GIVEN THAT THE** supplemental and additional bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House in the Borough of Manhattan, in The City of New York, on the 12th day of March, 1908, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of section 999 of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, February 28, 1908.

T. ELLETT HODGSKIN,  
JOHN W. WARD,  
DANIEL CORCORAN,  
Commissioners.

JOHN P. DUNN,  
Clerk.

f28,m10

#### FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of the strip of land on the east side of BOULEVARD LAFAYETTE, at or near Durando's lane, as laid out for use as a public park, in the Twelfth Ward, Borough of Manhattan, City of New York.

**WE, THE UNDERSIGNED COMMISSIONERS** of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate for damage and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 23d day of March, 1908, 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 24th day of March, 1908, at 2 o'clock p. m.

Second—That the abstract of our said estimate for damage, together with our damage maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 28th day of March, 1908.

Third—That, provided there be no objections filed to said abstract, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 14th day of May, 1908, at the opening of the Court on that day.

Fourth—In case, however, objections are filed to said abstract of estimate for damage, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in

the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, February 24, 1908.

DANIEL P. HAY,  
Chairman;  
ALEXANDER SCHLESINGER,  
Commissioners.

JOHN P. DUNN,  
Clerk.

f28,m17

#### SUPREME COURT—SECOND DEPARTMENT.

##### SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the SOUTHEASTERLY SIDE OF BROADWAY, between Elizabeth and Vreeland streets, in the Borough of Richmond, in The City of New York, duly selected as a site for school purposes, according to law.

**NOTICE IS HEREBY GIVEN THAT THE** report of Frederick S. Mullin, Edward Sidney Rawson and James G. Timolat, Commissioners of Estimate and Appraisal, duly appointed in the above-entitled proceeding, which report bears date the 8th day of November, 1908, was filed in the office of the Board of Education of The City of New York on the 28th day of February, 1908, and a duplicate of said report was filed in the office of the Clerk of the County of Richmond on the same day.

Notice is further given that the said report will be presented for confirmation to the Supreme Court of the State of New York, in the Second Judicial District, at Special Term for the hearing of motions, to be held at the County Court House in the Borough of Brooklyn, in The City of New York, on the 30th day of March, 1908, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, February 28, 1908.

FRANCIS K. PENDLETON,  
Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

f29,m11

##### 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 CHURCH AVENUE, from Flatbush avenue to East Eleventh street, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York.

**WE, THE UNDERSIGNED COMMISSIONERS** of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections, in writing, duly verified, to us at our office, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 18th day of March, 1908, 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 19th day of March, 1908, at 2.30 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, No. 166 Montague street, in the Borough of Brooklyn, in said City, there to remain until the 28th day of March, 1908.

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 Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the westerly side of Flatbush avenue where the same is intersected by a line drawn parallel with Church avenue and distant two hundred feet northerly of the northerly side of Church avenue; running thence westerly and parallel with Church avenue to the easterly side of East Eleventh street or Stratford road; running thence southerly and along the easterly side of East Eleventh street or Stratford road to where a line drawn parallel with the southerly side of Church avenue and distant two hundred feet southerly therefrom would intersect the easterly side of said Stratford road; running thence easterly and parallel with Church avenue to the westerly side of Flatbush avenue; running thence northerly along the westerly side of Flatbush avenue 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 12th day of May, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD and in the corporation newspapers, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Brooklyn, New York, February 28, 1908.

JOHN M. ZURN,  
GEO. W. PALMER,  
Commissioners.

JAMES F. QUIGLEY,  
Clerk.

f28,m16

##### SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to NEW-ELL STREET, from Meserole avenue to Greenpoint avenue, in the Seventeenth Ward, in the Borough of Brooklyn, The City of New York.

**NOTICE IS HEREBY GIVEN THAT WE,** the undersigned, were appointed by an order of the Supreme Court, made and entered herein on the 12th day of November, 1907, and duly filed in the office of the Clerk of Kings County, a copy of which order was filed in the office of the Register of the County of Kings on the 7th day of December, 1907, and indexed in the Index of Conveyances in Section 9, Blocks 2577, 2578, 2600, 2601, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate of the loss and damage, if any, to the respective owners, lessees, parties and persons entitled to or interested in the lands and premises to be taken for the purpose of opening the said street or avenue, as particularly described in the petition of The City of New York, filed with said order in the office of the Clerk of Kings County, and for the purpose of making a just and equitable assessment of the benefit of said street or avenue so to be opened to the respective owners, parties and persons respectively entitled to or interested in the lands and premises, and not required for the purpose of opening said street or avenue, but benefited thereby, and of ascertaining and defining the district benefited by said assessment, and the extent and boundaries of the respective tracts and parcels of land participating in said benefit, and of performing the trusts and duties required of us by title 4 of chapter 17 of the Charter of The City of New York, and the Acts or parts of Acts supplementary thereto or amendatory thereof.

All parties and persons interested in the lands and premises taken or to be taken for the purpose of opening said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office in the Bureau of Street Openings of the Law Department, No. 166 Montague street, Borough of Brooklyn, in The City of New York, with such affidavits or other proofs as the said owner or claimants may desire, within twenty days after date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 16th day of March, 1908, at 11 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto; and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Brooklyn, City of New York, February 19, 1908.

OTTO G. FOELKER,  
ELISHA T. EVERETT,  
AARON SHERK,  
Commissioners.

JAMES F. QUIGLEY,  
Clerk.

f19,m13

#### PROPOSALS FOR BIDS AND ESTIMATES FOR THE CITY OF NEW YORK.

##### NOTICE TO CONTRACTORS.

##### GENERAL INSTRUCTIONS TO BIDDERS.

The person or persons making a bid or estimate for any services, work, materials or supplies for The City of New York, or for any of its departments, bureaus or offices, shall furnish the same in a sealed envelope, indorsed with the title of the supplies, materials, work or services for which the bid or estimate is made, with his or their name or names and the date of presentation to the President or Board or to the head of the Department at his or its office, on or before the date and hour named in the advertisement for the same, at which time and place the estimates received will be publicly opened by the President or Board or head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each bid or estimate shall contain the name and place of residence of the person making the same, and names of all persons interested with him therein, and, if no other person be so interested, it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of The City of New York is, shall be or become interested, directly or indirectly, as contracting party, partner, stockholder, surety or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated herein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in The City of New York, or of a guaranty or surety company duly authorized by law to act as surety, and shall contain the matters set forth in the blank forms mentioned below.

No bid or estimate will be considered unless, as a condition precedent to the reception or consideration of any proposal, it be accompanied by a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

The certified check or money should not be inclosed in the envelope containing the bid or estimate, but should be either inclosed in a separate envelope addressed to the head of the Department, President or Board, or submitted personally upon the presentation of the bid or estimate.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work, reference must be made to the specifications, schedules, plans, etc., on file in the said office of the President, Board or Department.

No bid shall be accepted from or contract awarded to any person who is in arrears to The City of New York upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the City.

The contract must be bid for separately. The right is reserved in each case to reject all bids or estimates if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

Bidders are requested to make their bids or estimates upon the blank forms prepared and furnished by the City, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application thereto 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.