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## THE CITY RECORD.

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GEORGE B. McCLELLAN, MAYOR.

JOHN J. DELANY, 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, JUNE 22, 1906.

The Secretary presented a communication from the Mayor's office, transmitting, duly approved by him, resolution adopted by the Board June 8, 1906, fixing a date for public hearing on the application of the Conron Bros. Company for a franchise, and designating the New York "Sun" and New York "Tribune" as the newspapers in which notice of such hearing should be published.

Which was ordered filed.

### Conron Brothers Company.

The public hearing on the application of the Conron Bros. Company for a franchise or right to construct, maintain and operate a pipe line under and across Thirteenth street and Washington street, Borough of Manhattan, for the purpose of supplying refrigeration to consumers, as fixed for this day by resolution duly adopted June 8, 1906, was opened.

No one appeared in opposition to nor in favor of the proposed grant.

The Chair declared the hearing closed.

The Secretary presented the following:

BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES,  
No. 280 BROADWAY, June 19, 1906.

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

SIR—Conron Bros. Company, under date of May 21, 1906, by its President, Joseph Conron, petitions the Board of Estimate and Appportionment for the right or franchise to lay a conduit not over 12 inches in diameter, for the purpose of carrying refrigerating pipes across Thirteenth street, between Tenth avenue and Washington street, and also to lay a pipe of the same dimensions across Washington street, between Thirteenth street and Fourteenth street, for the purpose of supplying refrigerating material to consumers.

No map accompanied the petition which was presented to the Board of Estimate and Appportionment at its meeting held May 25, and was then referred to the Bureau of Franchises for investigation and suggestions to the Board.

The petition was not in the form required by resolution of the Board of Estimate and Appportionment, and the company, after notification of the requirements of the Board, under date of June 1, 1906, presented an application in proper form and in duplicate as required. A map accompanied the second petition on which is shown the streets in which rights are applied for, and is entitled:

"Plan showing proposed pipe extension across West Thirteenth street and Washington street. Conron Bros. Company, No. 40 Tenth avenue. Signed, Joseph Conron, President."

The petition dated June 1 recites that Conron Bros. Company is a New York corporation engaged in business at No. 40 Tenth avenue, and is operating a refrigerating plant at that point, and has been supplying refrigeration to a few customers in the same block.

The petition is presented by Conron Bros. Company for the reason that several butchers and grocers who require refrigeration and who were supplied by the Manhattan Refrigerating Company, sought contracts for refrigeration with the applicant company. These consumers are either on the east side of Washington street, between

Thirteenth and Fourteenth streets, in the block immediately east of the one in which Conron Bros. Company operates, or on the south side of Thirteenth street in the block immediately south of it.

The Manhattan Refrigerating Company on April 25, 1906, notified its consumers along the line of its unlawful pipes, that it could no longer serve them with refrigeration, and that their supply would be discontinued after May 31.

Although claim has been made by the Manhattan Refrigerating Company that it has conducted the pipe line business at a loss, it has nevertheless continued its service up to the present time, but as its customers are in doubt as to when their supply will be discontinued, I am informed that many of them have sought service from Conron Bros. Company.

This company's plant is situated at the northeast corner of Thirteenth street and Tenth avenue. The firm is also engaged in the meat supply business and further has an ice manufacturing plant on its premises. Its customers are all in the block bounded by Washington, Tenth avenue, Thirteenth and Fourteenth streets, so that it does not encroach upon any of the City's streets in its business as at present conducted.

The company desires now to extend its service to the blocks immediately east and south of that in which it is now engaged in business. Its refrigerating pipes at the present time are all in the western half of the block west of Washington street.

The applicant company expects to secure by lease from the owners of private property the right to extend its pipes to the west side of Washington street. It will then run, if the present application is granted, one pipe across Washington street to the east side of that street, and thus be enabled to serve the several small consumers in that block, running its pipes along private property so as to avoid expensive subsurface construction in the City's streets, but nevertheless I am of the opinion that the applicant company should be required to pay a percentage of the gross receipts from all refrigerating business entered into outside of the premises at No. 40 Tenth avenue regardless of whether the same are laid in part on private property, and that all restrictions of the franchise should apply thereto.

As the company's premises border on Thirteenth street, it needs but extend a pipe across Thirteenth street to reach the block south of that street. It has at the present time but one customer assured to it in that block, but as it claims that its prices are lower than those quoted by the Manhattan Refrigerating Company, it is extremely probable that the company will be able to secure as customers several of the large houses on Tenth avenue, between Twelfth and Thirteenth streets, who are at the present time supplied by the Manhattan Refrigerating Company.

The system of refrigeration of the Conron Bros. Company will be the same as that of the Manhattan Refrigerating Company, and it is probable that the present piping now installed in the various ice boxes of those customers who deal with the Manhattan Refrigerating Company will not need to be changed so as to receive the service of the applicant company.

The applicant has been engaged in the refrigeration business for several years past at One Hundred and Thirty-first street and Twelfth avenue, under the name of the Riverside Cold Storage Company, and is thoroughly acquainted with the various details of the business. The officers of Conron Brothers Company were shown a copy of the report of this Bureau upon the application of the Manhattan Refrigerating Company and the President and Treasurer were unanimous in declaring that the terms proposed for the franchise to be granted to the Manhattan Refrigerating Company were fair and equitable and by no means so onerous as to prevent that company from continuing its business. This statement comes, as I have said, from men who have been engaged in this business for several years past and no better judges of the situation can be found.

Furthermore, Conron Bros. Company states that it is willing to accept similar terms for a grant of a franchise applied for, and will furnish refrigeration to consumers at rates from 5 to 7 cents per cubic foot, the exact charge depending on the size of the refrigerating room. The company claims that these charges are lower than those maintained by the Manhattan Refrigerating Company. The temperature of the refrigerating material under the foregoing schedule will vary from 30 degrees to 38 degrees Fahrenheit. For material lower than 30 degrees special rates will be charged.

### CONDITIONS OF THE GRANT.

The majority of the conditions proposed to be inserted in the grants to the Seaboard Refrigeration Company and the Kings County Refrigerating Company are applicable to the present case and no discussion of them need be made at the present time.

I would therefore suggest that the following terms, which are identical with those mentioned in the Kings County Refrigerating Company's proposed contract, be inserted in the contract to be executed with the applicant company. They are:

Duration of contract not to exceed fifteen years, with provision for a renewal term of ten years at a revaluation.

If the entire conduit line is not built within six months after the signing of the contract the company shall forfeit all rights given.

The company shall keep in repair for one year all pavement which it has removed for construction or repair.

All work to be done under the supervision of the President of the Borough and the Commissioner of Water Supply, Gas and Electricity, and all expense incurred for inspection of the work of construction to be borne by the company.

The pipes to be tested after being laid to resist a pressure equal to three times that proposed to be used by the company.

A certificate of such test to be filed with the Board of Estimate and Apportionment.

The company should be required to extend its conduit line and furnish refrigeration to any applicant for service upon the three blocks connected.

A map should be furnished by the company once each year showing the exact location of all conduit lines and manholes constructed, the same to be filed with the Board of Estimate and Apportionment.

The franchise and all conduit lines constructed to be used solely for the purpose of refrigeration and by Conron Bros. Company only.

The company should keep accurate books of accounts and furnish an annual report to the Comptroller, giving the gross earnings during the year, the Comptroller to have access at all times to the books of the company and to examine its officers under oath.

A penalty of fifty dollars (\$50) daily for insufficient public service, said penalty to be for each default.

The applicant company will have about 150 feet of pipe in the public streets in the proposed field of operation, while the Seaboard Refrigeration Company will have 13,000 feet and the Kings County Refrigerating Company, whose application for a similar privilege is now pending before the Board of Estimate and Apportionment, will have 3,900 feet. A deposit of \$5,000 was required from the Seaboard Refrigeration Company and \$3,000 from the Kings County Refrigerating Company.

For this company I would suggest \$500.

As in the similar cases heretofore considered, it would seem advisable that maximum rates be fixed for the service and material furnished, the Board of Estimate and Apportionment reserving the right to change the maximum and minimum rates provided that such changes be reasonable and fair.

### COMPENSATION.

The terms proposed to be inserted in the contract with the Seaboard Refrigeration Company were \$5,000 in cash within thirty days after the signing of the contract; 4 per cent. of the gross receipts of the company for the first five years; 5 per cent. for the next five years and 6 per cent. for the remaining five years. The proposed terms with the Kings County Refrigerating Company were \$5,000 in cash, 5 per cent., 6 per cent. and 7 per cent. of the gross receipts for the first, second and third five-year periods respectively. The proposed terms with the Manhattan Refrigerating Company, which Conron Brothers Company declares to be eminently fair and just, are \$5,000 in cash and 5 per cent., 6 per cent. and 7 per cent. of the gross receipts, as in the Kings County Refrigerating Company's proposed contract.



the Commissioner of Water Supply, Gas and Electricity. A certificate showing that such a test has been made without injury to the pipes shall be executed by an officer of the Company, indorsed by the Commissioner of Water Supply, Gas and Electricity and filed with the Board of Estimate and Apportionment.

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

For boxes or rooms containing 1,600 cubic feet or less, not more than seven (7) cents per cubic foot per annum.

For boxes or rooms containing more than 1,600 cubic feet, not more than five (5) cents per cubic foot per annum. The refrigerant to be of a temperature of from 30 degrees to 38 degrees Fahrenheit.

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

All refrigerant which may be required by The City of New York for its own use at any point within the blocks bounded by Tenth avenue, Fourteenth street, Washington street and Thirteenth street; Washington street, Fourteenth street, Ninth avenue and Thirteenth street; Tenth avenue, Thirteenth street, Washington street and Little West Twelfth street respectively, shall be furnished by the Company without cost to the City.

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

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

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

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

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

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

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

Eighteenth—The Company shall at all times keep accurate books of accounts of the gross earnings from the privileges granted under this contract. The Company shall, on or before November 1 in each year, make a verified report to the Comptroller of The City of New York of the business done by the Company for the year ending September 30 next preceding, as he may prescribe. Such report shall contain the number of feet of conduit laid and the number of manholes constructed during the year, and also a statement of the gross receipts from all business of furnishing refrigerant to consumers within the blocks as described in paragraph "Twelfth," together with such other information and in such detail as the Comptroller may require.

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

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

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

Twenty-first—This grant is upon the express condition that the Company, within thirty days after the execution of this contract and before anything is done in exercise of the rights conferred thereby, shall deposit with the Comptroller of The City of New York the sum of five hundred dollars (\$500), either in money or in securities, to be approved by him, which fund shall be security for the performance by the Company of the terms and conditions of this grant, especially those which relate to the payment of the annual charge for the privilege and the penalties herein provided, and in case of default in the performance by said Company of any of the terms and conditions, The City of New York shall have the right, after due notice, to collect such sum as it deems proper from the said fund without legal proceedings, or after default in the payment of the annual charges, shall have the right to collect the same, with interest, from said fund after ten days' notice in writing to the said Company. In case of any drafts so made upon this security fund, the said Company shall, upon thirty days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of five hundred dollars (\$500), and in default thereof the grant hereby made may be canceled and annulled at the option of the Comptroller of The City of New York, acting on behalf of said City. No action or proceeding or rights under the provisions of this section shall affect other legal rights, remedies or causes of action belonging to The City of New York.

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

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

[SEAL]

THE CITY OF NEW YORK,

By....., Mayor.

Attest:

....., City Clerk.

CONRON BROTHERS COMPANY,

By....., President.

Attest:

[SEAL] ....., Secretary.

Which was referred to the Committee of the Whole under the rule.

Manhattan Refrigerating Company.

The Secretary presented the following:

BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,  
June 19, 1906.

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

SIR—In connection with the investigation by this Bureau of the rights of the Manhattan Refrigerating Company (hereinafter called the Manhattan Company), as owner of the rights granted by resolution of the Board of Aldermen on April 1, 1890, referred to and discussed in the report of this Bureau dated April 16, 1906, and presented to you at the meeting of the Board, held April 20, I beg further to advise you as follows:

After the response from T. A. Adams, President of the Manhattan Company, to the resolution adopted on February 16, 1906, by the Board of Estimate and Apportionment, calling upon the Manhattan Company to show under what authority it had laid pipes in the streets other than those included in the permit granted by the Board of Aldermen on April 1, 1890, was received, I had several futile conferences with Mr. Adams, relative to the terms to be fixed and the compensation to be paid by his company for the rights already had and those applied for.

As was stated in the report of this Bureau, dated April 16, 1906, Mr. Adams addressed a communication to the Board, which reads in part as follows:

"The Manhattan Refrigerating Company begs to notify you that it cannot accept the terms proposed and will not execute such a contract. It considers that the terms proposed are unreasonable and entirely beyond the profits of any business which it would be enabled to do by use of such lines. If these are the only terms upon which a permit or franchise will be granted, the company desires to withdraw its application for the same."

At the public hearing held April 20, 1906, upon the application of the Manhattan Company, Mr. Adams appeared and protested against the terms proposed by this Bureau, and stated that his company was losing money in the pipe line business. One of his customers in Fourteenth street appeared for Mr. Adams, and stated that he believed the terms proposed were to severe for the company to meet.

The application was then referred back to this Bureau and for conference with the President of the Borough of Manhattan.

For the purpose of taking up the question raised by the company, i. e., the question of cost, profit, etc., in the refrigeration business, on April 30 a communication was addressed to Mr. Adams asking for the detailed facts as to the pipe line refrigeration business, from the commencement of the same by the Manhattan Company down to the present time. Up to the time of this writing no reply has been received to this communication, although Mr. Adams had previously stated that such information was at our service.

A representative of this Bureau has gone through the district served by the Manhattan Company and reports that on April 26 customers of the said company received a letter signed by T. A. Adams, President, in which he stated that the City was claiming that the Manhattan Company's pipes in those streets were illegal, but was asking such an extravagant price for the privilege of maintaining them that it could not afford to do so at the price asked. The letter continued:

"I think it right to notify you again that the City might at any moment interfere with our use of the pipes which supply you, and you should take measures to protect your goods accordingly. If we are not interfered with, we will continue to supply you with refrigeration for thirty days, but after May 31 we will discontinue the supply of refrigeration to all customers on the said lines, including yourselves, and if you desire will discontinue at once without requiring other notice from you."

In this connection it is to be noted that the contracts made by and between the Manhattan Company and its customers, I am informed, permit either party to terminate such contracts on thirty days' notice in writing to the other.

I appears from the statement to a representative of this Bureau, made by one of the customers in Fourteenth street, that he was assured by the Manhattan Company that there was no doubt as to the right of the company to maintain its pipes in the City's streets and that the service would be continuous except as is customary when impossible from causes beyond the control of the company, e. g., the act of God, and it was probably for this reason alone that the thirty-day clause was inserted in the contracts of the company.

The customers of the Manhattan Company, who relied upon the statements made to them by that company or its agents, have gone to considerable expense in removing ice bunkers, installing ammonia pipes, insulating ice boxes, etc., necessary to accept the service of the company.

The majority of the customers were greatly worried over this sudden notice of the discontinuance of refrigeration service, and many of them stated that it would be extremely expensive, if, indeed, it were at all possible, to fit up their boxes for the storage of ice.

In spite of the statement made by Mr. Adams at the public hearing, on April 20, that the pipe line business was conducted by his company at a loss, nevertheless he has not carried out his threat to discontinue the service, and the same is being maintained by his company as it was prior to the publication of the report of the Bureau of Franchises.

A further investigation of the rights and permits of this company disclosed the following:

The Manhattan Company, prior to the close of 1902, had laid refrigerating pipes in all of the streets named in its aldermanic consent of April 1, 1890. However, on November 10, 1903, it secured from the President of the Borough of Manhattan a permit, as follows:

"Permission is hereby given to the Manhattan Refrigerating Company to take up the pavement and excavate such portion as may be necessary of Horatio street, from its building to West street, West street from Horatio street to Gansevoort street, Gansevoort street from West street to Thirteenth avenue, and Thirteenth avenue from Gansevoort street to the next pier north of Pier 52, for the purpose of laying a 12-inch refrigerating main according to plan on file in this office, in pursuance of the resolution of the Board of Aldermen adopted April 1, 1890, upon the following special condition:

"That it shall move the location or alter the main when directed to do so by the Borough President,"

—in spite of the fact that pipes had already been laid in all of the streets named in this permit, i. e., that the company had then exhausted all of its rights under the said aldermanic consent.

A permit was issued to the company by the Dock Department on April 23, 1903, permitting the company to pierce the bulkhead near the foot of Gansevoort street, upon payment of the customary charge of \$300 per annum, and thus connect this pipe with the North river, for the purpose of conveying salt water to the plant, and not for furnishing refrigeration to consumers.

The Manhattan Company, as was stated in the first report of this Bureau, is engaged in the business of cold storage as well as that of furnishing refrigeration. This intake pipe serves both purposes of the company, and consequently becomes a source

of great saving to it, inasmuch as no Croton water tax for these purposes is paid by the company, it using salt water instead of Croton.

There was, therefore, no authority for the issuance of this permit, and consequently the same is not a legal authority for the existence of the pipe referred to. No other conclusion can be reached, therefore, except the one stated, that the intake pipe laid pursuant to the permit of the President of the Borough of Manhattan, of November 10, 1903, has no legal existence in the City's streets, and I would suggest therefore that the Manhattan Company be required to remove the same.

Had this pipe been properly authorized by the Board of Aldermen, the Manhattan Company would have been required to pay, under the schedule established by the Board of Estimate and Apportionment on July 29, 1903, an annual sum of \$765, making a total to date of \$2,231. This sum is in addition to the sum of \$2,270, which was stated in the previous report as the amount due the City for the past use and occupation of the streets by unauthorized refrigerating pipes.

I would suggest that the Corporation Counsel be furnished with a copy of these suggestions, with a view to institute a suit if, in his opinion, recovery can be had on both items.

It would also seem advisable to notify the Dock Department of the situation, and request it to revoke the permit of October 23, 1903.

Statement is made in the report of the Bureau of Franchises, dated April 16, 1906, that no permits were issued by the Department of Highways for the laying of pipes in Fourteenth street. I am informed that an Assistant Engineer in the Bureau of Highways reported adversely upon the application of the Manhattan Company for a permit to lay pipes in that street, claiming that such pipes could not be laid under the resolution of the Board of Aldermen, and the records of the Bureau of Highways disclose no permits to open such street. In spite of such report, however, it appears that pipes were laid in Fourteenth street by the Manhattan Company, and it has failed to furnish this Bureau with the permits under which the several streets, in addition to those named in the original aldermanic consent, were opened to lay its pipes, although requested to do so. No endeavor has been made since the public hearing by the Manhattan Company to justify the existence of the pipes which the Corporation Counsel has held to be illegally in Horatio street, Washington street, Gansevoort and Fourteenth streets. This would seem to be an acknowledgment by the company of the correctness of the attitude taken by the City.

I believe that the company should be required to remove the same.

An endeavor was made to arrange another meeting with Mr. Adams, in order that temporary service during the summer, of the consumers in Washington and West Fourteenth streets, might be arranged for, but the overtures made by this Bureau were not accepted, and it was impossible to arrange such meeting and insure the continuance of the company's service during the summer.

Two of the largest customers of the Manhattan Company, I understand, have now provided for the installment of their own refrigerating plants, but such plants are entirely unsuited for the small ice boxes, and consequently the several small consumers in Washington street would be compelled to resort to refrigeration by means of ice, if they are unable to secure refrigeration from a refrigerating company.

On May 21, 1906, Conron Bros. Company presented an application for a franchise to lay, construct and maintain a 2-inch refrigerating pipe across Washington street, 100 feet south of the south house line of West Fourteenth street, and also one 2-inch pipe in Thirteenth street, 100 feet east of the east house line of Tenth avenue. This franchise, if granted, would enable the company to supply all of the consumers now supplied by the Manhattan Company, except two in West Fourteenth street, who, being large consumers, have made arrangements for the installation of their own ice plants, and would enable the consumers who will no longer be served by the Manhattan Company to receive refrigeration from Conron Bros. Company, and thus avoid removing the expensive apparatus purchased by them for the service of the Manhattan Company.

In accordance with the direction of the Board, I have gone over the terms proposed to be inserted in the contract with the Manhattan Company, with the President of the Borough of Manhattan, and he has stated to me that he believed the terms suggested are not unreasonable.

It would seem advisable, therefore, that the application of the Manhattan Company for pipes in all the streets west of Hudson street to Fourteenth street be denied, and I present herewith resolutions for adoption in accordance with such suggestions.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

Which was referred to the Committee of the Whole under the rule.

#### Nassau Electric Railroad Company.

In the matter of the application of the Nassau Electric Railroad Company for a franchise to construct, maintain and operate a double track street surface railroad upon Livingston street and Lafayette avenue, in the Borough of Brooklyn, as an extension to its existing lines.

The Secretary presented the following:

BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES, No. 280 BROADWAY,  
June 19, 1906.

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

SIR—The Nassau Electric Railroad Company, hereinafter referred to as the "Nassau Company," has presented the following application to the Board of Estimate and Apportionment:

"The Nassau Electric Railroad Company, a street surface railroad corporation, duly organized and existing under the laws of the State of New York, owning and operating a double track street surface electric railroad through Boerum place and other streets in the Borough of Brooklyn, hereby makes application to your Honorable Board for the grant of a franchise to construct, maintain and operate a double-track street surface railroad, with the necessary poles, wires and equipment, upon the following route, in the Borough of Brooklyn:

"Commencing at the intersection of Livingston street and Court street; thence through and along Livingston street to Flatbush avenue; thence through and along Flatbush avenue to Lafayette avenue; thence through and along Lafayette avenue to Fulton street, together with the right to connect the aforesaid tracks with the existing tracks of the Brooklyn City Railroad Company upon Court street, Flatbush avenue and Fulton street; with the existing tracks of the Nassau Electric Railroad Company upon Boerum place, and with the existing tracks of the Brooklyn City and Newtown Railroad Company upon Smith street."

The application was received by the Board of Estimate and Apportionment on June 2, 1905. In pursuance of law the Board fixed a day for a public hearing, to wit, June 30, 1905. Public notice of such hearing was published in the Brooklyn "Eagle" and Brooklyn "Citizen," newspapers designated by the Mayor, and also in the CITY RECORD. Affidavits of such publication are now on file in this office. At the public hearing no opposition was presented to the proposed grant. A representative of the company appeared in favor of the same. At the conclusion of the hearing, the application was referred to the Comptroller for investigation and report, and was by him referred to the Bureau of Franchises.

Upon request maps have been made by the company as follows:

1. Map showing streets on which the franchise is applied for, the number and position of tracks and all crossovers, curves and connections with existing tracks.

2. Map showing all streets in which there are existing railways of the company; all streets in which franchises are claimed, but not yet constructed, and streets in which franchise is now applied for.

This application has been one of the most difficult propositions which has been referred to the Bureau of Franchises. The street railway situation in the Borough of Brooklyn is much involved on account of the many companies which originally received franchises from the former City of Brooklyn, the local authorities of the respective towns since consolidation and by acts of Legislature. These companies have been consolidated, merged or purchased until all the companies are under the control of three or four operating companies, which operating companies are again under the control of a holding company, the Brooklyn Rapid Transit Company.

During the consolidation period and almost up to the present time leases between the companies were made and abrogated at will, so that in order to determine the exact relation of any company to the whole system, it was necessary to know the history of that company from the time of its organization to the present time.

As the "Nassau Company" is one which is made up of many original companies, and is now really a part of the great system of street railroads in the Borough of Brooklyn, it was necessary to trace the history of all the companies of that system. This has been a tremendous task, and has consumed much time.

Another reason why this application has received so much study is that it has been looked upon as a relief for the congested condition of Fulton street and vicinity. It has been, therefore, necessary to study the application from that standpoint and determine to what extent a street railway in Livingston street and Lafayette avenue will relieve such congestion, and what provisions were necessary to be embodied in the contract between the railroad company and the City to insure the relief of congestion in this section. The matter has been under consideration for several months.

The Brooklyn Rapid Transit Company is the holding company of all the elevated and surface lines in the Borough of Brooklyn, with the exception of the Coney Island and Brooklyn Railroad Company, which latter company operates about 26½ miles of surface railway. This company was incorporated under the Business Corporations Law of the State of New York, in January, 1896, for the purpose of constructing railways, furnishing supplies and owning stocks and bonds of railroad corporations and other similar purposes. It owns the controlling interest in the stock of the "Nassau Company," Brooklyn Heights Railroad Company, and other railway companies organized for the purpose of operating railways in the Borough of Brooklyn. It does not own or operate any railroad and from the above it is seen that it was not incorporated for that purpose, and therefore it does not make any report to the State Board of Railroad Commissioners.

The companies which own or control all the important lines which make up the Brooklyn Rapid Transit system, and which make annual reports to the State Board of Railroad Commissioners, are:

The Nassau Electric Railroad Company.

The Brooklyn Heights Railroad Company, hereinafter referred to as the "Heights Company."

The Brooklyn, Queens County and Suburban Railroad Company, hereinafter referred to as the "Suburban Company."

The Nassau Electric Railroad Company was incorporated March 13, 1893, under the provisions of chapter 505 of the Laws of 1890, the same being the Railroad Law, for the purpose of building, maintaining and operating a railroad along certain designated streets in the Borough of Brooklyn, and for the purpose of acquiring, holding and disposing of stocks, bonds and other evidence of indebtedness of other domestic and foreign corporations.

On June 19, 1893, the Common Council of the old City of Brooklyn granted the "Nassau Company" the right to use about fifteen miles of streets for a railway. Up to the present time railways have been constructed under that grant on about 11½ miles of streets, the 3½ miles remaining being held by the company as valid franchises. The company was also granted the privilege of constructing and operating railways on several miles of streets in the former Towns of Flatlands and Gravesend, the dates of such grants being May 10, 1895, and February 30, 1894, respectively. These grants were made by the Highway Commissioners of the said towns only a few months previous to their annexation to the City of Brooklyn.

Since organization of the "Nassau Company," five other companies have been merged with it. These five companies carried with them the franchise rights of seventeen original companies, which were organized to construct and operate railways within the old City of Brooklyn, or in the outlying towns which have since been annexed thereto. In addition the "Nassau Company" owns the controlling interest in the stock of the Coney Island and Gravesend Railroad Company, and has a contract with the Bridge Commissioner under which it operates its cars on the New York and Brooklyn Bridge. The system which is now owned by the "Nassau Company" under the rights granted to it, or the rights acquired from the companies just mentioned, consists of 64.085 miles of double track, as given by its report to the Board of Railroad Commissioners of the State of New York, for the year ending June 30, 1905.

As indicated by the maps submitted, the "Nassau Company" claims franchises for about twenty-two miles of streets in which it has not built railways. This includes franchises which were granted by the Highway Commissioners of the former Towns of Flatlands and Gravesend, and by the Common Council of the old City of Brooklyn.

On April 1, 1890, the property and franchise rights of the "Nassau Company" were leased to the Brooklyn Heights Railroad Company for 999 years. This contract was abrogated at midnight of June 30, 1904, by mutual agreement between the "Heights Company" and the "Nassau Company."

The Brooklyn Heights Railroad Company was incorporated April 1, 1887. It owns .48 mile of double track, being the Montague street line, the cars of which are propelled by cable power. The company, however, operates by lease or otherwise about 162 miles of double-track street surface and elevated railroad, including all of the elevated railroads in the Borough of Brooklyn.

The Brooklyn, Queens County and Suburban Railroad Company was incorporated in January, 1894, and almost immediately thereafter consolidated with the Brooklyn and Jamaica Railroad Company, the Broadway Railroad Company and the Broadway Ferry and Metropolitan Avenue Railroad Company, and has since acquired property of several other companies. On July 1, 1898, it was leased for one year to the "Heights Company," the rental being the amount of interest, taxes and organization expenses. The lease was renewed on July 1, 1899, and on July 1, 1890, for one year. Since June 30, 1901, the date of the expiration of the latter renewal term, this company has operated its own property, which now consists of about 28 miles of double track.

Besides these three companies, namely, the "Nassau," "Heights" and "Suburban," one other company, which is a part of the Brooklyn Rapid Transit system, makes detailed reports to the State Board of Railroad Commissioners. This company is the Coney Island and Gravesend Railroad Company, which is controlled by ownership of stock of the "Nassau Company," and is therefore controlled by the Brooklyn Rapid Transit Company by its owning the stock of the "Nassau Company."

Although the "Heights," "Nassau" and "Suburban" Companies are controlled by the Brooklyn Rapid Transit Company and are under the same management, they represent three distinct companies, each making a separate report to the State Board of Railroad Commissioners, showing the number of passengers carried, transfers given, gross receipts, net earnings, etc.

That these three companies are closely allied is shown by the fact that the president, manager and five of the nine directors of both the "Suburban Company" and the "Nassau Company" are also president, manager and directors of the "Heights Company."

Transfers are almost universally given at points of intersection of lines both of which are property of one of these companies. At points of intersection of lines one of which is the property of one of these companies and the other line the property of another company, transfers are not given except at certain points of intersection.

It is seen then that though these three companies are practically one and controlled by the Brooklyn Rapid Transit system, a universal transfer system is not maintained between the lines of the several companies. It may be that one reason why they are retained as separate companies is that they may thereby evade giving transfers at all points of intersection.

The fact which goes to show that this is the case is that the lease of the "Nassau Company" to the "Heights Company" for a period of 999 years, previously referred to, was terminated soon after the decision of the Court of Appeals which held that transfers must be issued from one leased line to another, as per section 104 of the Railroad Law.

Although the "Nassau Company" is the applicant for the right to construct and maintain tracks in Livingston street and Lafayette avenue, it is evident from what has been said in reference to the connection of this company with other companies which make up the Brooklyn Rapid Transit system, that the privilege is sought for the benefit of other companies of that system as well.

All of these companies claim franchises for railways in many miles of streets which have not yet been constructed. These franchises, as well as those which have been utilized, are perpetual, while all franchises which may be granted at the present time are limited to twenty-five years, with the privilege of renewal for twenty-five years, as a maximum, by the City Charter.

*It would seem, however, that many of these franchises, owing to the provisions of section 5 of the Railroad Law, have lapsed, as the Court of Appeals has recently held that this section is applicable to street surface railroads.*

*Present Conditions of Surface Railway Traffic.*

In order to understand the purpose of the tracks in Livingston street, it is first necessary to know something of the conditions affecting street railway operation as it exists in Brooklyn. For this purpose I have prepared a map which is attached hereto, showing the layout of existing street surface railways in the vicinity of the New York and Brooklyn Bridge and Fulton street, as well as the tracks and connections applied for, together with other features which will be explained later.

For illustration, the street surface traffic of the Brooklyn Rapid Transit Company between points in Brooklyn and New York, by the way of the New York and Brooklyn Bridge, may be considered as following the ribs, mid-rib and stem of a leaf—the Brooklyn Bridge being the stem; Fulton street representing the mid-rib, spreading out near the base by adding thereto Washington and Adams streets, between Fulton and Sands streets, and lines whose cars run into either Fulton, Washington or Adams street representing the ribs of the leaf. Under this arrangement all cars to New York must enter either Fulton, Washington or Adams street, thence along those streets to the vicinity of the bridge entrance, thence converging into the single track on the bridge to New York. The cars from New York take similar courses, except that Fulton street, between the bridge and Washington street, is also available for cars leaving the bridge.

As all cars must enter the north roadway of the bridge and all cars leave the bridge from the south roadway, they must adjust themselves to a position to enter the bridge from their respective routes, or to run upon their routes from the point of leaving the bridge, by crossing each other's lines, with a consequent interference and delay; for instance, all cars whose routes lie south of Fulton street must cross Fulton street directly or enter Fulton street and run thence on Fulton street to Adams or Washington street, thence on those streets to the bridge. A similar interference is caused by cars whose routes lie north of Fulton street, after leaving the bridge, as those cars must cross in some cases both the lines on Adams and on Washington streets.

Fulton street, between Court street and Flatbush avenue, is the main retail business section of the borough, and, in consequence, a great deal of traffic originates there during the evening rush hour, and a corresponding volume of traffic terminating in this section during the morning rush hour. To accommodate this traffic cars are run from residential sections to the Borough Hall and return at that point during the morning and evening rush hours. The traffic to and from Fulton Ferry, situated at the foot of Fulton street, is also accommodated mostly by cars run by the way of Fulton street.

It is seen then that Fulton street is the main artery for each of these three classes of traffic, namely, to and from New York, the retail district of the Borough, and Fulton Ferry.

The result of the present method of operation is congestion in Fulton street, owing to an excessive number of cars upon that street and congestion of points where other lines cross Fulton street, which, of course, delays all cars at the point of crossing. The most congested portion of Fulton street is between Court street and Flatbush avenue. The most congested crossings are at the intersection of Boerum place, Fulton, Adams and Willoughby streets, and at the intersection of Fulton, Washington and Court streets and Myrtle avenue. Perhaps some idea may be gained as to the extent of this congestion from a statement made in a communication received from Mr. E. W. Winter, under date of July 11, 1905, President of the "Nassau Company." Mr. Winter states that during the rush hour, between 5:30 and 6:30 p.m., 373 cars are operated on the two tracks on Fulton street between DeKalb avenue and Court square. Not only is such a condition positively dangerous to pedestrians, but nearly one-half of the principal business street in the Borough is wholly given over to the railroad company, and is a decided hindrance to vehicular traffic.

In the same communication Mr. Winter states that the number of cars crossing in all directions at the junction of Fulton, Adams and Willoughby streets during the rush hours is 583 cars per hour; that is, one car every six seconds. This crossing has been stated to be the most congested and dangerous street railway crossing in this country. It is, as will be seen by the map attached, a crossing of three lines of double tracks, each of which crosses obliquely each of the other two lines, all crossings being within a distance of less than 100 feet from each other. This arrangement results in the worst condition possible, and being at a point where pedestrians are unusually numerous, especially during the hour of heavy street car traffic, the danger is thereby exaggerated. The condition arising from this dangerous congestion is such that every effort should be put forth by the company, as well as the City, to bring about a remedy. The City has already taken a step by which it has shown its eagerness to do its share—that is, the widening of Livingston street, and it has cost the taxpayers of the City and property owners adjacent nearly two millions of dollars.

*Livingston Street.*

Livingston street has long been looked upon as the solution of this problem. It is a street which is parallel to and one block south of Fulton street. It was originally 50 feet in width, having a roadway of only 24 feet, and therefore much too narrow for a double track street railway, even if it were situated in a section in which vehicular traffic is light. In order, therefore, to utilize this street for a railway, it was necessary to widen the same by acquiring property on the southerly side for that purpose. In consequence of this decision, on December 23, 1904, the Board of Estimate and Apportionment, after considerable discussion, adopted a resolution providing for the widening of Livingston street, between Flatbush avenue and Court street, by adding 30 feet to its southerly side, and thereby increasing its width from 50 feet to 80 feet. On March 13, 1906, the Board of Aldermen adopted a resolution, which was approved by the Mayor, March 20, 1906, fixing the width of the sidewalks for such widened street as 15 feet each, leaving the width of roadway as 50 feet, instead of 42 feet, the usual width of a roadway of an 80 foot street.

The cost of acquiring this property has been about \$1,950,000, the proportion of such expenditure to be borne by the City at large being 75 per cent, or about \$1,462,500, the remaining 25 per cent. to be levied upon the property deemed to be benefited. The work of removing the buildings, which is required for the widening, is now going on, and is expected to be completed in a short time.

Several of the large department stores on Fulton street extend through the block to Livingston street, and it is here that much of the loading and unloading of delivery wagons to and from these stores is done. As a consequence, the northerly side of Livingston street is occupied by delivery wagons the greater part of the day. At times they are set against the curb as closely together as possible, the wagons and teams attached thereto occupying about 17½ feet of the roadway. So completely was the roadway occupied while the street was only 50 feet in width that two vehicles were unable to pass one another on the portion of the street so used, and at times there was barely room for the passage of one vehicle.

Portions of the northerly sidewalk, too, is almost constantly occupied during the day by packages and packing boxes for delivery or shipment, to the extent that it is dangerous and at times impossible for pedestrians to use it. In short, in two blocks, 17½ feet of the roadway is used as a stand for delivery wagons and the north sidewalk is used as a loading platform.

Livingston street has not of late been used extensively for vehicular traffic, but upon widening and repaving it should become an important thoroughfare for vehicular traffic, and should, to a considerable extent, relieve Fulton street of that class of travel. However, should street car tracks be placed thereon and the occupation of the street by delivery wagons be permitted to continue, vehicular traffic will be seriously interfered with. The space required for the occupation of a street railway is about 18 feet, leaving on each side of a 50-foot roadway, 16 feet for vehicles. If the north side of Livingston street continues to be used by the business houses in the district, and the right is given to construct the railway, then in portions of this street only 16 feet of space on the south side of the tracks will be available for vehicles. It would seem that in order to relieve Fulton street of that portion of its present congested condition due to vehicular traffic by transferring a portion of that traffic to Livingston street, either the present application must be denied or the occupation of the streets by these stores, as described, must cease. A railway in Livingston street, as will be shown, is essential for the relief of the congestion of surface car traffic in the vicinity, and if the relief of such congestion is afforded, nearly every citizen of the borough will be benefited, and it would therefore seem best to require these firms to vacate the street rather than deny the right to the railroad company.

To require these enterprises to vacate the street and load their delivery wagons on private property, does not seem to be a very great hardship upon their proprietors. At least two of these companies now own or lease property on the south side of Livingston street. The Board of Estimate and Apportionment has already granted permits to these firms to occupy Livingston street by a tunnel, to connect the stores on the north side of Livingston street with property on the south side, and one of the firms represented to the Board that it would remove its delivery wagons from Livingston street, should the right be granted. I see no reason why such an improvement could not be made and packages conveyed mechanically from other stores through tunnels under Livingston street to private property, where the loading may be done. Such a method possibly would necessitate acquiring of additional property for that purpose, or remodeling that which they already have on the south side of the street, but that is evidence that the privilege which these firms have enjoyed without cost for so many years, is of great value and now that the City is in need of the space so occupied and has spent a large sum to widen this street, which improvement will add greatly to the value of the property occupied by these stores, I believe that they should be compelled to vacate the use of the street.

*Flatbush Avenue Extension.*

It has many times been stated that a street railway upon a new street recently laid out as an extension to Flatbush avenue, from Fulton street to the approach of the Manhattan Bridge, will afford the relief required in this district. If this street were now constructed and tracks laid thereon, the cars which would be operated by way of that street are those of the Brooklyn Rapid Transit System to and from New York. The only portion of those cars which could use this extension are those whose routes lie south or east thereof. In order that these cars might reach that thoroughfare they must pass through Concord street from Washington street to Flatbush avenue extension, which would mean crossing of cars at the intersection of Washington and Concord streets and the crowding of cars in Concord street.

A few of these cars could use this extension and Concord street as a means to reach the New York and Brooklyn Bridge without excessive congestion, but if the improvements which are outlined herein are accomplished, I believe that the relief which would be afforded by immediate construction of Flatbush avenue extension would be insignificant in comparison. If, when the Manhattan Bridge is completed, a wide street is provided between the two bridges, and subgrade crossings constructed for surface cars, so that the cars from either bridge may proceed to their respective routes by way of either Fulton street or Flatbush avenue extension, then I believe that this proposed extension will greatly aid in the movement of cars from the New York and Brooklyn Bridge.

*Plan to Relieve Congestion.*

From what has been said in regard to the congestion of street railway traffic in Brooklyn, it is evident that to afford relief the method of operation of the Brooklyn Rapid Transit Company's system must be changed so that—

First—Fewer cars will be run on Fulton street, between Court street and Flatbush avenue;

Second—The crossings at the intersection of Fulton street and Court square and at the intersection of Fulton and Court streets may be eliminated; and

Third—That the crossings so eliminated shall be provided for elsewhere.

The first may be accomplished by operating tracks in Livingston street and Lafayette avenue as proposed. In that case cars which now run on Fulton street may be divided and a portion run on Livingston street.

As regards the second and third, the operation of tracks in Livingston street will not completely accomplish the results sought.

In a communication previously referred to, dated July 11, 1905, from Mr. Winter to the former Comptroller, Hon. Edward M. Grout, he states that upon the operation of cars in Livingston street, 448 cars per hour would cross in all directions at the intersection of Court square and Fulton street, as against 583 cars per hour at that time, or a reduction of about 23 per cent, while the cars run upon Fulton street could be reduced to at least one-half the number operated at present.

It is just as important that this dangerous crossing and the one at the intersection of Fulton and Court streets should be eliminated as that the number of cars on Fulton street should be reduced. One reason why the number of cars crossing at Court square and Fulton street is not reduced in the same proportion as is the number which were to be run on Fulton street if tracks were laid on Livingston street, is that cars going toward the bridge must cross at that point in order to approach the bridge either through Adams or Washington street. Cars bound for New York by way of the New York and Brooklyn Bridge which operate through Court street must go by the way of Court street, Atlantic avenue, Boerum place and Court square, in order to enter either Washington or Adams street to the bridge. These cars add greatly to the congestion at the Court square and Fulton street crossing.

As has been pointed out, cars which enter or leave the bridge must adjust themselves to their respective routes by crossing the routes of other cars. If then the crossings at the intersection of Fulton street and Court square and at the intersection of Court, Washington and Fulton streets are eliminated, then the point of crossing must be moved to some other point, and should, if possible, be at a point where provision can be made to avoid a crossing at grade, which cannot be accomplished within the lines of a street.

Considerable time and study has been given to this problem by this Bureau, and a plan was devised whereby this crossing was provided for by means of one surface and one subsurface track in Liberty street, the entrance to the subsurface track being in the bridge plaza west of the bridge station, and the exit being near the intersection of Liberty and Fulton streets. This subsurface track was to be used by cars entering the bridge by way of Fulton street, instead of crossing or entering Fulton street at the intersection of Court square and Fulton street, and entering the bridge by the way of Adams or Washington street. Some of the cars leaving the bridge were to use the tracks on the surface of Liberty street, branching off at High street, and others to use the tracks on the surface of Liberty street and branching off near Tillary street through private and bridge property, in the block bounded by Washington, Tillary, Liberty and Concord streets, to the tracks on Washington street.

While this plan was being considered the matter was taken up by the President of the Borough of Brooklyn and referred to Mr. A. J. Provost, Jr., Engineer in the office of the Commissioner of Public Works. Conferences were held by members of this Bureau with Mr. Provost and Mr. Kingsley Martin, Engineer in charge of the Brooklyn Bridge, and on April 25, 1906, Mr. Provost, in a report to the Commissioner of Public Works, described the plan which he had worked out in detail.

It provided that the crossing mentioned should be made in the property of the Bridge Department, in the block bounded by Washington, Tillary, Liberty and Concord streets.

It was seen that Mr. Provost's plan had some important features which made it more desirable than the one devised by this Bureau. For example, it provided for cars entering or leaving the bridge by direct route through the present bridge station, instead of crossing either the roadways or footpath of the bridge. That portion of Sands street directly in front of the bridge could, therefore, be closed to vehicular traffic, which would still further facilitate the movement of cars entering and leaving the bridge, and leave free for the use of pedestrians that portion of Sands street directly in front of the bridge station.

In consequence of these changes, Mr. Provost's plan was in the main adopted by this Bureau as the best plan yet devised, and it is here recommended that it be put in operation.

The plan as described herein embodies the main features as proposed by Mr. Provost, with, however, a few additions and changes, among which are tracks in Lafayette avenue, as applied for by the "Nassau Company," and provision made for a loop terminal for City Hall cars of the Myrtle avenue line, instead of stub end terminal in the busy section, as provided by Mr. Provost.

Mr. Provost has gone over the plan with officers and engineers of the Brooklyn Rapid Transit Company, and they have declared that the operation of the railroad under this plan is practicable.

The Bridge Department has been consulted by this Bureau and engineers of that Department have declared that it was perfectly practicable as far as the construction features within the property of the Bridge Department are concerned.

On the map attached hereto are indicated additional tracks required, other than those which are now in operation, and tracks which should be abandoned under the proposed plan.

As will be seen by the map, the crossing previously discussed will be constructed under the structure on which is carried the yard for the bridge railroad, within the

block bounded by Washington, Tillary, Liberty and Concord streets, which property is under the supervision of the Bridge Department. The two tracks which cross this point can be constructed so as not to cross at grade, which has been pointed out as the solution of the problem.

Two plans are proposed for the tracks to be laid from Fulton street to Washington street, through the bridge property to the bridge entrance, both of which engineers of the Bridge Department have said to be practicable. Mr. Provost's is to lay tracks connecting with those on Washington street and leading directly into bridge property and there to be joined by tracks connecting with those on Fulton street, and running thence in Fulton street and Liberty street and through the property of the Brooklyn Rapid Transit Company and the bridge property; the tracks to proceed from the point of intersection on the bridge property across Concord, Nassau and High streets, in an open cut, except under those streets which should be carried across the open cut by bridges; thence into the bridge station, emerging at the surface in the bridge station; thence across Sands street, through the plaza, between the trolley tracks on the bridge approach; thence connecting with the present trolley tracks on the bridge.

The alternate plan proposed is to provide for this crossing in the same block, but to carry the tracks upon the structure of the bridge railroad yard, instead of underneath in an open cut; thence along this structure to the bridge station; thence one track on each side and outside of the station building; thence upon the bridge, and finally connecting with the present trolley tracks on the bridge.

Either method will accomplish the same result as to the elimination of crossings at grade, and as the entire work would have to be done under the direction of the Bridge Commissioner, it is a matter to be worked out by him as to which plan would be to the best interests of the City.

Additional track other than that described to accomplish this plan of operation is as follows; shown on map attached hereto in full red lines:

1. Tracks in Livingston street from Court street to Flatbush avenue as applied for by Nassau Company, with connections with existing tracks in Court street, Boerum place, Smith street and Flatbush avenue.

2. Tracks in Lafayette avenue from Flatbush avenue to Fulton street with connections with existing tracks in Flatbush avenue and in Fulton street.

3. Curve connections between existing tracks in Willoughby street and existing tracks of the Coney Island and Brooklyn Railroad Company in Jay street.

4. Curve connections between the existing tracks in Willoughby street and Adams street.

5. Curve connections between existing tracks on Myrtle avenue and tracks of the Coney Island and Brooklyn Railroad Company on Jay street.

6. Curve connection between existing tracks on Myrtle avenue and Adams street.

7. A single track to begin at the point where the track on roadway leaves the Bridge, thence through the Bridge plaza and High street to and connecting with the east-bound track in High street at Washington street, also connecting with the south-bound track in Washington street.

8. A single track to begin at the point where the track enters the east roadway of the bridge, running thence on the westerly side of Washington street and connecting at that point with the existing spur to the tracks of the Coney Island and Brooklyn Railroad Company in Washington street.

9. Curve connection between the latter track and west-bound track on High street.

10. Curve connection between existing tracks in Adams street and tracks of the Coney Island and Brooklyn Railroad Company in High street.

11. Curve connection between existing tracks in Sands street and the tracks in Adams street.

12. Curve connection between the west-bound track in Atlantic avenue and the south-bound track in Court street.

13. Curve connection between the City Hall loop track and track in Joralemon street.

In order to make High street underneath the bridge structure available for the use of a street surface car, the grade of that street and a portion of Washington street will have to be changed, as the head room in High street is not sufficient for that purpose at the present time. This change of grade is said by Mr. Provost to be perfectly feasible. He has made a survey for such change, and states that the damage to property would be slight, and that as Washington street should be repaved, the expense would thereby be lessened.

The tracks which may be abandoned are as follows, all of which are indicated upon map by dashed red lines:

1. Tracks in Court square, from Livingston street to Fulton street, and also the continuation of those tracks across Fulton street and Willoughby street to Adams street.

2. Tracks on Fulton street from their intersection with the tracks in Washington street to the intersection with tracks in Court street.

3. Tracks in Myrtle avenue, from Adams street to Washington street, and also continuation of those tracks across Washington and Fulton streets to their intersection with tracks in Fulton street.

4. All the tracks which now exist in Sands street between Adams street and Fulton street.

5. Single track in Johnson street, between Fulton and Washington streets. This track has not been used for several years, and should therefore be removed.

6. Westbound track in Joralemon street, from Fulton street to Court street, and its connections with tracks in Court street, and also the continuation of that track across Fulton street and Adams street; and also the eastbound track of the Willoughby and Joralemon street lines at the crossing of Fulton and Adams streets.

If tracks are constructed and abandoned as indicated, then the operation of the cars, in order to eliminate the existing crossing and congestion, could be operated as follows:

1. All cars bound for New York, whose routes lie south of Fulton street, to proceed by the way of Court street and Fulton street, thence by tracks upon the bridge property to the bridge. Upon leaving the bridge these cars to take a similar route.

2. Cars bound for New York by the way of Fulton street to proceed by the way of Washington street and the tracks upon the bridge property to the bridge. Upon return, these cars to take similar courses.

3. Cars of the Coney Island and Brooklyn Railroad Company bound for New York to enter the bridge as at present. Upon return, using the tracks upon the bridge plaza in High street.

4. Cars bound for New York by the way of Concord street to proceed by the way of Washington street upon the existing spur and new track indicated. Upon leaving the bridge to proceed by the way of the bridge plaza, High street, to Washington street.

5. Cars bound for New York from the Flushing and Graham and the Flushing Avenue Extension lines to proceed by the way of Sands, Adams, High and Washington streets to the bridge. Upon leaving the bridge to proceed by way of the bridge plaza and High, Adams and Sands streets.

6. Fulton Ferry cars whose routes lie south of Fulton street or upon upper Fulton street to proceed by the way of Lafayette avenue, Flatbush avenue, Livingston, Court and Fulton streets.

7. Fulton Ferry cars on other lines to proceed by the way of Adams street or Washington street.

8. City Hall cars from points in upper Fulton street may either proceed by the way of Lafayette avenue, Flatbush avenue, Livingston, Court, Joralemon and Fulton streets, thus making a loop, or may run entirely upon Fulton street, making a loop around City Hall.

9. City Hall cars of the Myrtle avenue line to proceed through Adams, Willoughby and Jay streets, thence into Myrtle avenue, making a loop around those two blocks.

10. The cars of the Greenpoint and Crosstown lines may proceed by the way of Jay, Smith and Livingston streets instead of Willoughby and Joralemon streets, as at present. The tracks upon Smith and Jay streets are the property of the Coney Island and Brooklyn Railroad Company; however, the distance between Willoughby and Livingston streets is less than 1,000 feet, and in consequence the Coney Island and Brooklyn Railroad Company must allow other companies to use those tracks, as provided in the railroad law.

The advantages of the operation of cars under this plan are as follows:

1. At the bridge entrance cars entering the bridge and leaving the bridge will not cross vehicular traffic entering or leaving the bridge. Sands street, directly in

front of the bridge entrance, could be closed as a street, and, therefore, pedestrians may enter the bridge station and proceed to the bridge without being interfered with by either car or vehicular traffic.

2. At the intersection of Fulton, Court and Washington streets all crossings are eliminated.

3. At the intersection of Fulton street and Court square all crossings are eliminated.

The tracks as applied for in Lafayette avenue, to my mind, are essential to the plan, as by means of those tracks the cars to City Hall from upper Fulton street are able to run upon the loop by the way of Livingston street, Court street, Joralemon street and Fulton street. It would also enable the company to balance as it desires the number of cars which run upon Fulton street and Livingston street, and would, for that reason, afford additional facilities to the company for efficient operation of its railroad.

Mr. Provost states that the engineer of the company has never criticised the plan outlined, but, on the contrary, has practically adopted the plan by submitting one which has the principal features of the one suggested by Mr. Provost, with provision for the tracks on the bridge property to be carried upon the bridge railroad yard deck.

It would seem necessary should a franchise be granted that the Brooklyn Rapid Transit Company shall agree within three months to enter into a contract with the Commissioner of Bridges for the use of the bridge property for the purposes outlined, by means of an open cut or by the use of tracks on the present structure, both of which plans have been described, and shall lay the tracks and curves as have been outlined and shown upon the map in red. Further, that it shall agree that no cars shall be operated over the tracks which are to be abandoned, as indicated herein, and that the companies owning such tracks shall remove the same upon putting in use the plan of operation suggested.

Unless such a provision is made and tracks laid in Livingston street and Lafayette avenue only as applied for, I am of the opinion that the necessary relief of congestion in this section will not be accomplished.

In order to carry out this plan it will be necessary to obtain a franchise for Livingston street and Lafayette avenue, as applied for, and a franchise for the right to lay tracks connecting with the tracks in Fulton street near Tillary street, running thence in Fulton street and Liberty street to the property of the Brooklyn Rapid Transit Company.

The Brooklyn City Railroad Company, which is leased by the "Heights Company," on March 13, 1906, made application to the Board of Estimate and Apportionment for a franchise for the right to construct a single-track connection between the northbound track in Fulton street and the northbound track in Washington street, and passing through the property of the Brooklyn Rapid Transit Company and the property of the Bridge Department, in about the same location as the tracks suggested by the plan herein submitted. This application was made for the purpose of providing for a more direct route to the bridge for cars from the Court and Union street lines, which now run by the way of Court street, Atlantic avenue, Boerum place, Court square and Adams street, thus passing through the congested section at the intersection of Fulton street and Court square.

It was considered by this bureau that such connection would greatly benefit the patrons of those lines, and a report was accordingly made on March 14, 1906, suggesting that a revocable permit be granted for a period of one year, pending the time when the problem of traffic congestion in the vicinity of Fulton street and Brooklyn Bridge should be partially solved. A further reason for granting a permit instead of a franchise was that at the time the application was made the Court of Appeals had not decided as to the constitutionality of the law transferring the franchise-granting power from the Board of Aldermen to the Board of Estimate and Apportionment. The permit was granted by the Board on March 16, 1906.

The permit contained a clause which required the company to file its acceptance within thirty days after the same had been signed by the Mayor, which was March 26, 1906. No reply was received from the company either denying or accepting the permit. After the expiration of thirty days the State Board of Railroad Commissioners notified the company to show cause why it had not accepted the permit, and on May 23, 1906, Mr. E. W. Winter, President of the company, appeared before the Commissioners and stated his objections. After some discussion the Commissioners decided to let the matter rest until the company had reapplied for a franchise for this connection.

Accordingly, on May 24, 1906, nearly a month after the time for the acceptance of the permit had expired, Mr. Winter addressed a communication to the Board of Estimate and Apportionment stating his reasons why his company had not accepted the permit, and asked that the original application be reconsidered, and that the conditions to which Mr. Winter objected be eliminated, and that a franchise be granted instead of a permit for a period of not less than ten years.

Under date of June 4, 1906, I submitted a memorandum to the Board upon the communication of Mr. Winter, in which I stated:

"I shall shortly be able to make suggestions with regard to the application of the Nassau Electric Railroad Company for a franchise on Livingston street and Lafayette avenue, at which time I will discuss more fully the advantages of the connection proposed, and make suggestions in relation to a franchise for that connection."

I would therefore now suggest that the right to construct the connection through Liberty and Fulton streets to the property of the Brooklyn Rapid Transit Company, as described, be reapplied for, but that a double track railway, which is necessary at this point, be substituted for the single track originally applied for, and that this be made a condition of any franchise granted to the "Nassau Company."

#### Overhead Trolley and Underground Electric Systems.

At the time The City of New York first disapproved of overhead trolley wires in the Borough of Manhattan, much dissatisfaction and opposition was expressed by the railroad companies. The decision on the part of the City possibly delayed the electrification of some of the lines, but the benefit of such a decision is being enjoyed at the present time.

Overhead trolley wires in a crowded busy street are unsightly and to some extent dangerous. I believe that the time must shortly come when no overhead wires of any kind will be allowed in thickly populated and busy sections of the City.

The franchise which was granted to the New York City Interborough Railway Company by resolution adopted March 16, 1903, and approved by the Mayor, March 31, 1903, for the right to construct and operate about 36 miles of double track street surface railroad in the Borough of The Bronx, contained a condition which was accepted by the company, as follows:

"The Board of Estimate and Apportionment, or its successor in authority, upon giving to the grantee, its successors or assigns, one year's notice in writing, may require it or them to operate its railroad upon the whole or upon any portion of its route by underground electrical power, substantially according to the system now in use on the railroads in the Borough of Manhattan above referred to, and thereupon to discontinue the use of the overhead trolley system and to remove its poles, wires, and other structures used by it for that purpose from the streets, highways, bridges and public places of The City of New York."

The City therefore has the power at any time to require the removal of a considerable proportion of the overhead trolley wires in the Borough of The Bronx upon one year's notice to the company.

Some attention should be given to this matter in the Borough of Brooklyn upon giving additional rights to companies now operating railroads by the overhead trolley system. There is one great advantage which is gained by the use of the underground system, and that is the elimination of the danger of electrolysis, and therefore danger of destruction of subsurface metal pipes by that agent.

In Washington, D. C., electric power used for propelling cars must be supplied by complete metallic circuit, necessitating either the underground or the two-trolley system. Some years ago the District Commissioners of the District of Columbia made electrical surveys for the purpose of ascertaining the character of stray electric currents and to determine whether any injury had been done to pipes by electrolysis. It was found that many service pipes were badly affected and since that time the condition mentioned has been inserted in all street surface railroad franchises granted by Congress within certain limits of the city of Washington.

I am unable to say whether there is any damage done by electrolysis to pipes in this City, but I believe it is universally conceded by experts upon the subject that where ground return circuit is used, as in the case of the single trolley system in this City, there is always danger of electrolysis.

The underground electric system as at present employed in the Borough of Manhattan almost absolutely prevents danger from that source.

Perhaps the nearest solution which has yet been advanced of the problem of distribution of the crowds at the Manhattan terminals of the bridges spanning the East river, is to carry those passengers into or across the Borough of Manhattan and those cars to return to the entrance of one of the other bridges, thence across that bridge into the Borough of Brooklyn, so that those bound for points in Manhattan may transfer to a line in the Borough of Manhattan leading directly to such point. Such a method would provide for several terminals instead of one, as at the Manhattan terminal of each bridge at the present time.

Every point where such crosstown lines intersect the north and south lines in the Borough of Manhattan might be considered a terminal. This method would also practically eliminate one transfer point. I believe that the time will soon come when this method of operation will be put in use.

As no overhead wires for the operation of surface lines in Manhattan are allowed, it is evident that if such a method of operation is used surface cars in the Borough of Brooklyn must be equipped for both the overhead and underground systems. In that case change from one system to the other should be made as far from the entrances of the bridges as possible, and in no case within the heavy traffic district of Brooklyn.

It would seem therefore that any franchise for a street railway in the business section of Brooklyn should contain a condition requiring the company receiving such rights to so construct the railroad that it may be operated by the underground system, and that the company shall be required at any time during the term of its grant to so operate the railroad upon one year's notice from the City.

Compelling the company to operate one line or parts of its system by the underground method does not mean that all the lines must be changed from overhead trolley to underground. The same car may operate over tracks part of which is equipped for the overhead and part for the underground system. The time required to adjust a car at the point of making the change from one system to the other in the city of Washington is from ten to sixteen seconds, and one company makes the change from underground to trolley without stopping the car at all. In no case does the time required to make the change exceed the average time required for a car to stop and receive two passengers.

If both systems are employed upon the same line, all cars on that line must, of course, be equipped for both. In Washington the cost of equipping the car for both systems, above the cost of equipping for one system only, does not exceed \$50.

If this condition is inserted the right must be given the company to lay conduits in which to carry feed wires to furnish electric power for the railroad. Such right should be definitely defined and the company required to furnish one duct free for the use of the City.

This latter provision has been inserted in all franchises recently granted and proposed for those now pending before the Board, in which rights must be given to lay conduits for the purpose of the operation of the business for which franchises are applied for.

I would suggest that all electrical feed wires other than trolley wires should be required to be placed in conduits. This condition is as necessary as requiring telegraph, telephone or electric light wires to be placed in conduits in thickly populated districts. Such wires should be placed underground, as they are often a hindrance to the work of the Fire Department in case of fire, and are as unsightly as the overhead trolley.

The "Nassau Company" should, therefore, be required to construct a railway in Livingston street and Lafayette avenue in such a manner as will admit of the operation by the underground system, and the City reserve the right to compel its operation by this method upon one year's notice. The company should also be required to construct conduits beneath or alongside of the tracks as may be required, for the operation of the railroad only, with the exception of one conduit, which should be provided for the City for its use. All wires of the company other than the trolley wires should be placed in such conduits.

All railroad companies which shall run cars upon Livingston street and Lafayette avenue should be bound by the contract to equip the cars for both the underground and overhead systems at the time the City requires the operation of the tracks in those streets to be operated by the underground system.

#### Term of Grant.

This application is unlike the usual one for extensions to existing railways, in which it is the intention of the applicant to extend its lines into a district in order to obtain new business, open up new territory, or on account of changes in the direction of traffic. From the company's standpoint, this extension is desired for the purpose of handling the traffic which has now reached such gigantic proportions that it is impossible to efficiently handle such traffic because of the limited facilities and present congestion in this section. It is vitally important from the City's standpoint that more facilities be given the company in order that it may make more efficient its transportation system. It is also important that by giving such rights to a railroad company, the company give in return quicker and better service.

It has been pointed out by many that the service and consideration given to the travelling public by the Brooklyn Rapid Transit Company, has, in the past, been such that a most careful and stringent contract should now be made to prevent a repetition of the past abuses.

The bridges and tunnels either proposed or now in process of construction, between the boroughs of Manhattan and Brooklyn, may upon completion entirely change the course of travel between the two boroughs. For instance, Flatbush Avenue extension from Fulton street to the approach of the Manhattan Bridge, together with other improvements which should be made near the entrances to the two bridges, will afford a route for cars crossing that bridge and allow those cars to shun the present congested section of the borough, whereas such cars now must cross the New York and Brooklyn Bridge and must therefore pass through the congested section.

Other streets in the future may be required and consequently laid out and the trend of traffic may change to such an extent that suggestions of means of preventing congestion at this time, may be entirely inadequate for that purpose within a few years.

Because of the anticipated shifting of the direction of traffic and the possibility that Livingston street may be required for traffic other than surface cars within a few years, I believe it unwise to give to any company a vested right in that street for a period of twenty-five years, and a renewal of twenty-five years, which is the maximum period which the City may give as provided in the City Charter.

I would therefore suggest that the term be made ten years with the privilege of renewal for ten years upon a revaluation.

#### Cost of Pavement to Be Borne by the Company.

The question of the portion of the cost of paving of Livingston street, which should be borne by the company, and the proportion of the expense of keeping the pavement in repair upon Livingston street and Lafayette avenue should be given careful attention, and provided for as a condition of the franchise.

In streets where the volume of car traffic is large, other vehicular traffic is forced to each side of the tracks so that the wear of the pavement in such spaces is greatly increased.

Before the tracks were laid upon Macombs Dam Bridge, the yearly repairs to the pavement upon the bridge amounted to 1,000 square yards. During 1905, in which year the tracks of the Union Railway Company of New York City were in operation upon the bridge, the repairs to the pavement actually done amounted to 3,952.43 square yards, or nearly four times the repairs required when no tracks were upon the bridge. This increase was due to the excessive wear on the portion on either side of the tracks because of the vehicular traffic being forced to use that space by the operation of the cars.

This same condition is apt to occur in Livingston street because of the unusual heavy car traffic which is expected in that street. I would therefore suggest that the company be required to bear at least one-half of the expense of laying the pavement in Livingston street, and that it be required to bear at least one-half of the cost of keeping such pavement in repair, and also that the company shall bear one-half of the expense of renewing the pavement at any time during the term of the grant.

#### Rights Not Exclusive.

Under date of May 7, 1906, the President of the Borough of Brooklyn in a communication addressed to the Board of Estimate and Apportionment suggested that

"—inasmuch as the prompt relief of the congested conditions in Fulton street is desirable, the City insert as a condition of its grant of the franchise sought by the Nassau Electric Railroad Company a clause which shall preserve to the City all the rights in Livingston street which it now has. In other words, the terms of the grant should be such as will, while not denying to the Nassau Electric Railroad Company the right to use Livingston street for the proper purposes, in no way estop the City hereafter from making the same use of Livingston street itself or from consenting to the use of it for railroad purposes by other corporations. This clause should be so framed as to make the cost of installing tracks, trolley poles, wires and other appurtenances whatsoever the consideration by the railroad company for the use of Livingston street, for railroad purposes for the term of the franchise to be granted. Any company which may hereafter obtain the privilege of using the street for railroad purposes should be compelled to pay to the Nassau Electric Railroad Company a reasonable sum for the electric power it may use in the operation of its railroad and also a fair share of the expense of maintaining the tracks and wires and other appurtenances in Livingston street. Should the City in the future obtain from the State authority to operate a street surface railroad, it should have the right to use the tracks, etc., of the Nassau Electric Railroad Company to be installed under this franchise without any charge to the City whatsoever."

The Coney Island and Brooklyn Railroad Company has also made application to the Board for the right to construct and operate a street surface railroad in Livingston street, between Court street and Flatbush avenue, and other streets in the Borough of Brooklyn. This company is a competitor of the Brooklyn Rapid Transit system, and it may be desirable that the tracks in Livingston street should be available for the use of this company as well.

I would suggest therefore that any franchise which may be given to the "Nassau Company" be not an exclusive franchise. In other words, that a clause be inserted in the contract similar to the one proposed by the President of the Borough of Brooklyn.

Such conditions have been employed in recent grants of franchises, among which is the grant to the New York City Interborough Railroad Company, in the Borough of The Bronx, for the portion on the bridges across the Harlem river and within 1,000 feet of the approaches thereto.

In regard to the other provisions suggested by the Borough President, that is, to allow the City the use of the tracks of the "Nassau Company," I would say that upon giving a vested right for any period of time to any corporation, all anticipated needs of the City which may be interfered with by such vested right, should be, so far as possible, protected by the terms of the franchise.

For this reason, and as it is possible that the City may require the use of Livingston street for a municipal railway at some future time, as has been suggested by the President of the Borough of Brooklyn, it seems advisable that such a clause should be inserted.

The clause which I have drawn and embodied in the suggested form of contract, attached hereto, provides that nothing in the contract shall be deemed to effect the rights of the City to grant similar rights to other persons or corporations on the same or other conditions. Should the City grant a similar right to other persons or corporations, the "Nassau Company" shall allow such other persons or corporations to use the tracks, wires and other equipment used in connection therewith, upon payment to the "Nassau Company" of an annual sum which shall not exceed the legal interest on such proportion of the whole cost of the construction of said railroad, and the cost of keeping the track in repair as the number of cars operated by such other company or individual, shall bear to the number of cars operated by the "Nassau Company" or companies allied therewith, and the actual cost of the power necessary for the operation of the cars of such other company thereon. Also that if the City should at any time during the term of the grant decide to operate a street surface railroad over the whole or any portion of the track constructed under the contract, the "Nassau Company" shall allow the City to use the whole or any part of the track and track equipment without cost to it.

#### Excessive Fare Charged to Coney Island.

In addition to the evasion of giving transfers, as has been described, I wish to call your attention to another evil in relation to the operation of the Brooklyn Rapid Transit System, which works a hardship upon the public, that is, a charge of 10 cents from points in Brooklyn to Coney Island. The practice of the Brooklyn Rapid Transit Company is to charge 5 cents from points in Brooklyn to Kings Highway or vicinity, and at that point to charge another fare of 5 cents to Coney Island. The ride for this latter fare is so short that it is practically exacting a toll for each passenger for the entrance to Coney Island.

The Coney Island and Brooklyn Railroad Company, which has at least two lines running to Coney Island, has during the last few years charged 10 cents on Saturdays, Sundays and holidays, and on other days only 5 cents. As the days on which 10 cents is exacted are those of greatest traffic, that company receives the greater fare from a large proportion of its passengers to Coney Island.

I believe that this fare should be only 5 cents at all times. Judging from the distance over which 5 cents pays for a ride in other parts of The City of Greater New York, and the policy adopted by the City in regard to fares upon the rapid transit subsurface railroads, these companies may well afford to charge only 5 cents to Coney Island.

It would seem advisable, therefore, to require the Brooklyn Rapid Transit Company to bind itself not to charge over 5 cents from any point in the Borough of Brooklyn to any other point in the same Borough, and agree that a system of universal transfers be given between all lines controlled by the Brooklyn Rapid Transit Company. If a 5-cent fare is adopted to Coney Island by the Brooklyn Rapid Transit Company, the Coney Island and Brooklyn Railroad Company will be obliged to reduce its fare to 5 cents in order to successfully compete with the Brooklyn Rapid Transit Company.

#### Compensation.

In determining the compensation which should be demanded for the privilege asked, it is pertinent to consider the amount which is being paid to the City at present by the "Nassau" and the "Heights" Companies. The franchise granted to the "Nassau Company" June 19, 1893, and which has been hereinbefore mentioned, provided that the Railroad Law should be complied with, which law required a payment to the City of 3 per cent. of the gross receipts during the first five years of the grant and 5 per cent. thereafter. A further condition was imposed which required the company to pay to the City an additional 1 per cent. of its gross receipts when such gross annual receipts shall have averaged \$20,000 or less per mile; 2 per cent. when such gross annual receipts shall have averaged more than \$20,000 and less than \$40,000 per mile, and 3 per cent. when more than \$40,000 per mile.

On June 26, 1896, an agreement was made between the "Nassau Company" and the City of Brooklyn by which that City agreed to accept 3 per cent. of its gross earnings of the railroad upon streets in which franchise was granted on June 19, 1893, such 3 per cent. of its gross earnings to be in lieu of all payments required by the terms of the franchise.

In Brooklyn the "Nassau Company" is the only company of the entire Brooklyn Rapid Transit System which pays to the City a percentage of any part of its gross receipts. Chapter 2, article 1, section 4, of the ordinances of the old City of Brooklyn, provides that an annual car license fee of \$20 for each street or horse car daily operated or used in the City of Brooklyn, shall be paid to the City.

The following table shows the amounts paid by the "Nassau Company" in percentages of gross receipts, and the amounts paid in car license fees by all the companies which make up the Brooklyn Rapid Transit System, for the years 1903, 1904 and 1905. This includes all the elevated lines as well as the surface lines of the Rapid Transit Company:

#### Receipts and Percentages Paid by Nassau Company.

	1903.	1904.	1905.
Receipts upon which percentage is paid.....	\$345,130 07	\$382,385 07	\$535,064 28
Amount of percentages paid.....	10,353 90	11,471 55	16,051 92

## Amounts Received in Car License Fees from the Brooklyn Rapid Transit System.

	1903.	1904.	1905.
Brooklyn Heights	\$140 00	\$140 00	\$120 00
Brooklyn City	13,740 00	13,400 00	14,220 00
Brooklyn, Queens County and Suburban	2,320 00	2,100 00	2,600 00
Coney Island and Gravesend	60 00	80 00	80 00
Nassau Electric	6,180 00	6,240 00	6,380 00
Total	\$22,440 00	\$21,960 00	\$23,400 00

Total Amounts Received by the City from the Brooklyn Rapid Transit System.		
1903		\$32,793 90
1904		33,431 55
1905		39,451 92

The single track mileage of the Rapid Transit System is 551 miles.

The amount paid during the year 1905 is equal to only 248 per cent. of the entire gross receipts of the Brooklyn Rapid Transit System.

I desire to call particular attention to the receipts of the Brooklyn surface and elevated railroads, and to the proportion of such receipts which those companies pay to the City for the valuable privileges which they enjoy, and to draw a comparison between the amounts which they pay to the City against those paid by the companies in the Boroughs of Manhattan and The Bronx.

The total receipts from the surface and elevated lines in the Boroughs of Manhattan and The Bronx, which comprise a total single track mileage of 505 miles, during the year ending June 30, 1905, was \$33,347.511. The total amount paid to the City by these companies during the same year was \$333,510.94, which is equal to 1 per cent. of the entire gross receipts of the surface and elevated lines in the Boroughs of Manhattan and The Bronx, exclusive of the large amount the City is now suing for.

*It will therefore be seen that the City receives from the street railroads in Brooklyn only one-quarter of the percentage of gross receipts which it receives from the street railroads in the Boroughs of Manhattan and The Bronx.*

In either case the City is not deriving any such compensation as is equitable, as is evidenced by the enormous watering of stock every time a consolidation or merger takes place, and the ability of companies so merged to pay dividends thereon. In consequence, any sums which may be required for the franchise in question could hardly be deemed excessive and should be paid by the railroad company.

To show the amount of business done by these companies which make up the Brooklyn Rapid Transit System, the rate of increase of the number of passengers carried, and other interesting features of the operation of the system, I have prepared the following table. The data from which this table has been made up was taken from the reports of the company to the State Board of Railroad Commissioners and is therefore a matter of public record. The data was given in the reports of the "Nassau Company," "Heights Company" and "Suburban Company" and the Coney Island and Gravesend Railroad Company. The years given indicate the report for the year ending June 30 of that year:

Number of Passengers Carried, Including Transfers, on Regular Cars.		
1903	322,493,676	
1905	387,214,586	

Increase.....	64,720,910
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Percentage of increase, 20.07.

Gross Earnings from Operation.		
1903	\$13,164,430 10	
1905	15,869,041 70	

Increase.....	\$2,704,611 60
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Percentage of increase, 20.54.

Net Earnings from Operation.		
1903	\$5,336,689 57	
1905	6,444,205 18	

Increase.....	\$1,107,515 61
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Percentage of increase, 20.75.

Number of Passenger Cars of All Kinds in Use.		
1903	3,330	
1905	3,616	

Increase.....	286
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Percentage of increase, 8.59.

Passenger Car Mileage, Exclusive of Chartered Cars.		
1903	52,229,325	
1905	57,599,743	

Increase.....	5,370,418
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Percentage of increase, 10.28.

It will be noted that the percentage of increase of passenger car mileage is a little more than one-half, and the percentage of increase of the number of cars in use is a little less than one-half of the increase of percentage of the number of passengers carried. It is evident that the percentage of increase of passengers carried, number of cars in use and the car mileage should be approximately the same, provided—

First—That the number of passengers carried increase upon all lines and at all times of the day in equal proportion during the periods shown;

Second—That the proportion of seats furnished to passengers riding remain the same at all times.

The first condition is probably not fulfilled owing possibly to heavy traffic during non-rush hours upon some lines, as, for instance, summer traffic to and from Coney Island. I doubt, however, if this class of traffic makes up the difference in the percentages indicated in the table above, and I am compelled to believe that the latter condition is not fulfilled—that is, that fewer passengers were able to get seats during rush hours in the year ending June 30, 1905, than in the year ending June 30, 1903.

The percentage of increase of gross receipts from operation is a little less than that of net earnings from operation, which indicates that the operating expense was proportionately less in 1905 than in 1903.

These figures seem to show that although the number of passengers carried by the Brooklyn Rapid Transit System is increasing very rapidly, yet the facilities of the system is not increasing nearly as rapidly as required to efficiently meet the demands of the increased traffic, and therefore the numerous complaints which have been made against the company are not without foundation.

The capitalization of the "Nassau Company" is:

Capital stock outstanding.....	\$15,000,000 00
Funded debt outstanding.....	15,000,000 00

Total.....	\$30,000,000 00
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—or an indebtedness of \$468,128.89 per mile of double track.

While this company may not be considered rich from the standpoint of being able to declare large dividends upon the par value of outstanding capital stock, yet it is safe to say that if the company were capitalized at its real value, it would be in a position to declare large dividends on such an amount. The net earnings from operation, exclusive of all taxes for the year ending June 30, 1905, was \$1,086,911.30, which amount would carry more than \$20,000,000 at 5%.

This amount is no doubt far in excess of the actual money invested in the enterprise. It is seen, therefore, that the company is able to pay adequate compensation for privileges received from the City, and that it is also financially able to provide improvements which would facilitate the operation of its railroad and increase its facilities in proportion to increased traffic.

It is absolutely necessary that the track be laid in Livingston street and Lafayette avenue, and that the congested crossing referred to be eliminated, and that other tracks as herein suggested be constructed. Such an improvement would be a great public benefit. It will afford facilities for the operation of more cars than are now in use for the accommodation of passengers to and from New York and to and from the retail district of the borough. It would also decrease the running time through this whole section because of the less interference of cars at crossings and less crowding of cars in the streets, and in consequence would afford a saving in time between residences and places of business. It would lessen to a great extent the danger to passengers and vehicles at the street railway crossings eliminated, which would afford a freer movement of vehicles and passengers in streets which are now so crowded.

On the other hand, it is a fact that the very items which will benefit the patrons of this company will also enormously benefit the company, as for instance: In consequence of a saving in running time because of freer movement of cars, greater mileage can be made by each car, and as a result a greater service may be had from each car in use, which lessens the cost of operation; elimination of danger of accident lessens cost of operation and liability for damages; increased facilities of travel would undoubtedly accelerate the present growth of population in the borough and thereby largely increase the receipts of the company.

The City has gone ahead with the widening of Livingston street without, as far as I know, any assurance from the railway companies that they will co-operate with or share any expense of such widening or for the improvement of street railway service. The Railroad Law provides that the company building any extension, even those extensions to existing railways in fields undeveloped at the time such extensions are constructed, must pay the City 3 per cent. for the first five years and 5 per cent. thereafter upon such portion of its gross receipts as shall bear the same proportion of its whole gross receipts as the length of such extension shall bear to the entire length of its line. Therefore, under the law, the compensation to the City for extensions in undeveloped sections is practically as great as for portions of the existing system in sections which are developed, the gross receipts of which would be far in excess of that for extensions in undeveloped sections.

As has been pointed out, though the application is made by the "Nassau Company" only, the tracks laid under the privilege, if granted, will undoubtedly be used by the "Heights Company" and its leased lines as well. The "Nassau Company," though controlled by the Brooklyn Rapid Transit Company through ownership of stock has a separate corporate existence. It makes yearly reports to the State Board of Railroad Commissioners in which it gives gross receipts, car mileage, operating expenses, number of transfers, number of passengers carried, etc., while the companies leased to the "Heights Company" omit these items, they being contained in the totals as given in the annual report of the "Heights Company."

If, then, this franchise is one which will be used by companies other than the applicant, as well as the applicant company, then adequate compensation should be received by the City for its use by other companies as well. For this reason, and the fact that the City has spent a large sum to make Livingston street available for a street surface railroad, a payment to the City of a percentage of the gross receipts of the Nassau Company, as ordinarily computed, would be entirely inadequate.

There is, however, a way in which the matter of compensation for this privilege may be computed, and that is on the basis of what the City has expended to widen Livingston street in order to make that street available for a double-track street surface railroad, and at the same time wide enough to accommodate vehicular traffic as well.

As has been stated, the cost of this 30-foot widening to the City at large has been about \$1,462,500. The space occupied by a double track street surface railroad is about seventeen feet, and in consequence about 57 per cent. will be used almost exclusively by the railroad company. It would therefore seem equitable to require the railroad company to assist the City in carrying the expense of the improvement in just such an amount as it shall use such widening of Livingston street, which will be approximately 57 per cent. That portion of the total cost to the City at 4 per cent. would amount to an annual charge of about \$33,150. It would seem that the points to be considered in fixing the compensation to be paid to the City for privileges asked in Livingston street and Lafayette avenue should depend upon:

First—The fact that the "Nassau Company" and the "Heights Company," both of which will enjoy the privileges which may be given in Livingston street and Lafayette avenue, own franchises of perpetual duration for which they are paying very little to the City.

Second—The enormous cost to the City for the widening of Livingston street. Such widening would have been unnecessary for vehicular traffic had the roadway of Livingston street been used for that class of traffic, and no part of it occupied by a railroad company.

Third—Franchises owned by the "Nassau" and "Heights" companies, as has been previously stated, are unlimited as to time of duration, and therefore these companies have an advantage which could not be obtained under the present law.

Fourth—It is proposed that not only the cars of the "Nassau Company" shall use the tracks on Livingston street and Lafayette avenue, but the cars of the "Heights Company" as well, and therefore 3 per cent. and 5 per cent. of the gross earnings in the portion of the length of the new track to the whole of the Nassau system, which is the minimum fixed by the railroad law for extensions, the object of which is to obtain or create new business, would not be adequate.

After taking into consideration the benefits which will be derived from this privilege both by the Rapid Transit Company and the public, I believe that the result arrived at by the above calculation would be an equitable amount for the company to pay for the right.

It is the duty of the company to afford every facility possible for the operation of its railroad which will be a benefit to its patrons, and in addition should give adequate compensation for the privileges it receives from the City.

To my mind there seems to be no reason why the City should pay large sums of money for property and allow that property to be used either by corporations or individuals for the purpose of making money, without receiving therefor compensation in proportion to the value of such property. The only argument which may be advanced against this principle is, that it being a public benefit, the City would thereby receive compensation by having additional railroad facilities. Upon this I would say that in order to make this franchise a public benefit to that extent, power should be had by the City to control, in a measure at least, the kind of service given by the company, and the past acts of the Brooklyn Rapid Transit Company, which have been shown herein, emphasize the necessity for such control.

I would then suggest that the compensation be fixed at the annual sum of \$33,150, which, as a matter of fact, is not compensation for the privilege granted, but is simply an amount which will reimburse the City for the expenditures as made by it to relieve a situation created solely by the railroad companies.

## Conclusions.

From the foregoing it will be seen that as the parties controlling the street railroad companies operating in the Borough of Brooklyn have from time to time formed combinations between such companies for their sole advantage, and have by such transactions so added to the capitalization as to prevent the real earning power on the actual investment from becoming known, and also to stop the natural expansion of the roads as well as to make impossible the necessary improvements demanded by the increased traffic, and at times canceled and annulled such agreements at will as were necessary to evade the requirements of existing laws enacted for the benefit of the public, it would now seem necessary that the City should, in entering into a contract granting additional privileges to any one company of the system, which will be of benefit to or may be affected by any other company, compel all companies in that system, whether railroad companies, operating companies or holding companies, to become parties to

such contract, in order that the rights so bestowed shall not be misused, and that the rights of the public shall not at any time in the future be ruthlessly destroyed by reason of combinations made solely for stock jobbing purposes, for the enrichment of the few at the expense of the many.

I would therefore propose that should the City grant the right to the "Nassau Company" to use the streets applied for under the special conditions hereinbefore discussed, and with the usual conditions heretofore imposed by the Board in like grants, and that the contract granting such rights shall likewise include the Brooklyn Rapid Transit Company, which shall guarantee:

First—To enter into a contract with the Commissioner of Bridges within three months, for the use of the bridge property and the structure to be erected thereon, upon such equitable terms as may be required by the said Commissioner. The Commissioner to reserve the right to use the structure so constructed for City purposes, or to permit another railroad company so to do upon an equitable readjustment of the terms.

Second—The construction of all turnouts and connections as herein suggested by the time the railroad on Lafayette avenue and Livingston street is completed.

Third—The removal of all tracks as suggested in this report, of any company controlled by it, upon completion of the new tracks to be laid.

Fourth—That a passenger shall be taken from any point in the Borough of Brooklyn to any other point in the said borough, reached by any of the lines now controlled, owned or operated in connection with the Brooklyn Rapid Transit Company, for a single fare not exceeding five (5) cents, and that transfers shall be issued free from any of the said lines to any other of the said lines at points of intersection or connection.

The Brooklyn City Railroad Company shall likewise be a party to the contract agreeing to apply for and accept a franchise for the additional rights in Fulton and Liberty streets, in the vicinity of Tillary street.

The terms and conditions herein suggested, together with the usual conditions heretofore imposed by the Board in similar grants, are set forth in a proposed form of contract, which is appended.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

For the convenience of the members of the Board in examining the proposed contract, there is appended a brief synopsis of the same:

Section 1. Grant of right to the Nassau Company, description of route, map referred to.

Section 2. Conditions for Nassau Company.

First—Consents of property owners must be obtained within six months or appeal to court must be made within two months thereafter; otherwise, rights to cease.

Second—Term, ten years; renewal, ten years, upon revaluation, and appraisals, etc.

Third—Upon termination of contract, rights to cease, to become the property of the City, or to be removed.

Fourth—Compensation, \$33,150 per annum, to be not less than 3 per cent. and 5 per cent. of the gross receipts, computed as per railroad law. Compensation not to be considered a tax.

Fifth—Annual charge to be maintained throughout 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 Nassau Company. Nassau Company shall not object to City using tracks. City may use tracks without compensation to Nassau Company.

Eighth—Tracks to be constructed so as to admit of operation by underground system, and shall be so operated upon one year's notice by the City.

Ninth—Commencement and completion of railroad.

Tenth—Construction under control of City authorities.

Eleventh—Railroad to be constructed in latest improved manner and maintained in good condition.

Twelfth—Fare not to exceed five cents between all points on the Nassau system or branches thereto. Rates for carrying property shall be reasonable.

Thirteenth—Nassau Company to operate cars as often as reasonable convenience may require.

Fourteenth—Fenders must be provided for cars.

Fifteenth—Cars must be heated.

Sixteenth—Watering of road-bed.

Seventeenth—Cars must be lighted.

Eighteenth—Company must remove snow and ice.

Nineteenth—Company must keep in repair pavement to five feet on each side of track.

Twentieth—City may sue for forfeiture.

Twenty-first—Fine of \$50 per day for insufficient service.

Twenty-second—City to assume no liability of damages of construction or operation.

Twenty-third—\$10,000 deposit to secure performance of conditions.

Section 3. Conditions for Transit Company.

First—Transit Company to enter contract with Bridge Commissioner.

Second—Transit Company to construct certain pieces of track.

Third—Transit Company to remove certain tracks.

Fourth—Transit Company to guarantee 5-cent fare between all points in Brooklyn.

Fifth—Transit Company to deposit \$100,000 security.

Section 4. Conditions for the Brooklyn Company.

First—The Brooklyn Company to apply for and accept franchise in Fulton and Liberty streets.

Section 5. Conditions of Article 4 of the Railroad Law not inconsistent with this contract, to be complied with by the Nassau Company.

Section 6. Companies agree to abide by all terms and conditions.

#### NASSAU ELECTRIC RAILROAD COMPANY.

##### Proposed Form of Contract.

This contract made this day of 1906, by and between THE CITY OF NEW YORK (hereinafter called the City), party of the first part, by the Mayor of said City acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board); the NASSAU ELECTRIC RAILROAD COMPANY, incorporated for the purpose of building, maintaining and operating a railroad (hereinafter called the Nassau Company), party of the second part; the BROOKLYN RAPID TRANSIT COMPANY, incorporated for the purpose of constructing railways, owning stocks and bonds of railroad corporations and other similar purposes (hereinafter called the Transit Company), party of the third part; and the BROOKLYN CITY RAILROAD COMPANY, a railroad corporation (hereinafter referred to as the Brooklyn Company), party of the fourth part; witnesseth:

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

Section 1. The City hereby grants to the Nassau Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate a double track street surface railroad, with the necessary wires and equipment, for the purpose of conveying persons and property in the Borough of Brooklyn, City of New York, upon the following routes:

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

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

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

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

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

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

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

Said routes are shown on a map entitled:

"Map showing the proposed extension in the routes of the Nassau Electric Railroad Company, in the Borough of Brooklyn, to accompany petition to the Board of Estimate and Apportionment, dated May 29, 1905." (A new map to be submitted by the Nassau Company.)

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

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

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

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

If the Nassau Company and the Board shall not reach such agreement on or before the day one year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding ten years shall be reasonable, and either the City (by the Board) or the Nassau Company shall be bound upon request of the other, to enter into a written agreement with each other fixing the rate of such compensation and such amount as shall be reasonable, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Nassau 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 Nassau 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 Nassau 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 Nassau 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 Nassau Company before such termination, the tracks and equipment of the Nassau Company constructed pursuant to this contract, within the streets and highways of the City, shall become the property of the City 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) shall so order by resolution, the Nassau Company shall, upon thirty (30) days' notice from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract, and the said streets and highways shall be restored to their original condition at the sole cost and expense of the Nassau Company.

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

During the first term of five years, an annual sum which shall in no case be less than \$33,150, and which shall be equal to three per cent. of the gross annual receipts of the railroad constructed under this contract, computed in the manner provided by the Railroad Law, if such percentage shall exceed the sum of \$33,150.

During the second and last term of five years, an annual sum, which shall in no case be less than \$33,150, and which shall be equal to five per cent. of the gross annual receipts of the railroad constructed under this contract, computed in the manner provided by the Railroad Law, if such percentage shall exceed the sum of \$33,150.

The terms hereafter to be fixed for any renewal term of this contract shall not be less than the sum required to be paid for the last year of this original contract, and no renewal shall provide for a further renewal.

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 in 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 provisions of the Railroad Law as it now exists, or as it may hereafter be amended, relating to the matter of payments 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 Nassau Company, its successors or assigns, to the City for the rights and privileges hereby granted in Livingston street and Lafayette avenue, and it shall be construed as providing for the payment by the Nassau Company, its successor or assigns, for said right and privilege of a percentage of gross receipts within the meaning of any general or special statute, or to any ordinance of the City.

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

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

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

Seventh—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege upon the same or other terms and conditions, over the same streets, avenues or highways, and the right to make the requisite and necessary connections with the tracks of the Nassau Company, its successors or assigns, which shall be constructed under this contract.

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

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

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

Eighth—The railroad to be constructed under this contract shall be constructed in such manner as shall permit its operation by underground electrical power, substantially similar to the system of underground electrical traction now in use on the railroads in Second, Sixth, Eighth, Lenox and Madison avenues, in the Borough of Manhattan. The said railroad may be operated by overhead electrical power substantially similar to the system of overhead electric traction now in use by street surface railroads in the Borough of Brooklyn, or by any other motive power, except locomotive steam power or horse power, which may be approved by the Board, and consented to by owners of property in accordance with the provisions of the Railroad Law; provided, that the Board, or its successors in authority, upon giving to the Nassau Company, its successors or assigns, one year's notice in writing, may require the company to operate the railroad which shall be constructed under this contract, by underground electrical power substantially according to the system now in use on the railroads in the Borough of Manhattan above referred to, and thereupon to discontinue the use of the overhead trolley system and remove its poles, wires and other structures used by it for that purpose along the routes hereby authorized.

No wires, except trolley wires, for the transmission of power shall be permitted, unless they be placed in conduits underneath or alongside of railroad. When such conduits are constructed, the Nassau Company shall provide two conduits, not less than three inches in diameter each, for the exclusive use of the City. Such conduits shall be used only by the Nassau Company and by the City, as above.

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

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

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

Twelfth—The rate of fare for any passenger upon such railroad shall not exceed 5 cents, and the Nassau Company shall not charge any passenger more than 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 rate for the carrying of property over the said railroad upon the cars of the Nassau Company shall in all cases be reasonable in amount, subject to the control of the Board, or its successors in authority, and may be fixed by such Board after notice to the Nassau Company and a hearing had thereon, and when so fixed such rates shall be binding upon the Nassau Company, its successors or assigns, and no greater sums shall be charged for such service than provided for by it.

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

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

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

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

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

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

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

Twentieth—In case of any violation or 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 Nassau Company, or at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the railroad constructed and in use by virtue of this contract, shall thereupon become the property of the City without proceedings at law or in equity.

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

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

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

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

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

Sec. 3. The grant of the privilege to the Nassau Company is likewise subject to the following conditions, which shall be complied with by the Transit Company, party of the third part, its successors or assigns:

First—The Transit Company shall, within three months from the date of the signing of this contract by the Mayor, enter into an agreement with the Commissioner of Bridges of the City, upon such terms and conditions as he may fix, wherein the Transit Company shall agree to enter upon the property of the City which is under the control of such Commissioner, to construct a double-track street railroad thereon, with the necessary appurtenances, from a point within the block bounded by Tillary, Liberty, Concord and Washington streets to the entrance of the bridge, with connections with the tracks on Washington street and on Fulton street. Such tracks shall be built either above or below the grades of Concord, Nassau and High street, and the intersection of these tracks upon the property of the City shall be so constructed that there shall be no street railroad crossings at grade.

Second—The Transit Company shall, within one year from the date upon which this contract is signed, cause track to be constructed as follows:

(Technical description of each piece of track proposed to be constructed, exclusive of that on Livingston street and Lafayette avenue).

Third—Upon the completion of the work to be done under this contract with the Commissioner of Bridges and the track as herein just previously described, and the track in Livingston street and Lafayette avenue by the Nassau Company as herein authorized, the Transit Company shall cause to be removed, track as follows:

(Technical description of each piece of track proposed to be removed and shown as such upon the map attached hereto).

Fourth—The Transit Company shall not charge more than one fare which will not exceed five cents to any passenger carried from any point in the Borough of Brooklyn to any other point in the Borough of Brooklyn, upon any railroad now or hereafter owned, leased or controlled by it within the said Borough of Brooklyn.

Fifth—The Transit Company shall, within thirty (30) days from the date on which this contract is signed, deposit with the Comptroller of the City the sum of one hundred thousand dollars (\$100,000) in cash or securities to be approved by him, for the faithful performance of all the terms and conditions provided in this section.

Section 4. The grant of the privilege to the Nassau Company is likewise subject to the following conditions, which shall be complied with by the Brooklyn Company:

First—The Brooklyn Company, party of the fourth part, hereby binds itself, its successors or assigns, to apply for and accept a franchise for a double track street railway in Fulton street and Liberty street from a point on Fulton street, connecting with its existing tracks, to a point on the block bounded by Liberty, Concord, Washington and Tillary streets, and to construct, maintain and operate a street surface railroad thereon, in accordance with the terms and conditions which may be imposed in such franchise.

Section 5. This contract is also upon the further and express condition that the provisions of Article IV. of the Railroad Law, applicable thereto, and all laws or ordinances now in force, or which may be adopted affecting the surface railroads operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Nassau Company.

Section 6. The Nassau Company, the Transit Company and the Brooklyn Company each promises, covenants and agrees on its part and behalf, to conform to and abide by and perform all the terms and conditions and requirements in this contract fixed and contained.

Which was referred to the Committee of the Whole under the rule.

New York City Interborough Railway Company.  
In the Matter  
of

The application of New York City Interborough Railway Company for an extension of the time for the completion of its railway.

To the Honorable Board of Estimate and Apportionment:

The petition of New York City Interborough Railway Company respectfully shows:

I. Your petitioner is a street surface railway corporation, duly organized and existing under and by virtue of the laws of the State of New York, and now engaged in the construction of its system of street surface railways in the Borough of The Bronx, and to a small extent, in the Borough of Manhattan, in The City of New York.

II. In and by the ordinance of the Board of Aldermen of The City of New York, approved March 31, 1903, granting your petitioner the right and franchise to construct its said system of railways, it was, among other things, provided as follows:

"Sec. 6. Said railway company shall commence construction within six months from the date when it has obtained complete legal authority to begin construction, including necessary permits from the City officials and departments, and shall complete the construction of at least twenty-four miles of double-track railway on or before July 1, 1905, otherwise this grant shall be forfeited. Provided that such time may be extended under and for causes specified in section 99 of the Railroad Law, and the Board of Estimate and Apportionment may extend such time for a period or periods not exceeding one year if, in their discretion, it seems best so to do, and that the City officials or departments who or which shall at the time of such construction have authority over the said avenues, streets, roads, highways, bridges and viaducts may extend such time for a period or periods not exceeding one year further, if reasonable, in their judgment, by reason of requirements as to the manner of construction imposed by the City officials."

III.—Pursuant to the provisions of said section of said ordinance, your petitioner did, on or about the 16th day of June, 1905, obtain from the Appellate Division of the Supreme Court for the First Department an order extending its time to complete the construction of at least twenty-four miles of double-track railway for a period of one year from June 1, 1905, that is to say, until June 1, 1906, on the ground that your petitioner had not obtained complete legal power and authority from the Board of Railroad Commissioners for the construction of its railway until the month of January, 1905, before which time it had not been justified in going to the expense of obtaining the requisite property owners' consents.

IV. The time for the completion of the construction of at least twenty-four miles of double-track railway, as extended as hereinbefore set forth, now expires on the first day of June, 1906. It will, however, be impossible for your petitioner to complete the construction of twenty-four miles of double-track railway before said date, or for a considerable period thereafter. The reasons for this inability on the part of your petitioner are as follows:

(a) Certain portions of the streets and avenues over which your petitioner's route extends, including parts of One Hundred and Sixty-first street, Summit avenue, One Hundred and Sixty-sixth street, One Hundred and Fifty-sixth street, Lind avenue and of Aqueduct avenue, are narrow streets with roadways only twenty-four feet wide, as to which the Bureau of Franchises has recommended that other routes be substituted;

(b) As to many portions of the said route, the said Bureau of Franchises has recommended that changes be made to other streets or avenues, including Perot street, Boston avenue, Ryer avenue, One Hundred and Eightieth street, Two Hundred and Thirtieth street, Heath avenue, One Hundred and Eighty-second street, Vyse avenue and One Hundred and Seventy-eighth street;

(c) Certain other portions of the streets, through which said route extends, have not yet been regulated and graded, including herein Reservoir avenue, East One Hundred and Seventy-seventh street, Randall avenue and Hunt's Point road;

(d) As to two portions of the route, viz., East One Hundred and Fifty-sixth street and East Two Hundredth street, suits are now pending against your petitioner, in which it is sought to restrain the building of the railroad. The questions involved in these suits have recently been decided in the Appellate Division of said court, and leave has been granted by that court to appeal to the Court of Appeals in one of said suits, and an application for such leave is now pending in the other of such suits. Said suits cannot be argued before the month of June, 1906, and a decision may not be obtained before the autumn;

(e) That portion of said route extending over Lenox Avenue Bridge and its approaches has not been constructed because said bridge and approaches have not been turned over to the City, and will not be so turned over until the month of August, 1906;

(f) That portion of said route extending through Cortlandt avenue, between One Hundred and Forty-ninth and One Hundred and Fifty-sixth streets, has not been constructed because said portion of the route is dependent upon the portion thereof running through East One Hundred and Fifty-sixth street, the construction of which is delayed by the injunction suit hereinbefore mentioned;

(g) That portion of said route running through Leggett avenue, from One Hundred and Fifty-sixth street to Randall avenue, has not been constructed because the Department of Public Works is about to construct a sewer in said avenue, and will not grant a permit until such sewer is completed;

(h) That portions of said route running through Dongan street, from Intervale avenue to Hunt's Point road, and running through Decatur avenue from Kingsbridge road to Mosholu parkway, have not been constructed because your petitioner has thus far been unable to obtain the requisite property owners' consents therefor.

(i) The portions of said routes running through Kingsbridge road, between Valentine and Creston avenues, and Tremont avenue, between Morris and Anthony avenues, have not been constructed because the transverse roads under the Grand Boulevard and Concourse at these points have not as yet been built.

V. The total length of your petitioner's route, as the same was granted and defined by the said ordinance, was upwards of thirty-six and one-half miles, less one and one-half miles which your petitioner has abandoned, but the Appellate Division of the Supreme Court, in setting aside the determination of the Board of Railroad Commissioners, refusing to grant a certificate of public convenience and a necessity to your petitioner, declined to order the issuance of such certificate as to your petitioner's routes numbered 5 and 8, which have in the aggregate a length of ten and one-half miles. The result is that the total length of your petitioner's authorized route is but a half mile greater than the twenty-four miles required by the ordinance to be built within the specified period, so that any material delay or obstruction would prevent strict compliance with the ordinance.

VI. Excepting the instances above cited, wherein your petitioner has been prevented from prosecuting the construction of its railway, your petitioner has been actively employed, since it obtained legal authority so to do, in the construction of its railway, and has prosecuted such work with all the energy and power at its command. It is to your petitioner's advantage on every account to complete and set in operation its lines of railway at the earliest moment possible, in order that a revenue may be derived therefrom, instead of leaving the capital now invested, and which will be thereafter invested therein, without any earning capacity.

VII. It appears from the section of the ordinance hereinbefore set forth that, at the time of the passage and approval thereof, it was intended to grant unto your petitioner the whole period between March 31, 1903, and July 1, 1905, that is to say, a period of twenty-seven months for completing the construction of twenty-four miles of double-track railway, but by reason of legal delays and obstructions, your petitioner's actual time for such purpose, as extended to June 1, 1906, has only amounted to sixteen and one-half months, or over a year less than the period contemplated by the ordinance.

Wherefore, your petitioner prays this Honorable Board in its discretion to extend the time for the construction of twenty-four miles of double-track railway until the first day of June, 1907.

And your petitioner will ever pray, etc.

In witness whereof, your petitioner has caused these presents to be signed on its behalf by its president, and its corporate seal to be hereunto affixed and attested by its secretary, this 18th day of May, 1906.

[SEAL] NEW YORK CITY INTERBOROUGH RAILWAY COMPANY,

By ARTHUR TURNBULL, President.

Attest:

DANIEL W. McWILLIAMS, Secretary.

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

Arthur Turnbull, being duly sworn, says that he is the President of New York City Interborough Railway Company; that he has read the foregoing petition and knows the contents thereof, and that the same is true of his own knowledge.

ARTHUR TURNBULL.

Sworn to before me this 18th day of May, 1906.

[SEAL] A. W. ANDREWS (42), Notary Public, New York County.

BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,  
June 19, 1906.

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

SIR—The New York City Interborough Railway Company on May 25, 1906, presented a verified petition dated May 18, 1906, to the Board of Estimate and Apportionment, praying for an extension of time for one year from June 1, 1906, in which to construct twenty-four miles of double-track railway, and said petition was referred to this Bureau for investigation.

The Interborough Company received its franchise from the City by an ordinance of the Board of Aldermen, approved by the Mayor March 31, 1903, the terms and conditions of which were fixed by the Board of Estimate and Apportionment in pursuance of the provisions of the City charter.

On May 6, 1903, pursuant to section 59 of the Railroad Law, the Interborough Company applied to the State Board of Railroad Commissioners for a certificate of public convenience and a necessity. This application was opposed and on December 21, 1903, the Board of Railroad Commissioners refused to grant the said application, whereupon the Interborough Company applied to the Appellate Division of the Supreme Court for an order directing the said Railroad Commissioners to issue such certificate.

On December 23, 1904, a decision was rendered reversing the Railroad Commissioners and directing them to grant the application and issue a certificate for six of the eight routes applied for, and on January 6, 1905, an order was made directing said Railroad Commissioners to issue a certificate of public convenience and a necessity. On January 12, 1905, the said Railroad Commissioners, in pursuance of such order, issued the said certificate.

The ordinance granting the franchise to the Interborough Company among other things provided as follows:

"Section 6. Said railway company shall commence construction within six months from the date when it has obtained complete legal authority to begin construction, including necessary permits from the City officials and departments, and shall complete the construction of at least twenty-four miles of double-track railway on or before July 1, 1905, otherwise this grant shall be forfeited. Provided that such time may be extended under and for causes specified in section 99 of the Railroad Law, and the Board of Estimate and Apportionment may extend such time for a period or periods not exceeding one year if, in their discretion, it seems best so to do, and that the City officials or departments who or which shall at the time of such construction have authority over the said avenues, streets, roads, highways, bridges and viaducts may extend such time for a period or periods not exceeding one year further, if reasonable, in their judgment, by reason of requirements as to the manner of construction imposed by the City officials."

It will thus be seen that the original time for the completion of at least twenty-four miles of double-track railway expired July 1, 1905. To and including that date no application has been made to the Board of Estimate and Apportionment in accordance with the above provision.

On June 9, 1905, the Interborough Company presented a petition to the Appellate Division of the Supreme Court asking for an extension of time for one year from June 1, 1905, in which to complete the construction of at least twenty-four miles of double-track railway. On June 16, 1905, the said Court handed down an order extending the time of the Interborough Company for the construction of twenty-four miles of double-track railway to June 1, 1906, on the ground that the Interborough Company had not obtained complete legal power and authority from the State Board of Railroad Commissioners for the construction of its railway until January, 1905, but to my knowledge no notice of such decision was served upon this Board.

Since the presentation to the Board of Estimate and Apportionment of the petition now under consideration, a second application for an extension of time has been made to the Courts, and on May 28, 1906, at a Special Term of the Supreme Court, an order was handed down extending the Interborough Company's time for the completion of twenty-four miles of double-track railway to June 1, 1907.

The time for the completion of the required twenty-four miles of double-track railway has thus been extended twice by the Courts, and as a result of these extensions, now expires on June 1, 1907.

If the Courts have the power of thus apparently indefinitely extending the time for the construction of railways and similar works, I hardly see why any action is necessary by the Board. This is a most important question and should be definitely decided before any further action is taken, in order that the interests of the City may be protected in this particular in future grants of a similar nature.

I would therefore recommend that the matter be referred to the Corporation Counsel with a request that he advise this Board as to what its powers are under and pursuant to a contract granting such a right; and if the railway company, in accordance with the terms of its grant from the City, is not obliged to make application to the Board of Estimate and Apportionment for extensions of time, in which to complete the construction of its road, and that pending the receipt of a reply action on the application be deferred.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

Which was referred to the Corporation Counsel.

New York and Port Chester Railroad Company.

In the matter of the franchise granted to New York and Port Chester Railroad Company, the Secretary presented the following:

Communication, dated June 6, 1906, from the Corporation Counsel, approving as to from contract to be entered into with New York and Port Chester Railroad Company;

Communication, dated June 11, 1906, from the Mayor's office, transmitting, duly executed on behalf of the City, contract between The City of New York and New York and Port Chester Railroad Company;

Communication, dated June 12, 1906, from W. C. Gotshall, on behalf of New York and Port Chester Railroad Company, acknowledging receipt of the contract between The City of New York and the said company and duly executed by the City officials;

Which were severally ordered filed.

## New York Telephone Company.

A communication was received from U. N. Bethell, First Vice-President of the New York Telephone Company, acknowledging receipt of resolution adopted by the Board June 15, 1906.

Which was ordered filed.

## New York and New Jersey Telephone Company.

A communication was received from U. N. Bethell, President of New York and New Jersey Telephone Company, acknowledging receipt of resolution adopted by the Board June 15, 1906.

Which was ordered filed.

A communication was received from the Mayor's office, transmitting, duly approved by him, resolutions adopted by the Board June 8, 1906, as follows:

Granting to the Kips Bay Brewing and Malting Company the right to construct, maintain and use a pipe under East Thirty-eight street, Manhattan;

Granting to the estate of Charles Broadway Rouss the right to construct, maintain and use a tunnel under and across Mercer street, Manhattan;

Granting to the Procter & Gamble Company the right to construct, maintain and operate a single standard gauge railroad track, at grade, across Western avenue, Richmond;

Approving the plans and conclusions of the Board of Rapid Transit Railroad Commissioners and consenting to the construction of a railway or railways in accordance therewith, known as the "Southern Boulevard and Westchester Avenue Amended Route";

Which was ordered filed.

A communication was received from the Mayor's office, transmitting, duly approved by him, resolutions adopted by the Board June 15, 1906, approving of the plans and conclusions of the Board of Rapid Transit Railroad Commissioners and consenting to the construction of a railway or railways in accordance therewith, known as "Bensonhurst, Bath Beach and Coney Island Revised Route."

Which was ordered filed.

## Traders Hygiene Ice Company.

The Secretary presented the following:

TRADERS HYGIENE ICE COMPANY,  
No. 10 EAST ONE HUNDRED AND THIRTY-SIXTH STREET,  
NEW YORK, May 24, 1906.

Board of Estimate and Apportionment, No. 280 Broadway, New York City:

GENTLEMEN—The Traders Hygiene Ice Company is the holder of a permit to lay an iron pipe between their ice plant on the south side of One Hundred and Thirty-sixth street to the Harlem river, for the purpose of pumping salt water, which said permit was approved by the Mayor on May 2 last, same to be null and void unless accepted within 30 days from said last mentioned date.

The undersigned respectfully applies for an extension of time to accept said permit and to pay the first installment of rent to and including August 10 next.

Trusting that a favorable resolution to this effect will be passed by your Board, we are,

Yours very truly,

TRADERS HYGIENE ICE COMPANY,  
By HENRY MANGEL, President.

BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,  
June 18, 1906.

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

SIR—A resolution was adopted April 27, 1906, approved by the Mayor May 2, 1906, granting permission to the Traders Hygiene Ice Company to construct and use a ten (10) inch iron pipe line in East One Hundred and Thirty-sixth street, from the bulkhead line at the Harlem river to its ice plant, located on southerly side of East One Hundred and Thirty-sixth street, between Madison avenue and Fifth avenue.

Under date of May 24, 1906, the Traders Hygiene Ice Company, by its President, Henry Mangel, asked that it be granted an extension of time for filing its acceptance of the permit, granted as above, until August 10, 1906. A supplementary letter, dated June 8, 1906, was received, stating that owing to breakdowns of the machinery in the ice plant, the company had been unable to prepare for the laying of this pipe and make the necessary contracts for doing the work.

The Traders Hygiene Ice Company, in accordance with the terms of the consent given, referring to the compensation for the privilege granted and the deposit of the required security, has made the following payments to the Bureau of City Revenue:

June 1, 1906, security..... \$800 00  
June 3, 1906, compensation to November 1, 1906..... 386 00

It would therefore appear that the company is acting in good faith, and proposes to comply with all the requirements of the consent, but has been unavoidably delayed in the prosecution of the construction work.

I see no objection to granting the request. If, however, an extension of time for filing of the acceptance is given, an extension of the time within which to complete the construction must be given also, for the reason such extension would carry the date for filing the acceptance past the date fixed by the consent for the completion of the construction. I would suggest, therefore, that the Board grant an extension of time for the filing of the acceptance of the consent, as provided for, until August 10, 1906, and the completion of the construction until October 1, 1906.

I transmit herewith a resolution for adoption by the Board.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

The following was offered:

Whereas, The Traders Hygiene Ice Company received permission from the Board of Estimate and Apportionment on April 27, 1906, approved by the Mayor May 2, 1906, to construct, maintain and operate a ten (10) inch iron pipe in East One Hundred and Thirty-sixth street, from the bulkhead line at the Harlem river to its ice plant, situated on the southerly side of said East One Hundred and Thirty-sixth street, between Madison avenue and Fifth avenue, in the Borough of Manhattan, subject to certain terms and conditions; and

Whereas, Section 14 of said consent provides that the grantee shall duly execute an instrument in writing wherein the grantee shall promise, covenant and agree on its part to abide by and perform all the terms, conditions and requirements in said consent and shall file the same with the Comptroller within thirty days after the approval of the consent by the Mayor; and

Whereas, The period allowed for the filing of this acceptance expired on June 2, 1906; and

Whereas, The said acceptance has not been filed; and

Whereas, The said grantee has made application under dates of May 24, 1906, and June 8, 1906, for an extension of time up to and including August 10, 1906;

Resolved, That the Board of Estimate and Apportionment of The City of New York grants to the said Traders Hygiene Ice Company an extension of time for filing acceptance of the resolution of the Board of Estimate and Apportionment, adopted

April 27, 1906, up to and including August 10, 1906, and an extension of time for the completion of the construction up to and including September 30, 1906.

Which was adopted by the following vote:

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

## Julius Kayser &amp; Co.

The Secretary presented the following:

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

DEAR SIRS—We, Julius Kayser & Co., a corporation duly organized under and pursuant to the Laws of the State of New York, hereby petition your Honorable Board for permission to erect and maintain a structure or tunnel in Taaffe place (formerly Graham street), in the Borough of Brooklyn, County of Kings, City of New York, as indicated on the annexed plan in red tinting.

The said plan provides for a tunnel or passageway under Taaffe place connecting our premises on the east side thereof with our premises on the west side thereof. The portion in red tinting represents the tunnel 24 feet in length, 6 feet in the clear in width, with walls on each side 20 inches thick, 6 feet in height in the clear. As shown on the proposed plan in the drawing marked "Section across Taaffe place" the roof of the tunnel will be below the water main and gas pipe and its floor above the sewer in said street. The middle line of the proposed tunnel will be 340 feet north of DeKalb avenue.

We desire to maintain this tunnel for the purpose of connecting the premises on each side of the street owned by us, on which there are erected factory buildings, and to maintain in and lead through the said tunnel a private water pipe from our private storage reservoir, for the purpose of supplying sprinklers and a fire pump; also a private steam pipe with return and a private electric conduit, for the purpose of supplying power, light and heat.

We have not as yet obtained permission to construct the vaults from the building line on either side to the respective curbs, as the local authorities of the Borough of Brooklyn will not grant permission until your Honorable Board has granted us permission to construct the tunnel from curb to curb.

We will give a bond, to be fixed by you, to hold the City harmless during the construction of that portion of the passageway covered by this petition, and against any claims and demands growing out of its maintenance, and will make the construction under the supervision of your engineer.

Dated May 23, 1906.

JULIUS KAYSER & CO., Petitioner.

By EDWIN S. BAYER, Treasurer.

ALFRED F. SELIGSBERG,

Attorney for Petitioner.

No. 15 William street, New York City.

BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,  
June 18, 1906.

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

SIR—Julius Kayser & Co., a corporation duly organized under and pursuant to the Laws of the State of New York, owning properties on the easterly and westerly sides of Taaffe place (formerly Graham street), between DeKalb avenue and Willoughby avenue, in the Borough of Brooklyn, in a petition to the Board of Estimate and Apportionment, dated May 23, 1906, signed Julius Kayser & Co., by Edwin S. Bayer, treasurer, requests permission to construct, maintain and use a tunnel under and across Taaffe place, 340 feet north of DeKalb avenue.

The tunnel is to be 24 feet long and 9 feet and 4 inches wide outside to outside, and used for conveying steam and water pipes and an electrical conduit from one building to the other for the exclusive use of the petitioner.

The location of the tunnel is shown upon a plan accompanying the application and entitled:

"Plan of proposed tunnel for Julius Kayser & Co., No. 332 Taaffe place, Brooklyn, N. Y. (tunnel built of reinforced concrete), to accompany application to Board of Estimate and Apportionment dated May 23, 1906," signed Julius Kayser & Co., by Edwin S. Bayer, treasurer.

Copies of the application and plan were forwarded to the President of the Borough of Brooklyn and to the Commissioner of Water Supply, Gas and Electricity, with a request that these officials have the project examined by the respective bureaus in their departments with a view to ascertain if there were any special conditions which should be added to the usual form of permit for similar privileges. Replies have been received from those officials offering no objection to granting the consent for the construction of the tunnel.

I have no objection to offer to the application and would suggest that the permission be granted for a period not exceeding twenty-five (25) years, but revocable at the pleasure of the Board of Estimate and Apportionment, or its successors in authority, upon three (3) months' notice in writing.

In accordance with the schedule adopted by the Board of Estimate and Apportionment fixing the minimum charge for such privilege, the compensation for the proposed tunnel should be as follows:

For the first five years of the consent, \$100 per annum.

For the second five years of the consent, \$105 per annum.

For the third five years of the consent, \$110 per annum.

For the fourth five years of the consent, \$115 per annum.

For the fifth five years of the consent, \$122 per annum.

It is suggested that the amount of the security deposit which is customarily required for like privileges be fixed at eight hundred dollars (\$800), in money or securities to be approved and deposited with the Comptroller as security for the faithful performance of the terms and conditions of this consent.

I transmit herewith a resolution for adoption containing the customary provisions and clauses covering such cases.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

The following was offered:

Resolved, That the consent of the corporation of The City of New York be and the same is hereby given to the corporation of Julius Kayser & Co., the owner of certain lands on the easterly and westerly sides of Taaffe place (formerly Graham street), in the Borough of Brooklyn, City of New York, to construct, maintain and operate a tunnel under and across the roadway of said Taaffe place to convey steam and water pipes and electricity, to be used as a passageway between the buildings owned by said corporation on both sides of said street; the center line of said tunnel being 340 feet north of the northerly line of DeKalb avenue, as shown on plan entitled:

"Plan of proposed tunnel for Julius Kayser & Co., No. 332 Taaffe place, Brooklyn, N. Y. (tunnel built of Reinforced Concrete) to accompany application to the Board of Estimate and Apportionment, dated May 23, 1906," signed by Julius Kayser & Co. by Edwin S. Bayer, Treasurer,

—a copy of which is annexed hereto and made a part hereof upon the following terms and conditions:

1. Said consent shall be for a term not exceeding twenty-five (25) years from the granting of this consent, providing, however, that the same may be canceled and annulled upon six months' notice in writing to the corporation of Julius Kayser & Co., its successors or assigns, by the Board of Estimate and Apportionment, or its successors in authority, and thereupon all the rights of the said corporation, its successors or assigns, in and upon the aforesaid portion of Taaffe place shall cease and determine.

2. The said corporation of Julius Kayser & Co., its successors or assigns, shall pay into the Treasury of The City of New York, the following sums of money:

During the first five years, the annual sum of \$100.  
 During the second five years, the annual sum of \$105.  
 During the third five years, the annual sum of \$110.  
 During the fourth five years, the annual sum of \$116.  
 During the fifth five years, the annual sum of \$122.

Such sums shall be paid into the Treasury of The City of New York on November 1 of each year, provided, however, that the first payment shall be only that portion of \$100 as the time between the approval of this consent and November 1 following shall bear to the whole year. The compensation herein proposed shall commence from the date of approval hereof by the Mayor. Such compensation shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatsoever kind or description now or hereafter to be paid by any ordinance of The City of New York or by any law of the State of New York.

3. Upon the revocation or termination by limitation of this consent, the said grantee, its successors or assigns, shall, at its own cost, cause the tunnel to be removed and all that portion of Taaffe place affected by this permission to be restored to its proper and original condition, if required so to do by The City of New York, or its duly authorized representatives. If the tunnel to be constructed by the said grantee under this permit shall not be required to be removed, it is agreed that the said tunnel shall become the property of The City of New York.

4. The consent hereby given shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall title thereto, or right, interest or property therein pass to or vest in any other person or corporation whatsoever, either by the acts of the said grantee, its successors or assigns, or by operation of law, without the consent in writing of The City of New York, acting by the Board of Estimate and Apportionment, or its successors in authority.

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

(a) The construction and the maintenance of the tunnel.  
 (b) The protection of all surface and subsurface structures which shall in any way be disturbed by the construction of the tunnel.

(c) All changes in sewers or other subsurface structures made necessary by the construction of the tunnel, including the laying or relaying of pipes, conduits, sewers, or other structures.

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

(e) Each and every item of the increased cost of any future substructure caused by the presence of said tunnel under this consent.

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

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

7. The grantee, its successors or assigns, shall allow to The City of New York a right of way through, under or above any part of the tunnel constructed under the consent hereby granted, for any and all subsurface structures which are now or may be hereafter placed by The City of New York in that portion of Taaffe place occupied by said tunnel.

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

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

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

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

12. Said grantee its successors or assigns, shall commence the construction of said tunnel under this consent, and complete the same within six months from the day of the approval of this consent by the Mayor; otherwise this consent shall be forfeited forthwith, and without any proceeding, either at law or otherwise, for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding three months.

13. This consent is upon the express condition that the said grantee, within thirty days after its approval by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of eight hundred dollars (\$800), either in money or in securities, to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the payment of the annual charge and the repairs of the street pavement. In case of default in the performance by said grantee of any of such terms and conditions, The City of New York shall have the right to cause the work to be done and the materials to be furnished for making the necessary changes or repairs, after ten days' notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings, or in case of default in the payment of the annual charges, shall collect the same with interest from such fund, after ten days' notice, in writing, to the said grantee.

In case of any drafts so made upon the security fund, the said grantee shall, upon thirty days' notice, in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of eight hundred dollars (\$800), and in default of the payment thereof, the consent hereby given may be canceled and annulled at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or proceedings or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

14. Said grantee shall give notice to the President of the Borough of Brooklyn and the Commissioner of Water Supply, Gas and Electricity, in writing, of its intention to begin construction of the work hereby authorized, at least forty-eight hours before such construction commences. The grantee shall also give to the Board of Esti-

mate and Apportionment notice, in writing, of the date on which the work is commenced, and also the date on which the same is completed.

15. This consent shall not become operative until said grantee shall duly execute an instrument in writing, wherein said grantee shall promise, covenant and agree on its part to conform to, abide by and perform all the terms, conditions and requirements in this consent fixed and contained, and file the same with the Board of Estimate and Apportionment of The City of New York within thirty days after the approval of this consent by the Mayor.

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

Which was adopted by the following vote:

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

*Milliken Brothers.*

The Secretary presented the following:  
*To the Honorable the Board of Estimate and Apportionment of The City of New York:*

**GENTLEMEN**—Milliken Brothers, Incorporated, is a corporation organized and existing under the laws of the State of New York with its principal offices and place of business at No. 11 Broadway, Borough of Manhattan, City of New York, and is the owner of certain real estate at what was known as Howland's Hook, Staten Island, Third Ward, Borough of Richmond, City of New York. This real estate lies between the waters of Newark Bay on the north and the right of way of the Staten Island Rapid Transit Railway on the south. This property is divided by a street called the Sound Shore road, or otherwise known as Richmond terrace, all of which is indicated upon a plan attached herewith, entitled:

"Plan showing proposed salt water pipes for Milliken Bros., Incorporated, across Shore road or Richmond terrace, Borough of Richmond, S. I. In accordance with and accompanying application of the 23d day of May, 1906, to the Board of Estimate and Apportionment."

We are now engaged in the manufacture of structural steel for bridges and buildings, and our plant is located on the above described property. At the present time we are engaged in erecting an open hearth steel plant and rolling mill for the manufacture of structural material, and in the construction of this last named plant, which is located south of the Sound Shore road, it will be necessary for us to use large quantities of salt water, which, of necessity, we must draw from Newark Bay, and in order to connect up these mains with said steel plant it will be necessary for us to lay two 30-inch cast iron mains underneath the surface of the South Shore road, as per the accompanying plan. The position of the mains below the surface of the street is given on this drawing.

As these mains, when in position, will be considerably below the surface of the street, they will not be detrimental to any interests; while, on the other hand, the installing of this large steel plant will be a positive benefit to all the surrounding neighborhood and to the Borough of Richmond.

We, therefore, respectfully make this petition and ask leave and permission to construct and maintain the proposed two 30-inch cast iron water mains under the said Sound Shore road, or Richmond terrace, for our exclusive use, at the point indicated upon the said plan. These mains in other respects will be wholly on our own property.

Trusting that this petition will receive your favorable consideration, we remain,  
 Respectfully yours,  
 MILLIKEN BROS., Incorporated.  
 By FOSTER MILLIKEN, President.

May 23, 1906.

BOARD OF ESTIMATE AND APPORTIONMENT,  
 BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY, }  
 June 16, 1906.

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

SIR—Milliken Brothers, Incorporated, a corporation organized and doing business under the laws of the State of New York, with its principal offices and place of business at No. 11 Broadway, Borough of Manhattan, is the owner of certain property situated on both sides of the Shore road or Richmond terrace, at Howland's Hook, Borough of Richmond, City of New York, in a petition to the Board of Estimate and Apportionment dated May 23, 1906, and signed by Foster Milliken, President, requests permission to construct, maintain and operate two lines of cast iron pipe, thirty (30) inches in diameter, across and under the Shore road.

The corporation is erecting a plan to be used for the manufacture of structural steel, and the proposed pipes are to be used for conveying salt water from Newark Bay to the mill on the southerly side of the Shore road to be used for condensing and other purposes, and for the exclusive use of said Milliken Brothers' Corporation.

The location of the two pipes is shown upon a plan entitled:  
 "Plan showing proposed salt water pipes for Milliken Bros., Incorporated, across Sound Shore road or Richmond terrace, Borough of Richmond, S. I., in accordance with and accompanying application of the 23d day of May, 1906, to the Board of Estimate and Apportionment,"

—and signed Milliken Bros., Incorporated, by Foster Milliken, President.

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

The President of the Borough of Richmond stated that some time will be required to work out the question of grades for an intercepting sewer to be constructed in Richmond terrace, but that he was favorable to the granting of permission for laying the salt water mains, providing that upon receipt of three months' notice, Milliken Brothers should change the elevation of the pipes or change their position as requirements for other municipal purposes may demand. This has been provided for in the accompanying resolution.

The Commissioner of Water Supply, Gas and Electricity replied that there is no objection to the construction of the pipe line as requested.

I have no objection to offer to the application, and would suggest that the permission be granted for a period not exceeding ten (10) years, but revocable at the pleasure of the Board of Estimate and Apportionment, or its successors in authority, upon sixty (60) days' notice in writing, and the sum of five hundred dollars (\$500) in money or securities to be approved by and deposited with the Comptroller, for the faithful performance of the terms and conditions of the consent, be required.

In accordance with the schedule adopted by the Board of Estimate and Apportionment fixing the minimum charge for such privilege, I would suggest that the compensation for this permit for both pipes should be one hundred dollars (\$100) per annum for the first five years and one hundred and fifty dollars (\$150) per annum for the second five years, and such fees for opening the street as may be determined by the President of the Borough of Richmond. The compensation should commence upon the date of approval of the consent by the Mayor.

I transmit herewith a resolution for adoption containing the usual provisions.  
 Respectfully,  
 HARRY P. NICHOLS, Assistant Engineer.

The following was offered:

Resolved, That the consent of the Corporation of The City of New York be and the same is hereby given to Milliken Brothers, Inc., a manufacturing corporation organized under the laws of the State of New York, the owner of certain lands on the northerly and southerly sides of the Shore road or Richmond terrace at Howland's Hook, in the Third Ward, Borough of Richmond, City of New York, to construct, maintain and operate two lines of cast iron pipe, thirty (30) inches in diameter,

under and across said Shore road for supplying salt water for condensing and other purposes, from Newark Bay to its mills and works on the southerly side of said Shore road, the location of said pipes being shown on a plan entitled:

"Plan showing proposed salt water pipe for Milliken Brothers, Inc., across Sound Shore road or Richmond terrace, Borough of Richmond, S. I., in accordance with and accompanying application of the 23d day of May, 1906, to the Board of Estimate and Apportionment."

—and signed Milliken Brothers, Inc., by Foster Milliken, President, copy of which plan is hereto attached.

1. Said consent shall be for a term not exceeding ten (10) years, provided, however, that the same may be canceled and annulled upon sixty (60) days' notice in writing to said grantee, its successors and assigns, by the Board of Estimate and Apportionment, or its successors in authority. Upon the termination or revocation of this consent, all rights of said grantee, its successors or assigns, in, under or upon said Shore road or Richmond terrace, shall cease and determine.

2. The said corporation of Milliken Brothers, Inc., its successors or assigns, shall pay into the Treasury of The City of New York, the following sums:

During the first five years, the annual sum of \$100.

During the second five years, the annual sum of \$150.

Such sums shall be paid into the Treasury of The City of New York on November 1 of each year; provided, however, that the first payment shall be only such portion of \$100 as the time between the approval of this consent and November 1 following shall bear to the whole year. The compensation herein proposed shall commence from the date of approval hereof by the Mayor. Such compensation shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatsoever kind or description now or hereafter to be paid by any ordinance of The City of New York or by any law of the State of New York.

3. Upon the revocation or termination by limitation of this consent, the said grantee, its successors or assigns, shall at its own cost, cause said pipes to be removed and all that portion of the said Shore road affected by this permission to be restored to its proper and original condition, if required so to do by The City of New York, or its duly authorized representatives. If the pipes to be laid by the said grantee under this permit shall not be required to be removed, it is agreed that the said pipes shall become the property of The City of New York.

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

5. The said grantee shall pay the entire cost of

(a) The construction and maintenance of the lines of pipe.

(b) The protection of all surface and subsurface structures which shall in any way be disturbed by the construction of the pipe lines.

(c) All changes in sewer, water pipes, or other subsurface structures made necessary by the construction of the pipe lines, including the laying or relaying of pipes, conduits, sewers or other structures.

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

(e) Each and every item of the increased cost of any future substructure caused by the presence of said pipe lines under this consent.

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

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

7. This consent is granted on the express condition that in case of the construction of an intercepting sewer in and along Richmond terrace or the Shore road by The City of New York, the grantee shall make, at its own cost and expense, such changes in the location or position of the pipe lines constructed under this consent, as may be required by the proper officials of The City of New York, to avoid interference with the said intercepting sewer.

8. The said pipes shall be constructed, maintained and operated subject to the supervision, control and inspection of the proper authorities of The City of New York, who have jurisdiction in such matters, under the Charter of The City of New York.

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

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

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

12. Said grantee, its successors or assigns, shall commence the construction of said pipe lines under this consent and complete the same within ninety (90) days from the date of the approval of this consent by the Mayor; otherwise this consent shall be forfeited forthwith and without any proceedings either by law or otherwise for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding sixty (60) days.

13. This consent is upon the express condition that the said grantee, within thirty (30) days after its approval by the Mayor and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of five hundred dollars (\$500) either in money or in securities to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the payment of the annual charge and the repairs of the street pavement. In case of default in the performance by said grantee of any of such terms and conditions, The City of New York shall have the right to cause the work to be done and the materials to be furnished for making the necessary changes or repairs, after ten (10) days' notice in writing and shall collect the reasonable cost thereof from the said fund without

legal proceedings, or in case of default in the payment of the annual charges, shall collect the same, with interest, from such fund after ten (10) days' notice in writing to the said grantee.

In case of any drafts so made upon the security fund, the said grantee shall, upon thirty (30) days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of five hundred dollars (\$500), and in default of the payment thereof, the consent hereby given may be cancelled and annulled at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or proceedings or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

14. Said grantee shall give notice to the President of the Borough of Richmond and to the Commissioner of Water Supply, Gas and Electricity, in writing, of its intention to begin construction of the work hereby authorized at least forty-eight (48) hours before such construction commences. The grantee shall also give to the Board of Estimate and Apportionment notice in writing of the date on which the work is commenced and also the date on which the same is completed.

15. This consent shall not become operative until said grantee shall duly execute an instrument in writing, wherein said grantee shall promise, covenant and agree on its part to conform to, abide by and perform all the terms, conditions and requirements in this consent fixed and contained, and file the same with the Board of Estimate and Apportionment of The City of New York within thirty (30) days after the approval of this consent by the Mayor.

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

Which was adopted by the following vote:

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

An application was received from H. C. F. Koch & Co. for permission to construct, maintain and use a tunnel under and across West One Hundred and Twenty-fourth street, to connect premises known as Nos. 137 and 140 West One Hundred and Twenty-fourth street, in the Borough of Manhattan.

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

In the matter of the suggestion of the Commissioner of Bridges that this Board request the Board of Rapid Transit Railroad Commissioners to lay out an elevated railroad route in Delancey street, from the terminus of the Williamsburg Bridge to the elevated railway in the Bowery, and to empower the Interborough Company to double-deck its elevated structure from Delancey street to the Brooklyn Bridge, upon which public hearing was held June 15, 1906, and at the conclusion thereof the matter was referred to a select committee consisting of the Comptroller, the President of the Board of Aldermen and the Presidents of the five Boroughs.

The matter was laid over for one week.

The President of the Borough of Brooklyn moved that the resolution adopted by the Board on June 15, 1906, denying the application of the Williams Terminal Company for a franchise, be rescinded.

Which was adopted by the following vote:

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

The Chair stated that without objection the matter would be recommitted to the Committee of the Whole.

#### Rapid Transit Subway Routes.

In the matter of the communication from the President of the Borough of Brooklyn, presented to this Board on June 8, 1906, recommending the Board to request, as the local authorities of The City of New York, under section 4 of the Rapid Transit Act, that the Board of Rapid Transit Commissioners proceed forthwith to the consideration of a rapid transit subway route to serve the transportation needs of the City, by a continuous system of connected routes in the Boroughs of The Bronx, Manhattan, Brooklyn and Queens, with provision for a future extension under the Narrows of the transportation line into the Borough of Richmond, which was referred to a Select Committee consisting of the Presidents of the Boroughs of Brooklyn, Manhattan, The Bronx and Queens, to investigate and report to the Board.

The President of the Borough of Brooklyn, as chairman of the Select Committee, reported the following resolution:

Resolved, That, in accordance with section 4 of the Rapid Transit Law, as amended, the Board of Estimate and Apportionment, as the local authorities of The City of New York, hereby requests the Board of Rapid Transit Commissioners of said City to proceed forthwith to the consideration of a rapid transit subway system, to serve the transportation needs of the City, by a continuous system of connected routes in the Boroughs of The Bronx, Manhattan, Brooklyn, and Queens, with provision for a future extension under the Narrows of the transportation line into the Borough of Richmond; said rapid transit line to begin at a point in the Borough of The Bronx to be recommended by the President of said Borough, to proceed thence to the Borough of Manhattan and along certain streets in said borough to be recommended by the President of said Borough, to connect with the Williamsburg Bridge, and crossing said bridge to proceed in the Borough of Brooklyn through Broadway to Jamaica avenue, and to connect also with the Manhattan Bridge, and crossing said bridge to proceed in the Borough of Brooklyn by way of Flatbush avenue, as extended, and Flatbush avenue and Fourth avenue to Fort Hamilton, with a spur connection at Fortieth street for extension to Coney Island; and

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

Which was adopted by the following vote:

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

The Board met at 2:30 p. m., pursuant to adjournment, and, upon motion of the President of the Borough of Brooklyn, resolved itself into a Committee of the Whole

for the consideration of franchise matters which had heretofore been referred to the Committee.

The President of the Board of Aldermen took the Chair.

The Committee rose, and the President of the Board of Aldermen reported that it had under consideration sundry matters relating to franchises, and with the exception of that of the Manhattan Refrigerating Company had reached no conclusions thereon; that the Committee reported the application of the Manhattan Refrigerating Company back to the Board without recommendation.

The Chair announced that under the rule this matter would lie over until the next regular meeting of the Board.

The Board then adjourned to meet on Friday, June 29, at 10:30 o'clock a. m.

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

JOSEPH HAAG, Secretary.

## BOARD OF REVISION OF ASSESSMENTS.

A meeting of the Board of Revision of Assessments was held in the Council Chamber, City Hall, on Thursday, June 21, 1906, at 11:05 o'clock a. m.

Present—N. Taylor Phillips, Deputy and Acting Comptroller; George L. Sterling, Assistant and Acting Corporation Counsel.

On motion of the Assistant and Acting Corporation Counsel the minutes of meeting of June 7, 1906, were approved as printed in the CITY RECORD.

### BOROUGH OF THE BRONX.

Regulating, etc., Dongan Street.

The assessment list for regulating, grading, curbing and flagging Dongan street, from Westchester to Intervale avenue, and objections of George F. Johnson filed by A. C. Hottenroth, attorney, were presented by the Deputy and Acting Comptroller, having been received from the Board of Assessors under date of June 13, 1906.

No one appearing in opposition, after notice, on motion of the Assistant and Acting Corporation Counsel, the objections filed against the assessment were overruled and the assessment list was confirmed, all the members present voting in the affirmative.

Paving, etc., Jackson Avenue.

The assessment list for paving with asphalt pavement and curbing Jackson avenue, from East One Hundred and Fifty-sixth to East One Hundred and Fifty-eighth street, and objections of Bernard Newman and others, filed by A. C. Hottenroth, attorney, were presented by the Deputy and Acting Comptroller, having been received from the Board of Assessors under date of June 13, 1906.

No one appearing in opposition, after notice, on motion of the Assistant and Acting Corporation Counsel, the objections filed against the assessment were overruled and the assessment list was confirmed, all the members present voting in the affirmative.

Regulating, etc., Cypress Avenue.

The Deputy and Acting Comptroller presented the assessment list for regulating, grading, curbing, flagging and laying crosswalks in Cypress avenue, from the Bronx Kills to East One Hundred and Forty-first street, and objections of Catherine V. Spring, L. H. Day, and others, filed by A. C. Hottenroth, attorney, and of the New York, New Haven and Hartford Railroad Company, filed by Joseph A. Flannery, attorney, also applications filed for awards for damages, received from the Board of Assessors, under date of June 13, 1906.

Mr. Raphael Tobias, attorney, representing Mr. Flannery, attorney, was heard, and requested an opportunity of submitting to the Board of Assessors further facts in regard to the claims filed by him for damages sustained by the property of his clients by reason of the change in the grade of said avenue.

On motion of the Assistant and Acting Corporation Counsel the assessment list was referred back to the Board of Assessors for further investigation in regard to the claims filed for awards for damages resulting from the alleged change in the grade of the avenue, all the members present voting in the affirmative.

### BOROUGH OF MANHATTAN.

Sewers in Sixtieth Street and in Fifth Avenue.

The assessment list for alteration and improvement to sewer in Sixtieth street, between Madison and Fifth avenues, and in Fifth avenue, east side, between Sixtieth and Sixty-first streets, and objections, referred back to the Board of Assessors at meeting of May 24, 1906, after hearing, for further investigation and report in regard to the matters complained of in the objections filed against the assessment, were presented by the Deputy and Acting Comptroller, having been returned by the said Board under date of June 13, 1906.

In returning the assessment list the Assessors reported that they had taken the testimony of Mr. Horace Loomis, Chief Engineer of Sewers, which they submitted, in regard to the objections made to the assessment.

Mr. Hoguet, representing Messrs. Philbin, Beekman and Menken, attorneys, was heard in opposition to the amount charged against parcel No. 1, on the ground that the cost of the work is excessive, and that the said property, which is situated on the southwest corner of Sixtieth street and Madison avenue, already has adequate connection with the main sewer on Madison avenue, and that consequently the sewer in Sixtieth street is of no benefit to it.

Mr. Flannery, attorney, appeared by representative.

No others appearing in opposition, after notice, on motion of the Assistant and Acting Corporation Counsel, the objections filed against the assessment were overruled and the assessment list was confirmed, all the members present voting in the affirmative.

### BOROUGH OF THE BRONX.

Regulating, Paving, etc., Belmont Avenue.

The assessment list for regulating, grading, setting curbstones, flagging the sidewalks, laying crosswalks, building approaches, placing fences and laying macadam pavement in Belmont avenue, from Tremont avenue to the lands of St. John's College (together with a list of awards for damages caused by a change of grade), with applications for awards for damages, and objections of Thomas J. Dixon and others, by Joseph A. Flannery, attorney; of Antonio Osterburg and others, by A. C. Hottenroth, attorney; of James Magee and others, by Arthur A. Brown, attorney; of Maurice Dorney and Joseph G. Biermessier, by Thomas S. Bassford, attorney, and of Filomena Tesoro, by Edward F. Moran, attorney, were presented by the Deputy and Acting Comptroller, having been received from the Board of Assessors under date of June 13, 1906.

Mr. Raphael Tobias, attorney, representing Mr. Joseph A. Flannery, attorney, was heard in opposition to the assessment, for the reason that no awards had been made for damages to the property of his clients in consequence of the change in the grade of the avenue.

No others appearing in opposition after notice, on motion of the Assistant and Acting Corporation Counsel, the objections filed against the assessment were overruled and the assessment list was confirmed, all the members present voting in the affirmative.

Paving, etc., Webster Avenue.

The Deputy and Acting Comptroller presented the assessment list for paving with macadam pavement and curbing Webster avenue, from Moshulu Parkway to Gun Hill road, and objections of Thomas Basel and others, filed by A. C. Hottenroth, attorney, received from the Board of Assessors under date of June 13, 1906.

No one appearing in opposition after notice, on motion of the Assistant and Acting Corporation Counsel, the objections filed against the assessment were overruled and the assessment list was confirmed, all the members present voting in the affirmative.

### BOROUGH OF QUEENS.

Regulating, etc., Elm Street.

The Deputy and Acting Comptroller presented the assessment list for regulating, grading, curbing and flagging Elm street, between Sherman and Academy streets, First Ward, and objections of George Michaelis and others, filed by A. C. Hottenroth, attorney, received from the Board of Assessors under date of June 13, 1906.

No one appearing in opposition after notice, on motion of the Assistant and Acting Corporation Counsel, the objections filed against the assessment were overruled and the assessment list was confirmed, all the members present voting in the affirmative.

### BOROUGH OF THE BRONX.

Sewers in Grand Boulevard and Concourse.

On motion, the assessment list for sewers and appurtenances in the Grand Boulevard and Concourse, from East One Hundred and Eighty-ninth street to Kingsbridge road, in which matter decision was reserved after a hearing of the objections at the last meeting, and the assessment list laid over for two weeks, was taken up.

After consideration, the following was filed by the Board:

"In the Matter

of

Assessment List No. 8826 for Sewers and Appurtenances in the Grand Boulevard and Concourse, from East One Hundred and Eighty-ninth street to Kingsbridge road.

(Memorandum of opinion by the Board of Revision of Assessments, rendered at its meeting held June 21, 1906.)

The only substantial objection to this assessment is that because of the extraordinary width of the Concourse (182 feet) sewers have been built on each side thereof, instead of a single sewer in the middle of the street, so that the assessment, which is said to average almost nine dollars per front foot, is unusual and extraordinary. It is not claimed that there is anything illegal in the doing of the work, nor that the expense to the City has been in any way excessive.

We know of nothing, either in the law or the practice, which in our opinion would justify the Board of Revision of Assessments in reducing this assessment or in making it an exception to the general rule that the whole cost of constructing sewers should be assessed upon the property in the vicinity directly benefited by the improvement.

It may be added that the cost of the construction of two sewers, one on each side of the street, is no doubt considerably less than twice the cost of one sewer in the centre of the street, partly because the house connections would be shorter where the sewer is close to the line of private property.

In the case of another section of this street, between One Hundred and Ninety-eighth and Two Hundredth streets, this Board declined to reduce the assessment, which was at the rate of about eight dollars per linear foot, and where similar arguments were put forth.

There have been certain cases where assessments for two sewers, one on each side of an avenue or street, have been reduced, but there has always been some special reason therefor, other than any that is alleged in this case. In the case of Tenth avenue, for instance, a reduction was made as a result of an act of the Legislature. In that case aqueduct pipes had been laid in the centre of the avenue. In the case of One Hundred and Twenty-fifth street, two new sewers were built in place of an old one, the new construction being made necessary because of the construction of the underground trolley system of railroads in the street, so that the new sewers were largely for the benefit of the railroad company.

Without going into the matter further, it is sufficient to say that we do not think that any reason has been shown that would justify us in reducing this assessment, and we have therefore concluded to confirm it as proposed by the Assessors, and it is so ordered."

On motion of the Assistant and Acting Corporation Counsel, the objections filed to the assessment were overruled and the assessment list was confirmed, all the members present voting in the affirmative.

At 11:17 o'clock a. m., on motion, the Board adjourned.

HENRY J. STORRS,

Chief Clerk, Board of Revision of Assessments.

## POLICE DEPARTMENT.

New York, June 18, 1906.

The following proceedings were this day directed by Police Commissioner Theo. A. Bingham:

It appearing that John Buchanan was retired as Captain of Police on the 9th day of May, 1905, and was restored to duty as such Captain on the 17th day of April, 1906, now,

On reading and filing copy of writ of mandamus, Supreme Court, Kings County, dated April 14, 1906, and of opinions of Corporation Counsel, dated April 5 and 13, 1906,

Ordered, That the Chief Clerk be directed to prepare pay roll for the salary of said John Buchanan from the said 9th day of May, 1905, to the 1st day of April, 1906, with interest, and forward said pay roll to the Comptroller of The City of New York for payment.

Ordered, That permission be and is hereby granted to Edward N. McDowell, to withdraw application for Concert License for the Lion Palace Roof Garden, One Hundred and Tenth street and Broadway, Manhattan, and that deposit be returned.

Ordered, That the following-named persons be and are hereby granted a pension, to take effect this day, as follows:

Mary A. McConeghy, widow of John J. McConeghy, deceased Patrolman, \$180 per annum.

Julia Havey, widow of Philip Havey, deceased Patrolman, \$180 per annum.

Ordered, That William Simpson, a retired Patrolman, be and is hereby granted an increase of pension, making the total pension \$700 per annum, to take effect this day.

Ordered, That the petitions for pension of the following-named persons be and are hereby denied:

Mary A. Keys, widow of John T. Keys, deceased pensioner.

Eleanor C. Byrne, widow of Daniel Byrne, deceased pensioner.

Annie Gettings, widow of James A. Gettings, deceased Patrolman.

Catherine McGrath, widow of James J. McGrath, deceased pensioner.

Catherine E. Wemyss, widow of Francis S. Wemyss, deceased pensioner.

On File, Send Copy.

Report of Sergeant in charge of Boiler Squad, dated June 18, 1906, relative to engineers' licenses granted. Copy to the CITY RECORD for publication.

Ordered, That the petitions for increase of pension of the following-named persons be and are hereby denied:

Delia A. Crowe, widow of Patrick Crowe.

Nettie Behr, widow of Frederick Behr.

Frederick Dökel, widow of Diedrich W. Dökel.

Mary E. White, widow of James P. White.

Caroline E. Bleil, widow of Philip C. Bleil.

Mary A. Jennings, widow of George E. Jennings.

Concert License Granted.

William T. Grover, Brighton Beach Music Hall, Brighton Beach, Brooklyn, June 14 to September 14, 1906; fee, \$150. Without permission to sell wine, beer, etc.

John Kolle, Prospect Hall, Nos. 261 to 273 Prospect avenue, Brooklyn, June 11 to September 11, 1906; fee, \$150.

Edward Parker, Surf Avenue Opera House, Coney Island, Brooklyn, June 24 to September 24, 1906; fee, \$150.

Referred to the Comptroller.

Vouchers Nos. 4247-4248, Supplies for Police, 1905..... \$187 20

Vouchers Nos. 1439-1463, Supplies for Police, 1906..... 4,510 42

Voucher No. 1464, Police Station House Alterations, etc., 1906..... 88 00

Special Order No. 144 was issued this day and is hereby made part of the proceedings of the Commissioner.

Special Order No. 144.

The following transfers and assignments are hereby ordered, to take effect 4 p. m., June 19, 1906:

## Sergeants.

George Charlton, from Sixty-fifth Precinct to Forty-sixth Precinct.  
Frank J. Conboy, from Forty-sixth Precinct to Sixty-fifth Precinct.  
Thomas Kelly, from Fifty-ninth Precinct to Sixth Precinct.

## Roundsman.

Albert L. Duffy, from Seventy-third Precinct to Seventy-second Precinct.

## Mounted Patrolmen.

William T. Northrop, from Third Precinct to Thirty-eighth Precinct.  
William Irving, from Thirty-eighth Precinct to Third Precinct.

## Patrolmen.

John F. Byrnes, from Eightieth Precinct to Tenth Precinct.

Peter Dalton, Sixty-second Precinct, transferred to Eighty-second Precinct and assigned to duty in Seventh District Magistrate's Court.  
Kormack Flannagan, Seventieth Precinct, transferred to Eighty-second Precinct and assigned to duty in Eighth District Magistrate's Court.

John F. Kramer, Sixty-ninth Precinct, transferred to Eighty-second Precinct and assigned to duty in Eighth District Magistrate's Court.

To take effect 4 p. m., June 18, 1906:

Patrolman William Leitch, from Thirtieth Precinct to Central Office.

The following members of the Police Department are hereby excused for twelve hours:

Captain William Hogan, Eighty-first Precinct, from 8 a. m., June 19, 1906.

Police Surgeon W. B. Brouner, Seventeenth Surgical District, from 12 noon, June 17, 1906.

Police Surgeon A. H. Brown, Sixth Surgical District, from 8 a. m., June 17, 1906.

The following applications for full pay are hereby granted:

Patrolman James A. Scott, Twenty-sixth Precinct, from 12 midnight, May 19, 1906, to 12 midnight, June 19, 1906.

Patrolman John J. Fitzpatrick, Third Sub-Precinct, from 12 midnight, April 27, 1906, to 12 midnight, May 16, 1906.

The following advancements to grades are hereby ordered:

To \$1,250 Grade.

Daniel S. Henry, Sixty-sixth Precinct, May 9, 1906.

To \$1,150 Grade.

Terence F. Smith, Fifty-sixth Precinct, October 24, 1905.

To \$1,000 Grade, June 9, 1906.

Andrew Brennan, Second Precinct.

Frederick W. Voebel, Third Precinct.

William F. Keating, Fifth Precinct.

Edward H. Walsh, Eighth Precinct.

Peter J. Monahan, Ninth Precinct.

James T. Welsh, Fourteenth Precinct.

John J. Garvey, Seventeenth Precinct.

Bernard Loughlin, Nineteenth Precinct.

John F. Bennett, Twenty-sixth Precinct.

Michael J. Connaughton, Twenty-eighth Precinct.

Louis Ross, Twenty-ninth Precinct.

Philip Hoerter, Forty-sixth Precinct.

Thomas F. McDonough, Forty-eighth Precinct.

John W. Mulder, Fifty-eighth Precinct.

John J. Doyle, Sixtieth Precinct.

Thomas J. Quigley, Sixty-second Precinct.

Edward G. Buchman, Sixty-fourth Precinct.

Edward Streeter, Eightieth First Sub-Precinct.

William E. Arsell, Eighty-fourth Precinct.

Francis J. O'Neill, Eighty-fourth Precinct.

John T. Shields, Fortieth Precinct.

Willard A. Helms, Jr., Thirty-second Precinct.

Philip Dunne, Thirty-first Precinct.

Robert E. McDonald, Central Office.

Michael Keane, Third Precinct.

Jay M. Rodman, Fifth Precinct.

Samuel Kaplan, Fifth Precinct.

Robert V. Gerwig, Eighth Precinct.

Harry Svenson, Ninth Precinct.

John J. Hoolahan, Sixteenth Precinct.

James F. Moran, Nineteenth Precinct.

Patrick J. Foley, Twentieth Precinct.

John J. McKeever, Twenty-sixth Precinct.

Charles J. Fox, Thirty-first Precinct.

Charles W. Kopf, Forty-seventh Precinct.

Peter S. Swanson, Fifty-sixth Precinct.

Charles S. Bryan, Fifty-ninth Precinct.

James T. Campbell, Sixtieth Precinct.

Anton Kinzler, Sixty-third Precinct.

Frederick E. Bruns, Seventy-seventh Precinct.

Thomas Mooney, Eighty-fourth Precinct.

Michael Gaine, Eighty-fourth Precinct.

Edward P. Halpin, Central Office.

Edward J. Traynor, Thirty-sixth Precinct.

David J. Byrne, Forty-second Precinct.

To \$1,000 Grade, June 10, 1906.

Jeremiah P. O'Connor, Second Precinct.

William C. McKenna, Fifth Precinct.

Thomas Reilly, Twenty-fourth Precinct.

Thomas J. O'Flaherty, Thirty-sixth Precinct.

Alfred Bernard, Third Precinct.

Walter J. Burke, Ninth Precinct.

Cornelius B. Donovan, Twenty-eighth Precinct.

Daniel G. Davine, Forty-sixth Precinct.

To \$900 Grade.

John M. Taylor, Forty-third Precinct, May 23, 1906.

James J. Finn, Nineteenth Precinct, June 7, 1906.

Thomas F. Crevy, Thirty-fifth Precinct, June 7, 1906.

Denis B. Leahy, Seventy-fifth Precinct, June 7, 1906.

The following members of the Force having been tried on charges before a Deputy Commissioner, the following fines are hereby imposed:

## Patrolmen.

William J. Burke, Second Precinct, absent without leave, fined five days' pay.

William J. Burke, Second Precinct, absent from outgoing roll-call, fined three days' pay.

John P. Foley, Eighteenth Precinct, absent from outgoing roll-call, fined one day's pay.

John J. Morrissey, Eighteenth Precinct, failed to arraign prisoner in Court; appeared in Court in plain clothes, fined five days' pay.

Edward O. Shibles, Nineteenth Precinct, failed to obey a subpoena, fined five days' pay.

Edgar O. Olive, Twentieth Precinct, did not properly patrol, fined one day's pay.

August L. P. Ring, Twenty-fourth Precinct, used false and insubordinate language to Sergeant, fined ten days' pay.

Edwin V. Luman, Twenty-fifth Precinct, absent from post, sitting in an office, fined three days' pay.

Joseph J. Craig, Twenty-sixth Precinct, failed to report dead horse, fined three days' pay.

Richard D. O'Connell, Twenty-sixth Precinct, failed to report dead horse, fined three days' pay.

Adam Raedig, Twenty-sixth Precinct, failed to report dead horse, fined three days' pay.

Robert M. Shaw, Twenty-ninth Precinct, failed to make arrest when requested, fined five days' pay.

John T. Traynor, Thirtieth Precinct, absent from post, in grocery, fined two days' pay.

William Leitch, Thirtieth Precinct, failed to report promptly from vacation, fined three days' pay.

John Brady, Thirty-first Precinct, did not properly patrol, fined five days' pay.

Charles Plunkett, Jr., Thirty-second Precinct, absent from post, fined twelve days' pay.

James E. Shevlin, Thirty-second Precinct, sitting during patrol, fined one day's pay.

John J. Mitchell, Thirty-third Precinct, coming from liquor saloon in uniform, fined five days' pay.

Otto Schmuck, Thirty-fifth Precinct, did not properly patrol, fined three days' pay.

Edward O'Neill, Thirty-seventh Precinct, addressed a communication to the Police Commissioner direct, fined one day's pay.

The following members of the Force having been tried on charges before a Deputy Commissioner, they are hereby reprimanded:

## Patrolmen.

John F. Crowe, Ninth Precinct.

James A. Considine, Thirteenth Precinct.

David Halpin, Thirteenth Precinct.

Christopher Martin, Thirty-first Precinct.

Arthur P. Hunt, Thirty-second Precinct.

The following members of the Force having been tried on charges before a Deputy Commissioner, the complaints are hereby dismissed:

Captain Joseph Burns, Thirty-second Precinct.

## Patrolmen.

John Ruddy, Fifth Precinct.

Joseph A. Gates, Fifth Precinct.

Owen J. Smith, Seventh Precinct.

Robert Kennedy, Tenth Precinct.

William J. A. Thompson, Twelfth Precinct.

Joseph J. Donohue, Nineteenth Precinct.

William J. O'Gorman, Nineteenth Precinct.

William M. Leavy, Twenty-first Precinct.

Bernhard Feist, Thirty-first Precinct.

Gottlieb G. Vosatka, Thirty-first Precinct.

Francis O. Rice, Thirty-third Precinct.

Hostler Joseph McMahon is hereby dismissed from employment as Hostler in the Police Department of The City of New York, in effect June 15, 1906.

The following-named Patrolman is hereby dismissed from the Police Force of the Police Department of The City of New York, in effect June 16, 1906:

Patrolman John J. Blessing, Fifth Precinct, on twelve charges.

The following Special Patrolmen are hereby appointed:

John J. Sheehan, for Louis Stauch, Coney Island.

Michael Dynan, for Morris Wachter, Ninety-sixth street and Third avenue, Brooklyn.

Lawrence Hubert, for Charles D. Schanne, North Beach, L. I.

Richard L. Gorby, for M. J. Rauscher, Sheepshead Bay, Brooklyn.

Abe Levy, for John A. Sonntag, No. 2 Lenox avenue, Manhattan.

Joseph Burke, for People's Vaudeville Company, No. 2122 Third avenue, Manhattan.

George Wier, for Title Guarantee and Trust Company, No. 146 Broadway, Manhattan.

David Reordan and John McCullen, for Allied Iron Associations, No. 16 East Thirteenth street, Manhattan.

Emanuel Myers, for Commercial Cable Building Company, No. 20 Broad street, Manhattan.

Harry S. Mullen and Michael J. McDonough for Brooklyn Rapid Transit Company, No. 85 Clinton street, Brooklyn.

The resignation of the following Special Patrolman is hereby accepted:

Charles Handwerger, employed by People's Vaudeville Company, No. 172 West Twenty-third street, Manhattan.

The appointments of the following Special Patrolmen are hereby revoked:

Robert W. Blanchard, employed by Winthrop Press, No. 419 Lafayette street, Manhattan.

Daniel J. Keleher, employed by Philip K. Sweet, No. 1133 Broadway, Manhattan.

John Cuthbert, D. G. Ritter and W. H. Knapp, employed by Brooklyn Rapid Transit Company, No. 85 Clinton street, Brooklyn.

THEO. A. BINGHAM, Police Commissioner.

## POLICE DEPARTMENT.

New York, June 25, 1906.

I am this day directed by Police Commissioner Theodore A. Bingham to forward to you for publication in the CITY RECORD the following list of appointments, resignations, etc., in this Department from June 18 to 23, 1906:

June 18, 1906.

Dismissed—Patrolman John J. Blessing, Fifth Precinct, June 16, 1906.

June 19, 1906.

Retired—Patrolman James P. Cells, Thirty-eighth Precinct, pension \$614 per annum.

Appointed Doorman on Probation—Michael F. Sheehy.

## BOARD OF ESTIMATE AND APPORTIONMENT.

MINUTES OF MEETING OF BOARD OF ESTIMATE AND APPORTIONMENT, CITY OF NEW YORK,  
HELD IN ROOM 16, CITY HALL, FRIDAY, JUNE 8, 1906.

The Board met in pursuance of an adjournment.

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

Hon. George B. McClellan, Mayor, presided.

The minutes of meeting held May 18, 1906, were approved as printed.

The Chairman of the Board presented the following communication from the Secretary:

BOARD OF ESTIMATE AND APPORTIONMENT, }  
THE CITY OF NEW YORK, June 8, 1906. }

To the Board of Estimate and Apportionment:

GENTLEMEN—It becomes my painful duty to inform you of the death on Monday, the 4th inst., of Mr. John H. Mooney, Assistant Secretary of the Board.

The duties which Mr. Mooney performed as Secretary to the Board of Public Improvement from 1898 to 1901, inclusive, and as Assistant Secretary to the Board of Estimate and Apportionment from 1902 to the date of his death, related mainly to local improvement matters and to street and park opening condemnation proceedings, instituted by these boards. His thorough knowledge of this subject was of great aid in facilitating this branch of the Board's business. These duties are of a very technical character, and I do not believe that his place can be satisfactorily filled by a selection from the eligible Civil Service list of Assistant Secretaries, but that the selection of a successor should be left to the members of the Board, who are the best judges of the qualifications such an important position calls for.

I would therefore respectfully suggest that the Secretary be directed to request the Municipal Civil Service Commission to place the position of Assistant Secretary in the exempt class.

Respectfully,  
JOSEPH HAAG, Secretary.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby directs the Secretary to request the Municipal Civil Service Commission to place the position of Assistant Secretary of the Board of Estimate and Apportionment in the exempt class.

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 Brooklyn, The Bronx, Queens and Richmond—14.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment expresses its sense of loss in the death of its Assistant Secretary, John H. Mooney, and extends to his family its heartfelt sympathy in their affliction.

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 Brooklyn, The Bronx, Queens and Richmond—14.

*Southern Boulevard and Westchester Avenue Amended Route.*

Consideration of the communication from the Board of Rapid Transit Railroad Commissioners, transmitting resolutions as to routes and general plan of a rapid transit railway along certain streets and avenues in the Borough of The Bronx, extending to Pelham Bay Park and known as the "Southern Boulevard and Westchester Avenue Amended Route," which, by resolution duly adopted June 1, 1906, was fixed for this day.

The Secretary presented the following:

BOARD OF ESTIMATE AND APPORTIONMENT, }  
BUREAU OF FRANCHISES, No. 280 BROADWAY, }  
June 5, 1906.

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

SIR—The Board of Rapid Transit Railroad Commissioners, in a communication dated May 21, 1906, submits for the approval of the Board of Estimate and Apportionment an amended route for a rapid transit railway; in other words, the said Board has rescinded its action of June 1, 1905, in relation to the Southern Boulevard and Westchester avenue route, which route was approved by the Board of Estimate and Apportionment on the 14th day of July, 1905, and by the Mayor on the 28th day of July, 1905, and readopts the said route, under date of May 17, 1906, with an extension from Westchester village to Pelham Bay Park.

As is stated in the communication, the amended route is identical, as far as Main street in Westchester village, to that heretofore approved. The amended route is to have three tracks throughout, and is fully described in the communication and the resolutions adopted by the Board of Rapid Transit Railroad Commissioners; the extension only now being possible by reason of the fact that the Board of Estimate and Apportionment has approved of a new plan for the laying out of Westchester avenue as far as Pelham Bay Park.

The resolutions are drawn in accordance with the Rapid Transit Act, as amended in 1906, the Board reserving all the powers in relation to construction of the said road which are conferred upon it by section 34 of the Rapid Transit Act, to wit: To contract for the construction of the whole road or by separate contracts, executed from time to time.

As explained in the communication, at the point where the railway emerges from the ground and becomes an elevated structure on East One Hundred and Twenty-sixth street, between Cypress avenue and the Southern Boulevard, it will be necessary to widen East One Hundred and Thirty-eighth street between such points. The north-easterly side of East One Hundred and Thirty-eighth street, between Cypress avenue and the Southern Boulevard, is vacant property, while the southerly side is occupied by 8 five-story flat houses. It is proposed by the Board that the cost of such widening might be assessed upon the City at large and be recovered from the company operating the new railway, by adding to its rental an annual sum equal to the interest on the bonds issued to pay for the street widening plus a suitable sinking fund payment.

I am of the opinion that the extension as proposed is desirable and I would recommend its approval by the Board of Estimate and Apportionment.

Respectfully,  
HARRY P. NICHOLS, Assistant Engineer.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners did, pursuant to law, duly determine and establish a route and general plan of construction of an additional rapid transit railway June 1, 1905, being more particularly described as "Southern Boulevard and Westchester Avenue Route," and transmitted to the Board of Estimate and Apportionment certified copies of same; and

Whereas, The said route and general plan were duly approved and consented to by the Board of Estimate and Apportionment on the 14th day of July, 1905, and by the Mayor on the 28th day of July, 1905; and

Whereas, The Board of Rapid Transit Railroad Commissioners did, by resolution adopted May 17, 1906, revoke the said route and general plan as set forth in resolutions of said Board adopted June 1, 1905; and

Whereas, The Board of Rapid Transit Railroad Commissioners of The City of New York, pursuant to the provisions of chapter 4 of the Laws of 1891 and acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway for the conveyance of persons and property, to be established in said City in addition to the already existing lines, and did, by resolution of May 17, 1906, adopt such route or routes and general plan, being more particularly described as "Southern Boulevard and Westchester Avenue Amended Route"; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said amended route or routes, as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 1st day of June, 1906, at a meeting of said Board of Estimate and Apportionment duly held on said day; and

Whereas, Said Board of Estimate and Apportionment, by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof for the consideration of such plans and conclusions, to wit, the 8th day of June, 1906, at 10:30 o'clock a.m., and has proceeded with such consideration; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted May 17, 1906, and which resolutions are as follows:

*Southern Boulevard and Westchester Avenue Amended Route.*

Whereas, This Board of Rapid Transit Railroad Commissioners for The City of New York did, on the 1st day of June, 1905, adopt certain resolutions determining and establishing the route or routes of a certain proposed rapid transit railway or railways in East One Hundred and Thirty-eighth street, the Southern Boulevard and Westchester avenue, in the Borough of The Bronx, and establishing the general plan of construction thereof; and

Whereas, This Board has considered the said route and general plan of construction, and after having duly made thereon the inquest and investigation necessary in the premises, has duly considered and determined that it is for the interest of the public and of The City of New York to rescind the said route and general plan of construction so adopted, and to adopt another and different route or routes and plan of construction for such railway or railways, so that the routes and general plan of construction shall be as hereinafter provided; and

Whereas, This Board has determined that a rapid transit railway for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed, is necessary for the interest of the public and The City of New York, and should be established as hereinafter provided.

Now, therefore, this Board does hereby rescind and revoke the said resolutions adopted on the 1st day of June, 1905, for the said railway along East One Hundred and Thirty-eighth street, the Southern Boulevard and Westchester avenue, and does hereby adopt the following route for a rapid transit railway in The City of New York, and does hereby determine and establish the said route thereof as follows, and does hereby adopt a general plan of construction of the said railway the route of which is herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route and general plans, expressly reserves all the powers in relation to the construction of the said road which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or for the construction at first of two or more tracks over a part or parts of such road, and afterwards of one or more additional tracks over a part or parts of such road, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

*Route.*

A route lying wholly within the Borough of The Bronx and beginning at a point in East One Hundred and Thirty-eighth street about three hundred feet easterly from the easterly side of Lincoln avenue, at which point a connection can conveniently be made with a spur from the subway to be hereafter constructed under Lincoln avenue and Morris avenue; and running thence easterly under and along East One Hundred and Thirty-eighth street to a point near the intersection of the easterly side of Cypress avenue with the centre line of East One Hundred and Thirty-eighth street, at which point the route herein described shall begin to emerge from the ground and shall thence continue in an open cut and upon an embankment and viaduct; and then curving into the Southern Boulevard shall continue upon a viaduct or elevated structure over and along the Southern Boulevard northeasterly to the intersection of the Southern Boulevard with the southerly side of Westchester avenue; there curving easterly, and running thence over and along Westchester Avenue or Westchester Turnpike upon a viaduct or elevated structure through the former village of Westchester, and over and along the extension of Westchester Avenue as the same has been laid out by law, to a point where the said extension of Westchester Avenue intersects the westerly side of the Eastern Boulevard.

*Plan of Construction.*

The general plan of construction adopted for the route hereinabove described is as follows:

For the whole of the said route there shall be three tracks.

All of the tracks shall be substantially parallel to each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and for the purpose of avoiding grade crossings, any one or more of the tracks may be elevated above or depressed below the level of the other track or tracks to the extent of not more than 20 feet.

The tracks from the point of beginning along East One Hundred and Thirty-eighth street to the point between Cypress Avenue and the Southern Boulevard where the route emerges from the ground, shall be in subway or tunnel; and easterly and northerly from the said point they shall be carried upon a viaduct or elevated structure over and along the above-described route on the Southern Boulevard and Westchester Avenue and the extension thereof. Near the said point of emergence the railroad will be constructed partly in open cut and partly on an embankment. If and when all three tracks are constructed, the said open cut and embankment will occupy a space in East One Hundred and Thirty-eighth street about 45 feet in width, extending from Cypress Avenue to the Southern Boulevard. The open cut portion will extend easterly from the easterly side of Cypress Avenue about 300 feet, and the embankment will extend easterly from the end of the open cut to the northwesterly side of the Southern Boulevard. The said open cut and embankment will therefore occupy all but about 55 feet in width of East One Hundred and Thirty-eighth street between Cypress Avenue and the Southern Boulevard, cutting off passage across the said street in that neighborhood.

The tracks shall be placed in general under or over the central part of the longitudinal streets forming a portion of the route above described, so far as may be practicable and convenient; but wherever required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such streets or any of them. But no wall of the tunnel, nor the viaduct, nor any part thereof (except at stations, station approaches, curves and places of access to subsurface structures as hereinafter provided) shall be within a distance of 5 feet of the exterior line or side of the longitudinal streets of the route.

Where the tracks change from tunnel to viaduct the change shall be so made as to involve the use of the surface to the least possible extent consistent with the proper gradient for the tracks.

Wherever necessary for the proper support of the surface of a street the roof of the tunnels shall be of iron or steel, with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

The roof of the tunnel when under a street shall be as near the surface as street conditions and grades will conveniently permit.

The tunnel shall in no case be less than 13 feet in height in the clear.

There shall be a width in the tunnel not exceeding 15 feet for each track, in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Viaducts shall be built with a width of 12½ feet for each track, except on curves or where greater width is required for special construction, and with an additional width of 3 feet on each side for outside footways. Viaducts may be built of metal or of masonry or of both.

The tracks shall be of standard gauge; that is to say, of the width of 4 feet and 8½ inches between the rails.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length ¼ of a mile for each mile of roadway.

The tracks, wherever constructed below the surface, may, at any point of the route, be placed in the same tunnel; or there may be separate tunnels for one or more tracks, as shall be most convenient.

Stations and station approaches shall, in general, be at the intersection of streets and shall be built under or, if the position of the tracks so require, over the streets and immediately adjoining private abutting property, or through private property to be acquired for the purpose, or both under or over streets and through private property as aforesaid. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than 75 feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed 15 feet on either side, provided always that the limits hereinbefore provided as to the longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limits of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed 15 feet.

Pipes, wires, sewers, street railway tracks, poles for electric wires and other surface and subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed, shall be placed over, upon or under the several streets in such manner and in such location that the use and service thereof shall not be impaired. All pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction of subways shall be by tunnelling or open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

#### Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than 40 miles per hour for long distances, exclusive of stops.

#### Definitions.

The word "street" wherever used herein, shall include an avenue, boulevard or public place.

The words "Rapid Transit Act," wherever used herein, shall be taken and held to mean chapter 4 of the Laws of 1891, as amended by chapter 752 of the Laws of 1894, and other acts of the Legislature.

#### Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 1, Borough of Bronx," three of the said drawings being marked "Bronx, No. 1," sheets Nos. 16, 17 and 18, and one of the said drawings being marked "Bronx, No. 2, sheet No. 1," be and they are hereby adopted as showing the foregoing routes and general plans for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

Now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

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 Brooklyn, The Bronx, Queens and Richmond—14.

A communication was received from the North Side Board of Trade approving of the action of the Board in granting a franchise to the New York and Port Chester Railroad Company.

Which was ordered filed.

The Secretary presented the following:

CITY OF NEW YORK—OFFICE OF THE MAYOR, }  
May 31, 1906.

To the Secretary of the Board of Estimate and Apportionment:

SIR—The Mayor directs me to return to you, duly approved by him, the inclosed resolution of the Board of Estimate and Apportionment in the matter of the application of the New York and Port Chester Railroad Company.

Respectfully,

FRANKLIN CHASE HOYT,

Assistant Corporation Counsel, Office of the Mayor.

Which was ordered printed in the minutes and filed.

The Secretary presented the following:

BOARD OF ESTIMATE AND APPORTIONMENT, }  
OFFICE OF THE SECRETARY, }  
June 5, 1906.

To the Honorable the Board of Estimate and Apportionment:

GENTLEMEN—I beg to advise you that the resolution adopted by the Board of Estimate and Apportionment on May 25, 1906, granting certain privileges to James S. Maher, which was forwarded to the Mayor for approval, was returned to the office duly approved by him on June 5, 1906.

Respectfully,  
JOSEPH HAAG, Secretary.

Which was ordered printed in the minutes and filed.

The Secretary presented the following:

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, }  
No. 320 BROADWAY, NEW YORK, }  
May 29, 1906.

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

DEAR SIR—I am directed by the President of the Rapid Transit Board to acknowledge receipt of your communication of the 25th of May, to the effect that the Committee of Conference appointed by the Board of Estimate and Apportionment and the Rapid Transit Board on the question of terminal facilities at Surf avenue, Coney Island, in connection with the proposed Bensonhurst, Bath Beach and Coney Island Route, reported that in their opinion the route should end with a terminal loop at Coney Island, and suggested that the route be so modified and returned to the Board of Estimate and Apportionment for its approval at the earliest possible moment.

Yours respectfully,

BION L. BURROWS, Secretary.

Which was ordered printed in the minutes and filed.

The Secretary presented the following:

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, }  
No. 320 BROADWAY, NEW YORK, }  
May 29, 1906.

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

DEAR SIR—I am directed by the President of the Rapid Transit Board to acknowledge receipt of your communication of the 28th inst., transmitting certified copy of an extract from the minutes of the Board of Estimate and Apportionment of the 25th of May, 1906, declining to approve the route and general plans of construction of an additional rapid transit railroad, adopted by the Rapid Transit Board March 22, known as the Bensonhurst, Bath Beach and Coney Island Route.

Yours respectfully,

BION L. BURROWS, Secretary.

Which was ordered printed in the minutes and filed.

The Acting President of the Borough of Manhattan appeared and took his place in the Board.

#### Bensonhurst, Bath Beach and Coney Island Revised Route.

The Chair submitted a communication from the Bensonhurst, Bath Beach, Borough Park and Coney Island Subway Association, requesting that the communication, transmitting resolutions as to route and general plan for the Bensonhurst, Bath Beach and Coney Island Revised Route, be considered by unanimous consent, as same were adopted by the Board of Rapid Transit Railroad Commissioners June 7, 1906, and arrived too late to be placed on the calendar for this day.

The Comptroller requested the unanimous consent of the Board for the present consideration of the matter.

There being no objection, it was so ordered.

The Secretary presented the following:

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, }  
No. 320 BROADWAY, NEW YORK, }  
To the Board of Estimate and Apportionment of The City of New York:

The Board of Rapid Transit Railroad Commissioners for the City of New York was heretofore duly organized pursuant to chapter 4 of the Laws of 1891, as amended, and since such organization it has conducted the inquests and investigations necessary to determine whether it is for the interest of the public and of the City that a rapid transit railway or railways for the conveyance of persons and property should be established therein; and after such inquests and investigations it did duly determine, by resolutions adopted on the 22d day of March, 1906, by the concurrent vote of six of its members, that a certain rapid transit railway in said resolutions described was necessary for the interest of the public and the City, and it duly determined and established the route thereof and the general plan of construction; and it transmitted to your Board certified copies of the route and general plan so determined and established.

The said route was situated wholly within the Borough of Brooklyn, and began at a point in Fourth avenue, at which connections (without grade crossings) could conveniently be made with the projected subway running under Fourth avenue from Flatbush avenue to Fort Hamilton. From thence the said route ran under Fortieth street and New Utrecht avenue to Eighty-sixth street; then through Eighty-sixth street to a point between Twenty-third and Twenty-fourth avenues, where it emerged from the ground and became an elevated railway, and continued thence over Eighty-sixth street and Stillwell avenue to Coney Island.

The said route and general plan were transmitted to your Board on the 22d day of March, 1906, for its approval.

Your Board, not being satisfied in regard to the terminal of the route at Coney Island, Committees of Conference were appointed, and the result of their discussions was to provide for a loop at Surf avenue, instead of a stub end, as originally contemplated. In accordance with this conclusion, the Board of Rapid Transit Railroad Commissioners has rescinded the route and general plan adopted as aforesaid on the 22d day of March, 1906, and adopted a new resolution by the concurrent vote of six of its members, determining that the railway therein described is necessary for the interest of the public and the City, and determining and establishing the route thereof and the general plan of construction. Certified copies of the resolution rescinding the former route and adopting the new, or amended, route and general plan so determined and established are herewith transmitted.

The route so established is identical with the route as submitted to your Board as aforesaid on the 22d day of March, 1906, except for the provisions relative to a loop at Coney Island. The reasons which have actuated this Board in adopting said route are sufficiently set forth in the communication heretofore transmitted.

The approval and consent of your Board to the amended route and general plan now transmitted is therefore requested.

In witness whereof this Board has caused its seal to be hereto affixed and these presents to be signed by its President and Secretary this 7th day of June, 1906.

[SEAL.]

BION L. BURROWS, Secretary.

A. E. ORR, President.

#### Bensonhurst, Bath Beach and Coney Island Revised Route.

Whereas, This Board has determined that a rapid transit railway for the convenience and transportation of persons and property in addition to those already existing, authorized or proposed, is necessary for the interest of the public and The City of New York, and should be established as hereinafter provided.

Now, therefore, this Board does hereby adopt the following route for a rapid transit railway in The City of New York, and does hereby determine and establish the said route thereof as follows, and does hereby adopt a general plan of construction of the said railway the route of which is herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route and general plan, expressly reserved all the powers in relation to the construction of the said road which are conferred upon it by Section 34 of the Rapid Transit Act. In particular, it reserves the right to contract for the construction of the whole road provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or for the construction at first of two or more tracks over a part or parts of such road, and afterwards of one or more additional tracks over a part or parts of such road, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the city may, in the judgment of this Board, require.

**Route.**

A route the centre line of which shall begin in the Borough of Brooklyn at a point at or near the intersection of Fourth avenue and Thirty-sixth street at which connections can conveniently be made with another subway or other subways to be hereafter constructed running southerly under Fourth avenue. The said centre line of the route hereby adopted shall thence run easterly and southeasterly, curving under Fourth avenue and private property, Thirty-ninth street and private property again, to a point in Fortieth street near the intersection of Fortieth street with the westerly line of Fifth avenue; running thence easterly under Fortieth street to a point at or near the intersection of Fortieth street with the easterly side of Ninth avenue; curving thence southeasterly and southerly under Fortieth street and private property to a point near the intersection of the westerly side of New Utrecht avenue with the northerly side of Forty-first street; thence running under and along New Utrecht avenue in a southerly direction to a point immediately south of its intersection with Eighty-first street; thence curving southeasterly and easterly under private property, Eighty-fourth street, private property again, Eighteenth avenue, Eighty-fifth street and private property again, to a point in Eighty-sixth street between Eighteenth and Nineteenth avenues; running thence southeasterly under and along Eighty-sixth street to a point about half way between Bay Thirty-fourth street and Bay Thirty-fifth street, where the said route will emerge from the surface and continue thence upon a viaduct structure; and from the said point running southeasterly along and over Eighty-sixth street to a point at or near the intersection of Eighty-sixth street with Bay Forty-first street; and then crossing southeasterly over private property, Twenty-sixth avenue and private property to a point in Stillwell avenue between its intersection with Eighty-sixth street and its intersection with Bay Forty-third street; and thence running southerly over and along Stillwell avenue and crossing the Gravesend Ship Canal on a bridge and continuing along Stillwell avenue to a point in Coney Island about half way between Neptune avenue and Mermaid avenue, where the tracks will diverge so as to form a loop. From the said point of divergence the centre line of the said loop will run southerly over and along Stillwell avenue to Surf avenue; thence curving westerly and running over and along Surf avenue to West Fifteenth street; thence curving northward and running over and along West Fifteenth street to a point in the easterly side thereof about half way between Surf avenue and Mermaid avenue; thence curving northeasterly and running over private property and over and across Mermaid avenue to a point at or near the intersection of the northerly line of Mermaid avenue with the westerly line of Stillwell avenue; and thence running northerly over and along Stillwell avenue to the point or place of beginning of the said loop.

**Plan of Construction.**

The general plan of construction hereby adopted is as follows: For the whole of the route above described there shall be four tracks, except in the above described loop, where there shall be two tracks.

All the above-mentioned tracks shall be substantially parallel with each other and on substantially the same level except that between the easterly side of Fifth avenue and the point of connection with the subway or subways to be constructed in Fourth avenue the tracks shall be at such levels and on such alignments as to permit of proper connections; and except, also, that wherever else required by special necessities of surface or subsurface structures or other special or local necessities or for the purpose of avoiding grade crossings, any one or more of the tracks may be elevated above or depressed below the other track or tracks so far as necessary.

The tracks shall be placed in tunnels or subways, except that easterly and southerly from the point where the said route as above described emerges to the surface in Eighty-sixth street the tracks shall be carried upon a viaduct over and along the above-described route on Eighty-sixth street and Stillwell avenue. Near the said point of emergence the said railroad will be constructed partly in open cut and partly on an embankment. If and when all the four tracks herein provided for are constructed, the said open cut and embankment will occupy a space in Eighty-sixth street about sixty feet in width, extending from Twenty-third avenue to Twenty-fourth avenue. The open cut portion will extend southeasterly from Twenty-third avenue to about half-way between Bay Thirty-fourth street and Bay Thirty-fifth street; and the embankment will extend southeasterly from the end of the open cut to Twenty-fourth avenue. The said open cut and embankment will therefore occupy all but about forty feet in width of said Eighty-sixth street between Twenty-third avenue and Twenty-fourth avenue, leaving only about twenty feet on each side for a roadway and sidewalk and probably necessitating a widening of the said street between the said avenues by the legally constituted authorities of The City of New York.

The tracks shall be placed in general under or over the central part of the longitudinal streets and avenues forming a portion of the route above described so far as may be practicable and convenient, but wherever required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such streets or avenues, or any of them, and any part of said streets or avenues may be occupied so far as the purposes of this general plan require.

Wherever the tracks change from tunnel to viaduct or from viaduct to tunnel, the change shall be made so as to involve the use of the surface to the least possible extent consistent with the proper gradient for the tracks.

Wherever necessary for the proper support of the surface of a street, the roof of the tunnels shall be of iron or steel with brick or concrete arches supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

The roof of the tunnels when under a street shall in general be as near the street surface as street conditions and grades will conveniently permit, the base of the rail under Sixth avenue being, however, about 100 feet below the surface, at Seventh avenue about 95 feet below the surface, at Eighth avenue about 60 feet below the surface and at Ninth avenue about 40 feet below the surface.

The tunnels shall in no case be less than 13 feet in height in the clear.

There shall be a width in the tunnels not exceeding 15 feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and cross-overs the width may be increased. Viaducts shall be built with a width of 12½ feet for each track except on curves or where greater width is required for special construction, and with an additional width of 3 feet on each side for outside footways. Viaducts may be built of metal or of masonry or of both.

The tracks shall be of standard gauge, that is to say, of the width of 4 feet and 8½ inches between the rails.

Adjacent tracks shall be connected by necessary and suitable switches and connections, and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks wherever constructed below the surface may at any point of the route be placed in the same tunnel; or there may be separate tunnels for one or more tracks, as shall be most convenient.

Stations and station approaches shall in general be at the intersections of streets and shall be built under or, if the positions of the tracks so require, over the streets and immediately adjoining private abutting property or through private property to be acquired for the purpose, or both under or over streets and through private property as aforesaid. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than 75 feet from the exterior line or side of the longitudinal street or avenue of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed 15 feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed 15 feet.

Pipes, wires, sewers, street railway tracks, poles for electric wires and other surface and subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above

referred to, and if removed or disturbed shall be placed upon, over or under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction of subways shall be by tunneling or open excavation. In parks, parkways and public places under the jurisdiction of the Department of Parks all trees injured or destroyed in the course of construction shall be replaced, under the direction and to the satisfaction of said Department.

**Mode of Operation.**

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

**Definitions.**

The word "streets," wherever used herein, shall include an avenue or public place. The words "Rapid Transit Act," wherever used herein, shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

**Maps and Drawings.**

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of the City of New York—Routes and General Plan—Bensonhurst Route," one of the said drawings being marked "Key Map No. 4, Borough of Brooklyn, Revised May 31, 1906," and the other drawings being marked "Brooklyn No. 4, Sheet No. 1," "Brooklyn No. 4, Sheet No. 2, Revised April 4, 1906," "Brooklyn No. 4, Sheet No. 3," "Brooklyn No. 4, Sheet No. 4, Revised May 31, 1906," be and they are hereby adopted as showing the foregoing route and general plan for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 7th day of June, 1906, six Commissioners being present and all voting in favor thereof.

In witness whereof I have hereunto set my hand and the seal of the Board this 7th day of June, 1906.

[SEAL.]

BION L. BURROWS, Secretary.

The following was offered:

Resolved, That the communication be received, and in pursuance of law this Board hereby appoints Friday, the 15th day of June, 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 directed to cause notice of such consideration to be published in the CITY RECORD.

Which was adopted by the following vote:

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

The Secretary presented the following:

C. F. BOND COMPANY,  
No. 136 LIBERTY STREET, NEW YORK,  
June 1, 1906.

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

DEAR SIR—In accordance with the requirements of the franchise granted by your Board under date of April 27, 1906, to the firm of A. D. Matthews' Sons for a tunnel under Livingston street, Brooklyn, I have to advise you that work was started on the tunnel on the 28th day of May last.

Yours truly,

C. F. BOND COMPANY,  
C. F. BOND, President.

Which was ordered printed in the minutes and filed.

A petition was received from Julius Kayser & Co. for permission to construct, maintain and use a tunnel under and across Taaffe place, in the Borough of Brooklyn, to connect premises owned by the petitioners on both sides of said street and to be used exclusively by them.

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

A petition was received from the Bush Terminal Railroad Company for the right to construct, maintain and operate two additional turnouts or spurs to its existing street surface railroad in the Borough of Brooklyn, as provided for in section 1 of the ordinance adopted by the Board of Aldermen and approved by the Mayor February 14, 1905.

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

An application was received from the Traders' Hygiene Ice Company for an extension of time in which to commence construction of the pipe line authorized by the Board in a resolution adopted April 27, 1906, approved by the Mayor May 2, 1906, under East One Hundred and Thirty-sixth street, from the westerly side of Madison avenue to the bulkhead of the East One Hundred and Thirty-sixth street slip of the Harlem river, in the Borough of Manhattan.

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

An application was received from R. H. Macy & Co. for permission to construct, maintain and operate two single-track railroad spurs from their premises:

(a) On the north side of Thirty-fourth street, between Broadway and Seventh avenue, to the surface railroad tracks on Thirty-fourth street, in front of said premises, in the Borough of Manhattan;

(b) On the east side of Webster avenue, south of McLean avenue, to the surface railroad tracks on Webster avenue, in front of said premises, in the Borough of The Bronx.

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

An application was received from Milliken Brothers for permission to construct, maintain and use two 30-inch cast-iron pipes under Sound Shore road or Richmond terrace, in the Borough of Richmond, to convey salt water from Newark Bay to the plant of the petitioners for their exclusive use.

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

*Brooklyn City Railroad Company.*

The Secretary presented the following:

THE BROOKLYN HEIGHTS RAILROAD COMPANY,  
No. 85 CLINTON STREET, BROOKLYN, N. Y., }  
May 24, 1906.

*The Board of Estimate and Apportionment, City of New York, N. Y.:*

DEAR SIRS—Under date of March 13, 1906, the Brooklyn City Railroad Company, of which this company is lessee, made application to your honorable Board for a franchise to construct, maintain and operate an extension or branch of its street surface railroad in the Borough of Brooklyn, on the following described route:

Commencing at the tracks of your petitioner at the intersection of Tillary and Fulton streets; running thence on a curve easterly across Fulton street and Liberty street one hundred and thirty-four (134) feet to the private property abutting on Liberty street owned by the Brooklyn Union Elevated Railroad Company; thence continuing easterly across said private property of the Brooklyn Union Elevated Railroad Company one hundred and twenty-two (122) feet to the private property of The City of New York; thence continuing easterly across the said private property of The City of New York, one hundred (100) feet to Washington street; thence on a curve northeasterly about eighty-one (81) feet to the tracks of the Brooklyn City and Newtown Railroad Company on Washington street, and to connect at the intersection of Tillary and Fulton streets with the double track street surface railroad of the Brooklyn City Railroad Company on Fulton street, and to connect at a point on Washington street north of Tillary street with the double track street surface railroad of the Brooklyn City and Newtown Railroad Company on Washington street; together with the necessary sidings, switches, turnouts, poles, wires and appurtenances, including such as may be necessary to connect the said railroad tracks on Fulton street and on Washington street, —all of which route was more particularly shown on a map annexed to said petition and made a part thereof.

Under resolution of the Board of Estimate and Apportionment passed March 16, 1906, and approved by the Mayor on March 26, 1906, the consent of The City of New York was given to the Brooklyn City Railroad Company to construct and operate a railroad upon the route described in its petition upon certain conditions, all of which were set forth in said resolution.

We have been unable to accept the consent thereby granted under the terms and conditions attached to said consent for the following reasons:

1. The consent, while conferring a franchise, was not given in the manner required by the Charter of The City of New York and the provisions of the Railroad Law, and therefore might be nullified by a decision of the Courts in an action brought by any interested party.

2. The consent was for a term not exceeding one year, but might be canceled by the Board of Estimate and Apportionment on thirty (30) days' notice in writing. Inasmuch as the proposed construction involves considerable expense the company does not feel justified in incurring such expense upon a grant continuing for so short a period and terminable without cause on short notice.

3. The consent required the payment by the grantee to The City of New York of the sum of \$350 as a consideration of the permit, notwithstanding its temporary character and doubtful validity.

4. The consent was to expire by limitation at the end of one year unless sooner revoked, and if the City should not upon the expiration of one year, or after revocation on thirty (30) days' notice, require the removal of the tracks, they were to become the property of the City without expense to it.

5. The consent was not to be assigned either in whole or in part, leased or sublet in any manner, nor was any title thereto, or right, interest or property therein to pass to or vest in any other persons or corporations, except by the consent of The City of New York, acting by the Board of Estimate and Apportionment. This condition would prevent the use of the tracks by any other company than the Brooklyn City Railroad Company, and inasmuch as that company is leased to the Brooklyn Heights Railroad Company, which operates the same, the Brooklyn Heights Railroad Company would be unable to operate cars over the tracks or to permit other companies operating cars in the Borough of Brooklyn, to use said tracks. Inasmuch as the franchise is sought only for the relief of congestion in the operation of cars, not only in the case of those operated by the Brooklyn Heights Railroad Company but in the case of those operated by other companies, the consent of the City, as worded, would be practically of no value.

6. In addition to the other conditions of the consent, it also provides that the railroad shall be constructed "upon the terms and conditions hereafter to be approved by the President of the Borough of Brooklyn." The statutes now confer upon the President of the Borough the right to prescribe the type of rail and paving in the case of a new franchise, and to impose any other reasonable conditions relating to the construction of tracks in public streets, and in this respect the City's interest would seem to be well safeguarded, but the wording of the consent would practically authorize the President of the Borough to impose other terms and conditions not connected with the type of construction or the kind and manner of work. Moreover, inasmuch as only a small portion of the franchise is upon public streets and places and the greater portion is on private property or on property under the control of the Bridge Department, it would seem as if authority from the President of the Borough should be limited to that portion of the franchise in public streets.

The above are the principal considerations which compel us to decline the aforesaid consent and to request that our petition submitted through the Brooklyn City Railroad Company on March 13, 1906, be reconsidered and that a franchise in accordance with said petition be duly granted for a period of not less than ten (10) years, and without the objectionable conditions cited above.

Our desire for this franchise is to make simpler the approach to the Brooklyn Bridge by cars operating on Court street and Fulton street, and thereby relieve the congestion of cars at Boerum place and Fulton street.

Respectfully submitted,

THE BROOKLYN HEIGHTS RAILROAD COMPANY,  
Lessee of the Brooklyn City Railroad Company.  
By E. W. WINTER, President.

BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY, }  
June 4, 1906.

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

SIR—Herewith is attached a communication from Mr. E. W. Winter, President of the Brooklyn City Railroad Company, in which he states the reasons why his company did not accept the permit granted by the Board of Estimate and Apportionment of March 16, 1906, and approved by the Mayor on March 26, 1906, to lay a single street surface railway track in a portion of Fulton, Liberty and Washington streets, Borough of Brooklyn, for the purpose of making connections between the north bound track on Fulton street and the north bound track on Washington street, for the purpose of supplying several car lines with a more direct route to the New York and Brooklyn Bridge, and in consequence, relieve, to a certain extent, the congestion of surface cars at the intersection of Fulton street and Court square.

Although the application for this right was for a franchise, it was considered by this Bureau that it was best to only grant a temporary permit pending the time when the problem of traffic congestion in this vicinity should be partially solved, at which time it might be necessary for the companies to apply for extensions in accordance with such solution, but until such time this connection was considered to be only a partial temporary relief.

Furthermore, at that time the Court of Appeals had not decided as to the constitutionality of the law transferring the franchise granting power from the Board of Aldermen to the Board of Estimate and Apportionment, and in consequence a revocable permit was the only form in which the consent of the Board could be given.

The conditions of the permit to which Mr. Winter makes objection, are the same as those which have been heretofore employed in similar permits and have been accepted by the companies making application for the same.

Mr. Winter asks that the petition which was submitted on March 31, 1906, be reconsidered and that a franchise in accordance with such petition be granted.

I shall shortly be able to make suggestions with regard to the application of the Nassau Electric Railroad Company for a franchise on Livingston street and Lafayette

avenue, at which time I shall discuss more fully the advantages of the connection proposed, and make suggestions in relation to a franchise for that connection.

The application is not now in the form required by the Board, which should be by verified petition and submitted in duplicate according to the resolution passed by the Board on June 9, 1905.

I would therefore suggest that the company be notified to present its application in the proper form, when it will be considered in connection with the pending application of the Nassau Electric Railroad Company.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

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

A petition was presented from the New York Central and Hudson River Railroad Company and the New York and Harlem Railroad Company, for a franchise for the construction of ducts or subways through certain streets and avenues in the Borough of the Bronx, to transmit electricity from their power house to their lines for the purpose of electrifying their lines in conformity with chapter 425 of the Laws of 1903.

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

A petition was presented from the United States Automatic Telephone Company for the grant of a franchise or right to transact a general telephone business in and throughout all the boroughs of The City of New York.

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

A petition was presented from the Erie Railroad Company for a franchise or right to cross Thirteenth avenue and the marginal way adjoining the same on the westerly side, in the Borough of Manhattan, City of New York, for an additional switch and siding as an extension to its existing road, for the purpose of conveying property and freight for compensation.

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

A petition was presented from the Interborough Rapid Transit Company for a clear recognition and confirmation of its right to maintain tunnels under the surface of West Fifty-eighth street from the power house of the company to the easterly line of Twelfth avenue, and thence under the marginal street and the pier at the foot of West Fifty-eighth street to the river front, and also discharge and suction tunnels under the surface of West Fifty-eighth street from its power house to the easterly side of Twelfth avenue and thence under the marginal street and the pier at the foot of West Fifty-eighth street to the river front.

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

*Atlantic Telephone Company.*

The Secretary presented communications from the following in reference to the application of the Atlantic Telephone Company for a franchise:

Realty League.

Arthur A. Brown.

Municipal Ownership League, Twentieth Assembly District, Brooklyn, N. Y.

Joseph S. Kennedy.

Which were referred to the Committee of the Whole.

A communication was received from U. N. Bethel, first vice-president of the New York Telephone Company.

Which was referred to the Committee of the Whole.

The Secretary presented the following:

THE CITY OF NEW YORK,  
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,  
BROOKLYN, May 31, 1906.

To the Honorable the Board of Estimate and Apportionment:

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

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

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

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

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

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



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

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

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

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

12. Said grantee, its successors or assigns, shall commence the construction of said tunnel under this consent and complete the same within six months from the day of the approval of this consent by the Mayor; otherwise this consent shall be forfeited forthwith, and without any proceeding, either at law or otherwise, for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding three months.

13. This consent is upon the express condition that the said grantee, within thirty days after its approval by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of one thousand dollars (\$1,000), either in money or in securities to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the payment of the annual charge and the repairs of the street pavement. In case of default in the performance by said grantee of any of such terms and conditions, The City of New York shall have the right to cause the work to be done and the materials to be furnished for making the necessary changes or repairs, after ten days' notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings, or in case of default in the payment of the annual charges, shall collect the same with interest from such fund, after ten days' notice, in writing, to the said grantee.

In case of any drafts so made upon the security fund, the said grantee shall, upon thirty days' notice, in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of one thousand dollars (\$1,000), and in default of the payment thereof the consent hereby given may be canceled and annulled at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or proceeding or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

14. Said grantee shall give notice to the President of the Borough of Manhattan and the Commissioner of Water Supply, Gas and Electricity, in writing, of its intention to begin construction of the work hereby authorized, at least forty-eight hours before such construction commences. The grantee shall also give to the Board of Estimate and Apportionment notice in writing of the date on which the work is commenced and also the date on which the same is completed.

15. This consent shall not become operative until said grantee shall duly execute an instrument, in writing, wherein said grantee shall promise, covenant and agree on its part to conform to, abide by and perform all the terms, conditions and requirements in this consent fixed and contained, and file the same in the office of the Comptroller of The City of New York within thirty days after the approval of this consent by the Mayor.

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

Which was adopted by the following vote:

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

#### Kips Bay Brewing and Malting Company.

The Secretary presented the following:

KIPS BAY BREWING AND MALTING COMPANY,  
FIRST AVENUE, THIRTY-SEVENTH TO THIRTY-EIGHTH STREET,  
NEW YORK, May 9, 1906.

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

GENTLEMEN—We beg your honorable body to grant us a permit to open Thirty-eighth street, between First avenue and the East River for the purpose of laying a salt water main from bulkhead line to entrance to our building.

The length of the pipe is 225 feet, which is 9 feet 6 inches from south curb. The trench for the same to be 2 feet wide and 6 feet deep.

Hoping to be favored with the granting of this permit without delay so that we can keep the work going, and with thanks in advance, we are,

Yours very truly,  
KIPS BAY BREWING AND MALTING COMPANY.  
H. P. SKELLY, Vice-President.

BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,  
June 5, 1906.

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

SIR—The Kips Bay Brewing and Malting Company, a corporation owning property on the easterly side of First avenue, between East Thirty-seventh and East Thirty-eighth streets, in the Borough of Manhattan, through its vice-president, H. P. Skelly, in a petition dated May 9, 1906, requests permission to construct, maintain and operate an eight (8) inch iron pipe under East Thirty-eighth street, from the bulkhead line to a point distant sixty-five feet easterly from First avenue, and running parallel to and seven (7) feet distant from the southerly curb line of East Thirty-eighth street.

The location of the pipe is shown on a plan accompanying the petition, and entitled:

"Plan to accompany application of the Kips Bay Brewing and Malting Company to the Board of Estimate and Apportionment, dated May 9, 1906, for permission to lay 8 inch salt water main in East Thirty-eighth street, between First avenue and East river," and signed by P. Skelly, President.

The Kips Bay Brewing and Malting Company proposes to construct this pipe for the purpose of supplying salt water to its brewery located on First avenue, between East Thirty-seventh and East Thirty-eighth streets, for its own exclusive use.

The Department of Docks and Ferries has given permission to the company to lay an eight (8) inch pipe from the sea wall at East river to the old bulkhead line, and I am informed by the Department and by a representative of the company that such a pipe has been laid, and that the company proposes to connect with this existing pipe.

Copies of the application and of the plan were forwarded to the President of the Borough of Manhattan and to the Commissioner of Water Supply, Gas and Electricity, with a request that these officials have the project examined by the

respective bureaus in their departments, with a view to ascertaining if there are any special conditions which should be added to the usual form of permit for similar privileges.

Replies have been received from these officials, stating that there is no objection to granting the application for the pipe located as shown on the plan.

I have no objection to offer to the application, and would suggest that the permission be granted for a period not exceeding ten (10) years, but revocable at the pleasure of the Board of Estimate and Apportionment, or its successors in authority, upon sixty (60) days' notice in writing, and that the sum of eight hundred dollars (\$800) in money or securities to be approved by and deposited with the Comptroller, for the faithful performance of the terms and conditions of this consent, be required.

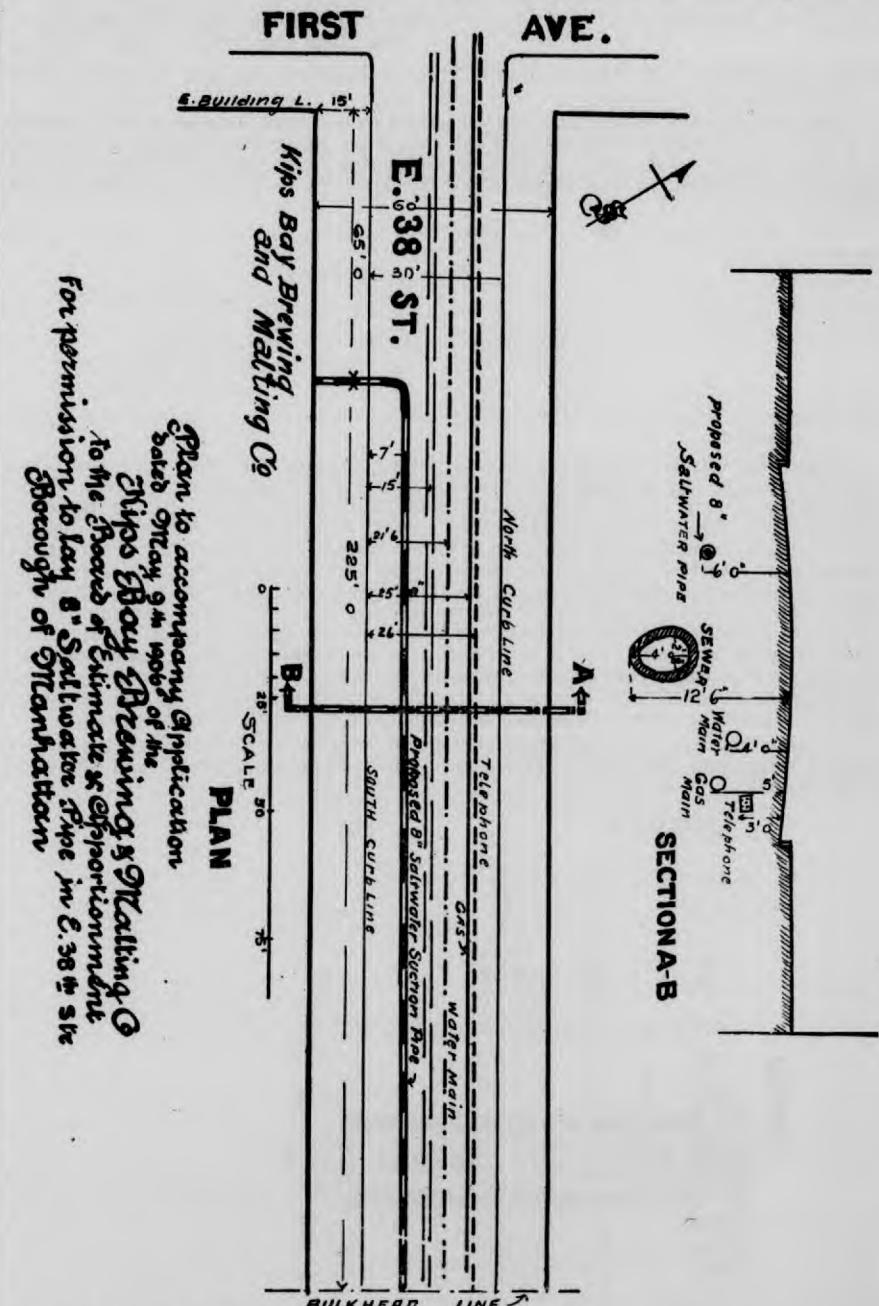
In accordance with the schedule adopted by the Board of Estimate and Apportionment fixing the rate of charge for such privilege, compensation for this permit should be four hundred and thirty dollars (\$430) per annum and such fee for opening the street as may be determined by the President of the Borough of Manhattan.

The compensation should commence upon the date of approval of this consent by the Mayor.

I transmit herewith a resolution for adoption, containing the customary provisions.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.



The following was offered:

Resolved, That the consent of the Corporation of The City of New York be and the same is hereby given to the Kips Bay Brewing and Malting Company, the owner of certain lands on the easterly side of First avenue, between East Thirty-seventh and East Thirty-eighth streets, in the Borough of Manhattan, City of New York, to construct, maintain and operate an eight (8) inch pipe line under East Thirty-eighth street for conveying salt water from the old bulkhead line at the East river at East Thirty-eighth street, to its brewery located as above, at a point sixty-five (65) feet easterly from the line of First avenue, all as shown on a plan marked:

"Plan to accompany application of the Kips Bay Brewing and Malting Company to the Board of Estimate and Apportionment, dated May 9, 1906, for permission to lay eight-inch salt water main in East Thirty-eighth street, between First avenue and East river," and signed by P. Skelly, President,

—a copy of which is annexed hereto and made a part hereof, upon the following terms and conditions:

1. Said consent shall be for a term not exceeding ten (10) years, provided, however, that the same may be canceled and annulled upon sixty (60) days' notice in writing to the said grantee, its successors or assigns, by the Board of Estimate and Apportionment, or its successors in authority. Upon the termination or revocation of this consent, all rights of said grantee, its successors or assigns, in and upon said East Thirty-eighth street, shall cease and determine.

2. The Kips Bay Brewing and Malting Company, its successors or assigns, shall pay into the treasury of The City of New York the sum of four hundred and thirty dollars (\$430) per annum on November first of each year; provided, however, that the first payment shall be only that portion of \$430 as the time between the approval of this consent and November first following shall bear to the whole year. The compensation herein proposed shall commence from the date of approval hereof by the Mayor. Such compensation shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatsoever kind or description, now or hereafter required to be paid by any ordinance of The City of New York, or by any law of the State of New York.

3. Upon the revocation or termination by limitation of this consent the said grantee, its successors or assigns, shall, at its own cost, cause the pipe to be removed.

and all that portion of Thirty-eighth street affected by this permission to be restored to its proper and original condition.

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

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

- a. The construction and the maintenance of the pipe line.
- b. The protection of all surface and subsurface structures which shall in any way be disturbed by the construction of the pipe line.
- c. All changes in sewer or other subsurface structures made necessary by the construction of the pipe line, including the laying or relaying of pipes, conduits, sewers or other structures.
- d. The replacing or restoring of the pavement in said streets which may be disturbed during the construction of said pipe line.
- e. Each and every item of the increased cost of any future subsurface structure caused by the presence of said pipe under this consent.
- f. The inspection of all work during construction or removal of said pipe, as herein provided, which may be required by the President of the Borough of Manhattan and the Commissioner of Water Supply, Gas and Electricity.

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

7. The said pipe shall be constructed, maintained and operated subject to the supervision, control and inspection of the proper authorities of The City of New York, who have jurisdiction in such matters under the Charter of The City of New York.

8. This consent is subject to whatever right, title or interest the owners of abutting property or others may have in or to East Thirty-eighth street.

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

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

11. Said grantee, its successors or assigns, shall commence the construction of said pipe under this consent and complete the same within ninety (90) days from the date of the approval of this consent by the Mayor; otherwise this consent shall be forfeited forthwith, and without any proceedings either by law or otherwise for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding sixty (60) days.

12. This consent is upon the express condition that the said grantee, within thirty (30) days after its approval by the Mayor and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of eight hundred dollars (\$800) either in money or in securities to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the payment of the annual charge and the repairs of the street pavement. In case of default in the performance by said grantee of any of such terms and conditions, The City of New York shall have the right to cause the work to be done and the materials to be furnished for making the necessary changes or repairs, after ten days' notice in writing, and shall collect the reasonable cost thereof from the said fund without legal proceedings, or in case of default in the payment of the annual charges, shall collect the same, with interest, from such fund after ten days' notice in writing to the said grantee.

In case of any drafts so made upon the security fund, the said grantee shall, upon thirty (30) days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of eight hundred dollars (\$800), and in default of the payment thereof the consent hereby given may be canceled and annulled at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or proceedings or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

13. Said grantee shall give notice to the President of the Borough of Manhattan and to the Commissioner of Water Supply, Gas and Electricity, in writing, of its intention to begin construction of the work hereby authorized at least forty-eight (48) hours before such construction commences. The grantee shall also give to the Board of Estimate and Apportionment notice in writing of the date on which the work is commenced and also the date on which the same is completed.

14. This consent shall not become operative until said grantee shall duly execute an instrument in writing, wherein said grantee shall promise, covenant and agree on its part to conform to, abide by and perform all the terms, conditions and requirements in this consent fixed and contained, and file the same in the office of the Comptroller of The City of New York within thirty (30) days after the approval of this consent by the Mayor.

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

Which was adopted by the following vote:

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

*The Procter & Gamble Company.*

The Secretary presented the following:

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

**GENTLEMEN**—The Procter & Gamble Company is a corporation organized and existing under the laws of the State of Ohio, with its principal office and place of business in the City of Cincinnati, State of Ohio, and is the owner of certain real property situated at Howland's Hook, Staten Island, Third ward, Borough of Richmond, City of New York, lying between the Shore road, otherwise known as Richmond terrace, on the north, and the right of way of the Staten Island Rapid Transit Railway Company

on the south, which property is divided by a street or road known as Western avenue, as shown and indicated upon the map accompanying this application, which map is drawn to a scale of one inch equaling one hundred feet, dated April 28, 1906, and signed "The Procter & Gamble Company, A. E. Anderson, General Superintendent."

We are about to construct a refining and manufacturing plant for use in our business on the property above referred to, and in order to construct such plant and to operate the same when constructed it will be necessary to construct one standard gauge railroad track over our land and across the said Western avenue and connecting with the tracks of the said Staten Island Rapid Transit Railway Company as approximately shown and indicated on the said accompanying map.

The said Western avenue between the points above indicated is little used for general traffic and the proposed track would not, we believe, be detrimental to any interest, while on the other hand, the erection of the proposed plant would be a positive benefit to the surrounding neighborhood and to the Borough of Richmond.

We therefore make this application and ask leave and permission to construct and maintain the said proposed standard gauge railroad track at grade and to operate cars thereon across the said Western avenue, in the Third ward, Borough of Richmond, City of New York, for our exclusive use, such track to be laid at a point between Richmond terrace and the right of way of the Staten Island Rapid Transit Railway Company convenient for our business and approximately at the point indicated upon the said accompanying map. Such track would be wholly on our own land except where it would cross Western avenue.

Hoping that this petition will receive your favorable consideration,

Dated May 9, 1906.

Very respectfully,  
THE PROCTER & GAMBLE COMPANY,  
By W. M. A. PROCTER, President.

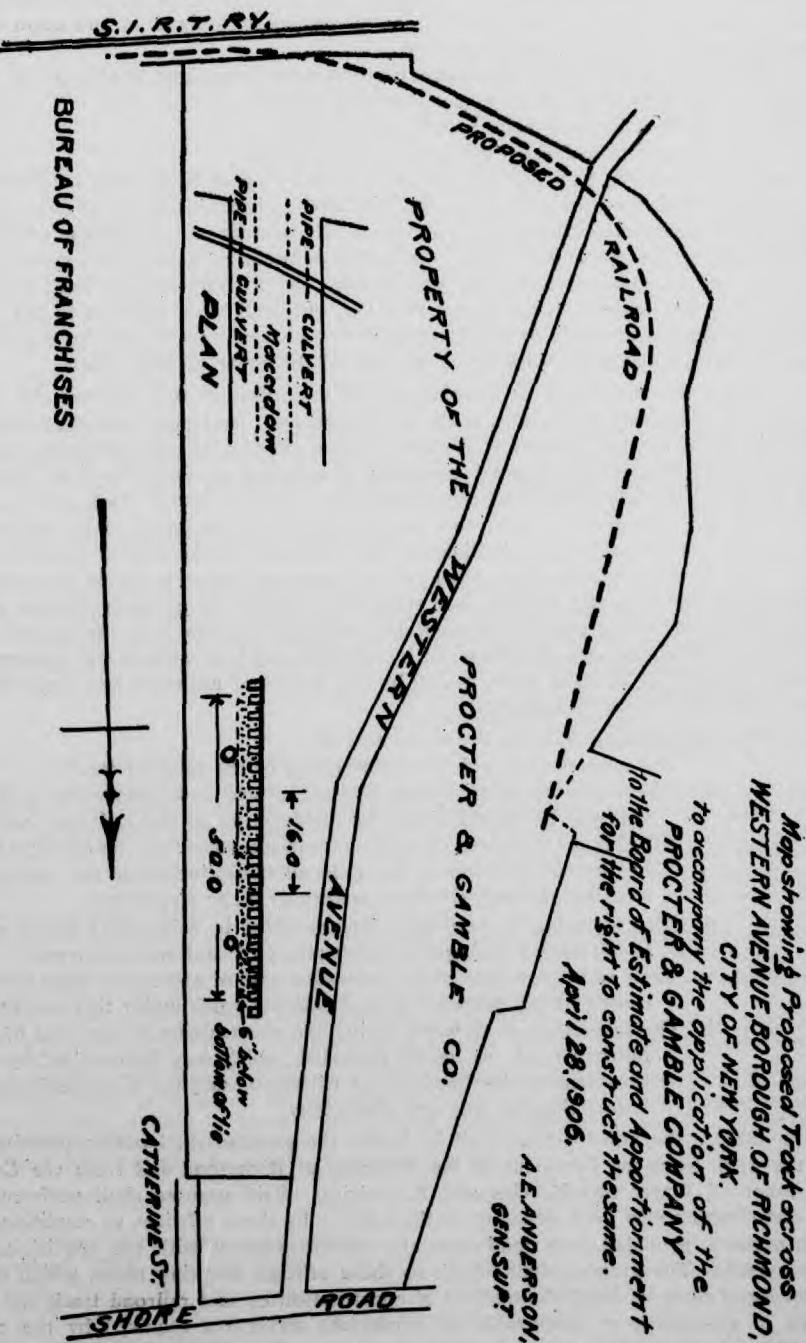
BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY, }  
May 23, 1906.

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

SIR—The Procter & Gamble Company, a corporation organized and existing under the laws of the State of Ohio, having its principal office and place of business in the City of Cincinnati, Ohio, is the owner of certain property situated at Howland's Hook, Borough of Richmond, City of New York, lying between the Shore road or Richmond terrace on the north and the right of way of the Staten Island Rapid Transit Railway Company on the south, and located upon the easterly and westerly side of Western avenue, in a petition to the Board of Estimate and Apportionment, dated May 9, 1906, and signed by Wm. A. Procter, President, requests permission to construct, maintain and operate a single standard gauge railroad track at grade across Western avenue. This railroad track is to be used to transport material received over the Staten Island Rapid Transit Railway to the plant about to be erected by the Procter & Gamble Company on the westerly side of Western avenue, and it is to be used exclusively by said company.

The location of the railroad track is shown upon a map or plan accompanying the request, entitled:

"Map showing proposed track across Western avenue in the Borough of Richmond, City of New York, to accompany the application of the Procter & Gamble Company to the Board of Estimate and Apportionment for the right to construct the same," dated April 26, 1906, and signed "The Procter & Gamble Company, A. E. Anderson, General Superintendent."



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

The president of the Borough made reply, requesting that a clause be inserted requiring that the crossing be paved with asphalt blocks or vitrified brick on concrete foundation between the rails and two feet outside thereof; and that the City reserve the right to compel the company to change from a grade crossing to an overhead or subsurface crossing.

The Commissioner of Water Supply, Gas and Electricity replies that his department at the present time has no mains or property of any kind in the vicinity, and requests that a provision be inserted that if in the future the department should lay water mains on Western avenue the Procter & Gamble Company shall support and take care of the track so far as may be necessary to facilitate such work, at the risk and cost of the company. Otherwise there are no objections to the construction of the railroad track. The above recommendations have been inserted in the terms and conditions, as requested.

I have no objection to offer to the application, and would suggest that permission be granted for a period not exceeding ten (10) years, but revocable at the pleasure of the Board of Estimate and Apportionment, or its successors in authority, upon sixty (60) days' notice in writing, and that the sum of five hundred dollars (\$500) in money or securities to be approved by and deposited with the Comptroller for the faithful performance of the terms and conditions of the consent be required. In accordance with the schedule adopted by the Board of Estimate and Apportionment, fixing the minimum charge for such privileges, I would suggest that the compensation for this permit should be one hundred dollars (\$100) per annum for the first five years and one hundred and fifty dollars (\$150) per annum for the second five years, and such fees for opening the street as may be determined by the President of the Borough of Richmond.

The right to revoke will permit the City to abolish the grade crossing at any time. The compensation should commence upon the date of the approval of this consent by the Mayor.

I transmit herewith a resolution for adoption, containing the usual provisions.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

The following was offered:

Resolved, That the consent of the Corporation of The City of New York be and the same is hereby given to the Procter & Gamble Company of Cincinnati, Ohio, a manufacturing corporation organized under the laws of Ohio, the owner of certain lands on the easterly and westerly sides of Western avenue between the Shore road or Richmond terrace, and the Staten Island Rapid Transit Railway, in the Borough of Richmond, City of New York, to construct, maintain and operate a single standard gauge railroad track over and across said Western avenue at grade for the transportation of freight to and from the Staten Island Rapid Transit Railway and its proposed plant located on the westerly side of Western avenue, the location of said railroad track being shown on map entitled:

"Map showing proposed track across Western avenue in the Borough of Richmond, City of New York, to accompany the application of the Procter & Gamble Company to the Board of Estimate and Apportionment, for the right to construct the same," dated April 28, 1906, and signed by "The Procter & Gamble Company, A. E. Anderson, general superintendent."

—a copy of which map is hereto attached.

1. Said consent shall be for a term not exceeding ten (10) years; provided, however, that the same may be canceled and annulled upon sixty (60) days' notice in writing to the said grantee, its successors and assigns, by the Board of Estimate and Apportionment, or its successors in authority. Upon the termination or revocation of this consent all rights of said grantee, its successors or assigns, in and upon said Western avenue shall cease and determine.

2. The Procter & Gamble Company, its successors or assigns, shall pay into the treasury of The City of New York the following sums:

During the first five years the annual sum of \$100.

During the second five years the annual sum of \$150.

Such sums shall be paid into the treasury of The City of New York on November 1 of each year; provided, however, that the first payment shall be only that portion of \$100 as the time between the approval of this consent and November 1 following shall bear to the whole year. The compensation herein proposed shall commence from the date of approval hereof by the Mayor. Such compensation shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatsoever kind or description now or hereafter to be paid by any ordinance of The City of New York or by any law of the State of New York.

3. Upon the revocation or termination by limitation of this consent the said grantee, its successors or assigns, shall, at its own cost, cause the railroad track to be removed and all that portion of Western avenue affected by this permission to be restored to its proper and original condition, if required so to do by The City of New York, or its duly authorized representatives. If the railroad track to be constructed by the said grantee under this permit shall not be required to be removed, it is agreed that the said track shall become the property of The City of New York.

4. The consent hereby given shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall title, interest or property therein pass to or vest in any other person or corporation whatsoever, either by the acts of the said grantee, its successors or assigns, or by operation of law, without the consent in writing of The City of New York, acting by the Board of Estimate and Apportionment, or its successors in authority.

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

- The construction and the maintenance of the railroad track.
- The protection of all surface and subsurface structures which shall in any way be disturbed by the construction of the railroad track.
- All changes in sewer or other subsurface structures made necessary by the construction of the railroad track, including the laying or relaying of pipes, conduits, sewers or other structures.
- The replacing or restoring the pavement in said street which may be disturbed during the construction of said railroad track.
- Each and every item of the increased cost of any future substructure caused by the presence of said railroad track under this consent.
- The inspection of all work during the construction or removal of the railroad track, as herein provided, which may be required by the President of the Borough of Richmond and the Commissioner of Water Supply, Gas and Electricity.

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

7. The said railroad crossing for its entire length between the lines of Western avenue shall be paved between the rails and for a width of two feet outside thereof with asphalt blocks or vitrified brick, laid upon a concrete foundation, in a manner

acceptable to the President of the Borough of Richmond. The said track shall be constructed, maintained and operated subject to the supervision, control and inspection of the proper authorities of The City of New York who have jurisdiction in such matters under the Charter of The City of New York.

8. This consent is subject to whatever right, title or interest the owners of abutting property or others may have in or to Western avenue.

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

10. Free and uninterrupted access to and passage over said Western avenue shall be maintained at all times and no cars shall be allowed to stand upon said railroad track within the limits of said Western avenue.

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

12. Said grantee, its successors or assigns, shall commence the construction of said railroad under this consent and complete the same within ninety (90) days from the date of the approval of this consent by the Mayor; otherwise this consent shall be forfeited forthwith and without any proceedings either by law or otherwise for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding sixty (60) days.

13. This consent is upon the express condition that the said grantee, within thirty (30) days after its approval by the Mayor and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of five hundred dollars (\$500), either in money or in securities to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the payment of the annual charge and the repairs of the street pavement. In case of default in the performance by said grantee of any of such terms and conditions, The City of New York shall have the right to cause the work to be done and the materials to be furnished for making the necessary change or repairs, after ten (10) days' notice in writing, and shall collect the reasonable cost thereof from the said fund without legal proceedings, or in case of default in the payment of the annual charges, shall collect the same, with interest, from such fund after ten (10) days' notice in writing to the said grantee.

In case of any drafts so made upon the security fund, the said grantee shall, upon thirty (30) days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of five hundred dollars (\$500), and in default of the payment thereof, the consent hereby given may be canceled and annulled at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or proceedings or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

14. Said grantee shall give notice to the President of the Borough of Richmond and to the Commissioner of Water Supply, Gas and Electricity, in writing, of its intention to begin construction of the work hereby authorized at least forty-eight (48) hours before such construction commences. The grantee shall also give to the Board of Estimate and Apportionment notice in writing of the date on which the work is commenced and also the date on which the same is completed.

15. This consent shall not become operative until said grantee shall duly execute an instrument, in writing, wherein said grantee shall promise, covenant and agree on its part to conform to, abide by and perform all the terms, conditions and requirements in this consent fixed and contained, and file the same in the office of the Comptroller of The City of New York within thirty (30) days after the approval of this consent by the Mayor.

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

Which was adopted by the following vote:

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

#### Conron Brothers Company.

In the matter of the application of the Conron Brothers Company for a franchise or right to construct, maintain and operate a pipe line in and across Thirteenth street and Washington street, Borough of Manhattan, for the purpose of supplying refrigeration to consumers along the lines of its mains, and which was presented to the Board at its meeting of May 25, 1906, and referred to the Bureau of Franchises for investigation and suggestions.

The Secretary presented the following:

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

The petition of Conron Brothers Company respectfully shows:

1. The said Conron Brothers Company is a corporation duly organized and existing under the laws of the State of New York, having for its principal place of business No. 40 Tenth avenue in The City of New York, and is operating a plant at that point for the artificial refrigeration for itself and a few others in the same block, and has been doing so for a period of three years.

2. The said Conron Brothers Company petitions your Honorable Board to grant a license to lay a conduit not more than twelve inches in diameter, to contain refrigerating pipes, extending across Thirteenth street, about one hundred feet east of Tenth avenue; also a pipe to cross Washington street about the middle of the block and about 100 feet north of Thirteenth street, the said pipes to be laid under the surface of the streets.

3. That said pipes are to be used to convey brine, ammonia or other refrigerating medium to connect with other pipes of Conron Brothers Company at the terminal points for the purpose of supplying to such customers as may desire the same refrigeration for properly insulated compartments for the preservation of meats and other perishable goods.

4. That the said district through which it is proposed to lay said pipes is largely devoted to the meat and produce trade, and for the proper carrying on of which it is necessary to have refrigeration, and that this company has been requested by persons engaged in said business along said route, to extend its lines and to supply such persons with refrigeration.

5. That should said permit be granted, your petitioners will supply to all persons providing proper compartments or boxes and requiring the same, refrigeration at reasonable prices, and will save the City harmless from any loss or damage to any sewer, gas or water pipe, or from any cause that may arise from the exercise of the privilege so obtained by it, and will furnish such indemnity or security as the City may require to insure the faithful compliance with the conditions that it may see fit to impose upon your petitioners conditioned to the license applied for.

6. This company desires that the said franchise may continue for a period of ten years from the date of granting the same, and the company offers to pay the City

as a reasonable compensation or tax therefor annually a sum equal to  $2\frac{1}{2}$  per cent. on the gross amount of receipts derived from the customers supplied by pipes to be laid under the proposed franchise. The company further offers that the percentage of its gross receipts to be paid for said franchise after the period of five years shall be increased to 5 per cent. during the remainder of the term.

7. This company further petitions that it may have the right or option at the expiration of the said term of ten years to a further term of ten years upon paying a like tax of 5 per cent. upon the gross receipts as above specified.

8. That said proposed line will not interfere with any fixtures or appurtenances forming part of the water mains, sewers, conduits, subways or sub-pavement fixtures of any kind, or of any sub-structures existing by virtue of any franchise heretofore granted, all of which appears from the map herewith submitted. The company will do all work under the said franchise under the directions of the proper officers and departments of the City Government and will comply with all the requirements thereof.

Dated New York, June 1, 1906.

CONRON BROTHERS COMPANY,  
JOSEPH CONRON, President.

City and County of New York, ss.:

Joseph Conron, being duly sworn, says: He is president of Conron Brothers' Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and that the same is true; that the reason this verification is made by deponent is that the petitioner is a domestic corporation organized and existing under the laws of the State of New York, that he is the president thereof, as aforesaid, and has been duly authorized by the Board of Directors of said corporation to present and verify the foregoing petition.

JOSEPH CONRON.

Sworn to before me this 1st day of June, 1906.

ELNORA ZIMMERMANN,  
Commissioner of Deeds, New York City.

BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY, }  
June 4, 1906.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Appor-tionment:

SIR—The Conron Brothers Company, in a verified petition dated June 1, 1906, prays for the right to construct and operate refrigeration lines in and across Thirteenth street and Washington street, in the Borough of Manhattan.

This application was referred to the Bureau of Franchises at a meeting of the Board held May 25, 1906. This Bureau will be prepared to submit on June 22, 1906, a report upon the application, copies of which will be forwarded to the members at least one week previous thereto.

I would therefore suggest that the Board of Estimate and Appportionment, pursuant to the provisions of law, adopt a resolution fixing a date for public hearing thereon, and that the same be advertised in the public press in two daily newspapers to be designated by the Mayor.

Form of resolution is submitted for adoption.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

The following was offered:

Whereas, The foregoing petition from Conron Brothers Company, dated June 1, 1906, was presented to the Board of Estimate and Appportionment at a meeting held May 25, 1906, and subsequently verified June 1, 1906,

Resolved, That, in pursuance of law, this Board sets Friday, the 22d day of June, 1906, at 10:30 o'clock in the forenoon, and room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least two (2) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the CITY RECORD immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

Which was adopted by the following vote:

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

The Secretary presented the following communication relative to the transfer of \$2,500, as requested by the Board of Trustees, New York Public Library, from the appropriation made for Rents for the year 1905 to the appropriation made to said library entitled New York Public Library, Astor, Lenox and Tilden Foundations:

January 23, 1906.

Hon. HERMAN A. METZ, Comptroller of The City of New York:

DEAR SIR—Referring to a communication addressed to your predecessor in office, upon which, on December 22, 1905, the Board of Estimate and Appportionment authorized the transfer of \$2,500 to the appropriation of the New York Public Library, Astor, Lenox and Tilden Foundations. In the communication referred to it was brought to the attention of the Comptroller and of the Board of Estimate and Appportionment that the New York Public Library had expended \$5,000 for the support of the Maimonides Library during the year 1905, on the understanding that this amount would be refunded to it. This amount of \$5,000 was paid out of the appropriations of the trustees for books for the Circulation Department, and it is necessary to have this amount refunded in order that the supply of books may be brought up to date.

The amount of \$2,500 transferred on December 22, 1905, it was understood, was to be increased by another transfer of \$2,500 when the balances from the various accounts for the year 1905 were found. I beg to call your attention therefore on behalf of the New York Public Library to the necessity of transferring the \$2,500 from whatever balances may be found from the appropriations of 1905 to the appropriation for the New York Public Library in order to make good the amount which it has expended for the support of the Maimonides Library under an arrangement made between the Mayor, the Comptroller and the New York Public Library.

Very respectfully,

ALANSON T. BRIGGS.

THE TRUSTEES OF THE NEW YORK PUBLIC LIBRARY, }  
ASTOR, LENOX AND TILDEN FOUNDATIONS. }

At a meeting of the Board of Trustees of the New York Public Library, Astor, Lenox and Tilden Foundations, held on November 8, 1905, the following action was taken:

(Extract from the Minutes of the Board of Trustees.)

"Resolved, That the Chairman of the Executive Committee be authorized and requested to make application to the Board of Estimate and Appportionment for an additional appropriation for the current fiscal year, of the sum of \$5,000 to make up the deficiency in the funds for maintenance of the circulating libraries, caused by the payment out of the appropriation for books of the sum of \$5,000 to the Maimonides Free Library for their support during the current year."

A true copy.

C. H. RUSSELL, Secretary.

The following resolution was offered:

Resolved, That the sum of two thousand five hundred dollars (\$2,500) be and the same is hereby transferred from the appropriation made for the year 1905, entitled "Rents," the same being in excess of the amount required for the purposes thereof, to

the appropriation made to the New York Public Library for the same year, entitled: "New York Public Library, Astor, Lenox and Tilden Foundations," the amount of said appropriation being insufficient.

Which was adopted by the following vote:

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

The Secretary presented the following resolution of the Board of Education, requesting the transfer of \$500 from the account General School Fund—Borough of Richmond, for the year 1900, to the account General School Fund—Boroughs of Manhattan and The Bronx.

Resolved, That the Board of Estimate and Apportionment be and it is hereby respectfully requested to approve the transfer of five hundred dollars (\$500) from the General School Fund for the year 1900, Borough of Richmond, which fund is in excess of its requirements, to the General School Fund for the same year, Boroughs of Manhattan and The Bronx, which fund is insufficient for its purposes.

A true copy of resolution adopted by the Board of Education May 23, 1906.

A. EMERSON PALMER, Secretary, Board of Education.

The following resolution was offered:

Resolved, That the sum of five hundred dollars (\$500) be and the same is hereby transferred from the appropriation made to the Department of Education for the year 1900, entitled: General School Fund, Borough of Richmond, the same being in excess of the amount required for the purposes thereof, to the appropriation made to the said Department of Education for the same year, entitled General School Fund, Boroughs of Manhattan and The Bronx, the amount of said appropriation being insufficient.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Deputy Comptroller, requesting the transfer of \$26.87 from the account Maintenance of Kings County Jail, etc., for the Sheriff of Kings County, for the year 1905, to the account Supplies and Contingencies, for said Sheriff, in order to meet vouchers filed in the Department of Finance, for expenditures incurred by said Sheriff:

DEPARTMENT OF FINANCE—CITY OF NEW YORK, }  
May 18, 1906. }

Board of Estimate and Apportionment, City of New York:

GENTLEMEN—I respectfully request the authority of your Honorable Board to transfer the sum of \$26.87 from the account Sheriff, Kings County, Maintenance of Kings County Jail, etc., 1905, to the credit of the account Sheriff Kings County, Supplies and Contingencies, 1905, the balance remaining to the credit of the same being insufficient to make payment of a certain claim on file in this office in favor of Stevenson & Marsters, for supplies furnished the Sheriff's office during the year 1905, which claim is properly payable from the said account.

Respectfully,

J. H. McCOOEY, Deputy Comptroller.

The following resolution was offered:

Resolved, That the sum of twenty-six dollars and eighty-seven cents (\$26.87) be and the same is hereby transferred from the appropriation made to the Sheriff of Kings County for the year 1905, entitled For Maintenance of Kings County Jail, Civil Prison, Women's Prison and Transportation Plant, the same being in excess of the amount required for the purposes thereof, to the appropriation made to the said Sheriff of Kings County for the same year, entitled Supplies and Contingencies, the amount of said appropriation being insufficient.

Which was adopted by the following vote:

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

The Secretary presented a resolution of the Board of Trustees, Normal College, requesting an appropriation of \$10,000 by the issue of Corporate Stock, for the purpose of improving, permanently bettering and equipping the building of the Normal College.

Which was referred to the Comptroller.

The Secretary presented the following communication from the Comptroller, relative to the issue of \$15,250, Corporate Stock, to replenish the Fund for Street and Park Openings, in the matter of opening a public park, bounded by West Twenty-seventh and Twenty-eighth streets, Ninth and Tenth avenues, Manhattan:

CITY OF NEW YORK—DEPARTMENT OF FINANCE, }  
COMPTRROLLER'S OFFICE, }

May 21, 1906.

To the Board of Estimate and Apportionment:

GENTLEMEN—Under date of February 24, 1905, the Board of Estimate and Apportionment, pursuant to section 442 of the Charter, adopted a resolution laying out a public park in the block bounded by West Twenty-seventh and West Twenty-eighth streets, Ninth and Tenth avenues, Borough of Manhattan, and also authorized the acquisition of the property within the area thereof by condemnation proceedings, pursuant to section 970 of the Charter, and determined that the entire cost and expense thereof be borne and paid by The City of New York.

Under date of April 20, 1906, the Board of Estimate and Apportionment adopted a resolution authorizing the Comptroller to enter into a contract with the owner of property within the limits of said park for the purchase of the same at a sum not to exceed fifteen thousand two hundred and fifty dollars (\$15,250).

In accordance with said resolution, a contract was entered into with Jeanette Wertheim for the purchase of the property described therein, for the sum of fifteen thousand two hundred and fifty dollars (\$15,250).

To reimburse the Fund for Street and Park Openings for this amount to be paid therefrom, Corporate Stock to the amount of fifteen thousand two hundred and fifty dollars (\$15,250) should be issued, pursuant to the provisions of section 174 of the revised Greater New York Charter.

A resolution for that purpose is herewith submitted.

Respectfully,

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 174 of the revised Greater New York Charter, the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the revised Greater New York Charter, to the amount of fifteen thousand two hundred and fifty dollars (\$15,250), the proceeds whereof to be applied to replenish the Fund for Street and Park Openings, for this amount to be paid therefrom for the purchase of property required for the opening of a public park in the block bounded by West Twenty-seventh and West Twenty-eighth streets, Ninth and Tenth avenues, the

entire cost and expense of which is to be borne and paid by The City of New York, pursuant to a resolution of the Board of Estimate and Apportionment adopted February 24, 1905.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Comptroller relative to the issue of \$55,000 Corporate Stock to provide for the payment of awards, etc., as certified by the Change of Grade Damage Commission, pursuant to chapter 537, Laws of 1893, as amended:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, }  
May 28, 1906.

To the Board of Estimate and Apportionment:

GENTLEMEN—The Change of Grade Damage Commission has certified to this department for payment awards and counsel fees, which amount in the aggregate to the sum of fifty thousand dollars (\$50,000).

These awards and counsel fees are payable with interest at six per cent. (6%) from the date of filing in this department of certificates made by the Change of Grade Damage Commission to the date of payment.

To provide means to pay these obligations, Corporate Stock should be issued to the amount of fifty-five thousand dollars (\$55,000).

A resolution for that purpose is herewith submitted.

Respectfully,  
H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That, pursuant to the provisions of chapter 537 of the Laws of 1893, as amended by chapter 567 of the Laws of 1894 and chapter 747 of the Laws of 1905, and sections 169 and 170 of the revised Greater New York Charter, the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York, from time to time as may be required, in the manner provided by section 169 of the revised Greater New York Charter, to the amount of fifty-five thousand dollars (\$55,000), to provide for the payment of the awards, the interest thereon, and counsel fees, as certified by the Change of Grade Damage Commission, pursuant to the provisions of said acts.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Comptroller relative to the issue of \$3,195 Corporate Stock, to provide means for the payment of award for damages sustained by the construction of a bridge over the Gowanus canal, at Hamilton avenue, in the Borough of Brooklyn:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, }  
May 27, 1906.

To the Board of Estimate and Apportionment:

GENTLEMEN—Pursuant to the provisions of chapter 224 of the Laws of 1905, the Board of Assessors have filed in the Department of Finance their certificate of award made by them for damages arising in the change of grade of streets or avenues, because of the construction of a bridge over the Gowanus canal, at Hamilton avenue, in the Borough of Brooklyn, City of New York.

The amount of the award so made to the Brooklyn City Railroad Company for damage to the premises known as Lot No. 1 in Block 475 is three thousand dollars (\$3,000), with interest thereon from the 25th day of May, 1905.

To provide means for the payment of this award Corporate Stock should be issued pursuant to the provisions of chapter 224 of the Laws of 1905.

I beg to submit herewith a resolution authorizing the issue of Corporate Stock to the amount of

Award .....	\$3,000 00
Interest thereon from May 25, 1905, to June 25, 1906 .....	195 00
Total .....	\$3,195 00

Respectfully,  
H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That, pursuant to the provisions of chapter 224 of the Laws of 1905, the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the revised Greater New York Charter, to the amount of three thousand one hundred and ninety-five dollars (\$3,195), for the purpose of providing means to pay the award made by the Board of Assessors for damages arising from the change of grade of streets or avenues, because of the construction of a bridge over the Gowanus canal, at Hamilton avenue, in the Borough of Brooklyn, City of New York.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Comptroller relative to an issue of \$195,075 Corporate Stock to meet the awards made for damages sustained by owners of property in connection with the construction of the Riverside Drive Viaduct on Twelfth avenue, between One Hundred and Twenty-ninth and One Hundred and Thirty-fifth streets, Manhattan:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, }  
June 1, 1906.

To the Board of Estimate and Apportionment:

GENTLEMEN—Pursuant to the provisions of chapter 513 of the Laws of 1904, as amended by chapter 202 of the Laws of 1905, the Board of Assessors have filed in the Department of Finance their certificates of award made by them in the matter of damages sustained by owners of property on Twelfth avenue, between One Hundred and Twenty-ninth and One Hundred and Thirty-fifth streets, on the Riverside Park and drive, between the north line of West One Hundred and Twenty-ninth street and the south line of West One Hundred and Twenty-seventh street, in the Borough of Manhattan, City of New York, by reason of the construction of the Riverside Drive Viaduct in said Twelfth avenue.

The amount of the awards so made to the Consolidated Gas Company, William F. Gorham, Luella K. Beecher and Susan M. St. Ormond, Wright Gillies and Homer R. Gillies, Theodore F. Tone, George Ehret, John O. Baker, Vermont Marble Company, Emlen N. Lawrence, John Burling Lawrence, Frederick N. Lawrence, Caroline T. Lawrence, Annie T. Herrick, Susan N. Walsh, Mary G. L. Murray, John L. Lawrence, Hannah H. L. Sherman, and Newbold T. Lawrence, as heirs at law of Thomas N. Lawrence, deceased; Rebecca Greacen, Lulu E. Dunning and Hattie C. Chase, Mary Tone, John H. Pratt, Mary G. Pinkney, Daniel F. Tiemann, Julius H. Tiemann, William F. Tiemann, Ella A. Tiemann and Herman N. Tiemann, as executors of the last will and testament of Julius W. Tiemann, deceased; Paul E. Tiemann, Ruth Tiemann, Ade-

line B. Howell, Elsie C. Tiemann, Edith W. Tiemann and Hugh P. Tiemann, is one hundred and fifty-three thousand dollars (\$153,000), with interest thereon from December 31, 1901.

To provide means for payment of these awards and the interest thereon, Corporate Stock should be issued, pursuant to the provisions of section 4 of chapter 513 of the Laws of 1904.

I beg to submit herewith a resolution authorizing the issue of Corporate Stock to the amount of, viz.:  
Awards .....

Awards .....	\$153,000 00
Interest thereon from December 31, 1901, to July 31, 1906 .....	42,075 00
Total .....	\$195,075 00

Respectfully,

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That, pursuant to the provisions of chapter 513 of the Laws of 1904, as amended by chapter 202 of the Laws of 1905, the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the revised Greater New York Charter, to the amount of one hundred and ninety-five thousand and seventy-five dollars (\$195,075), for the purpose of providing means to pay the awards made by the Board of Assessors in the matter of damages sustained by owners of property on Twelfth avenue, between One Hundred and Twenty-ninth and One Hundred and Thirty-fifth streets, on the Riverside Park and drive, between the north line of West One Hundred and Twenty-ninth street and the south line of West One Hundred and Twenty-seventh street, in the Borough of Manhattan, City of New York, by reason of the construction of the Riverside Drive Viaduct in said Twelfth avenue, Borough of Manhattan, City of New York.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Comptroller relative to an issue of \$26,999.47 Corporate Stock to replenish the Fund for Street and Park Openings in the matter of acquiring title to West One Hundred and Seventieth street, between Kingsbridge road and Haven avenue, in the Twelfth Ward, Borough of Manhattan:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, }  
May 21, 1906.

To the Board of Estimate and Apportionment:

GENTLEMEN—I am advised by the Corporation Counsel that the supplemental and amended report of the Commissioners of Estimate and Assessment, in the matter of acquiring title to West One Hundred and Seventieth street, between Kingsbridge road and Haven avenue, in the Twelfth Ward, Borough of Manhattan, was confirmed by an order of the Supreme Court dated November 28, 1904, and entered in the office of the Clerk of the County of New York on December 1, 1904.

The title to the land taken in this proceeding became vested in The City of New York on May 31, 1899, pursuant to the provisions of a resolution of the Board of Street Opening and Improvement, adopted October 15, 1897.

The total amount of the award is..... \$48,728 92  
Amount of taxed costs..... 3,993 74  
Amount of additional taxed costs..... 1,276 28

Total .....	\$53,998 94
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Pursuant to the provisions of a resolution of the Board of Public Improvements adopted December 30, 1901, fifty (50) per cent. of the entire cost and expense of this proceeding is to be borne and paid by The City of New York, for which Corporate Stock to the amount of twenty-six thousand nine hundred and ninety-nine dollars and forty-seven cents (\$26,999.47) should be issued.

A resolution for that purpose is herewith submitted.

Respectfully,

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 174 of the revised Greater New York Charter, the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the revised Greater New York Charter, to the amount of twenty-six thousand nine hundred and ninety-nine dollars and forty-seven cents (\$26,999.47), the proceeds whereof to be applied to replenish the Fund for Street and Park Openings for this expense to be borne by The City of New York, in the matter of acquiring title to West One Hundred and Seventieth street, between Kingsbridge road and Haven avenue, in the Twelfth Ward, Borough of Manhattan, pursuant to the provisions of a resolution of the Board of Public Improvements adopted December 30, 1901.

Which was adopted by the following vote:

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

The Secretary presented communications from different departments relative to the issue of Corporate Stock for various purposes, as follows:

From the Commissioner of Bridges requesting an issue of \$200,000 Corporate Stock for the purpose of providing means for building a bridge to replace the present Eastchester Bridge over the Hutchinson river, Borough of The Bronx.

From the Commissioner of Bridges, requesting the issue of \$3,000,000 Corporate Stock to cover the cost of the construction of the approaches to the Blackwell's Island Bridge.

From the President, Borough of Brooklyn, requesting an issue of \$50,000 Corporate Stock, pursuant to section 176 of the Charter, for the purpose of repaving sidewalks in the Borough of Brooklyn.

From the Commissioner of Correction, requesting an issue of \$3,500 Corporate Stock for the purpose of paying the advisory architects, Messrs. Richard H. Hunt and William M. Aiken, the sum of \$500 each, and also paying the architects invited to submit competitive designs for a new penitentiary to be erected on Riker's Island.

Which were referred to the Comptroller.

The Secretary presented the following resolution of the Board of Aldermen requesting the issue of \$9,000 Special Revenue Bonds to provide means for the purchase of three automobiles for the use of the Police Department:

In the Board of Aldermen.

Resolved, That, pursuant to subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment is hereby requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of nine thousand dollars (\$9,000), the proceeds whereof shall be applied to the purchase of three automobiles by and for the use of the Department of Police.

Adopted by the Board of Aldermen, May 15, 1906, three-fourths of all the members elected voting in favor thereof, having been first advertised as required by law.

Received from his Honor the Mayor, May 29, 1906, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

P. J. SCULLY, Clerk.

Hon. Theodore A. Bingham, Police Commissioner, appeared and urged favorable consideration of the request.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Aldermen, adopted May 15, in relation to an appropriation of nine thousand dollars (\$9,000), to be applied to the purchase of three automobiles for the use of the Police Department, and that for the purpose of providing means therefor the Comptroller be and is hereby authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds of The City of New York to the amount of nine thousand dollars (\$9,000), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Clerk of Court of Special Sessions, Second Division, relative to an appropriation of \$1,200 to meet the salary of the female Probation Officer of said court and report of the Investigations Division, Department of Finance, approved by the Comptroller, to whom, on March 20, said request was referred; also resolution of the Board of Aldermen requesting the issue of \$1,200 Special Revenue Bonds for said purpose, and report of the Investigations Division, Department of Finance, as to the number of female Probation Officers now employed in the Courts of the City; the Board of Estimate and Apportionment having on May 25 referred the matter back to the Comptroller for such information:

CLERK'S OFFICE, COURT OF SPECIAL SESSIONS,  
OF THE SECOND DIVISION OF THE CITY OF NEW YORK,  
No. 171 ATLANTIC AVENUE, BOROUGH OF BROOKLYN,  
NEW YORK, April 6, 1906.

To the Honorable Board of Estimate and Apportionment:

GENTLEMEN—I have been instructed by the Board of Justices of this Court to request your honorable Board to make an appropriation of the sum of twelve hundred dollars, to be applied to the salary of the female Probation Officer of this Court.

Your Board, by resolution of February 16, 1906, approved of the establishment of the position and fixed the compensation therefor at the rate of twelve hundred dollars per annum.

The said resolution was adopted by the Board of Aldermen on the 27th day of March, 1906, and was approved by the Mayor on the 3d day of April, 1906.

Very respectfully,  
JQS. L. KERRIGAN, Clerk of Court.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
May 10, 1906.

Hon. HERMAN A. METZ, Comptroller:

SIR—In the matter of the request of the Board of Justices of the Court of Special Sessions, Second Division, for an appropriation of twelve hundred dollars (\$1,200) to pay the salary of the female Probation Officer of the Court, referred by the Board of Estimate and Apportionment to the Comptroller for report, and referred by you to the Investigations Division, I beg to report as follows:

On May 12, 1905, the Justices of the Court of Special Sessions, Second Division, appointed a female Probation Officer at a salary of \$1,200 per annum. The position, however, had not been established and the amount of salary had not been fixed, as required by law, and the appointee was not legally entitled to remuneration for services rendered. On February 16, 1906, the Board of Estimate and Apportionment adopted a resolution approving of the establishment of the position and recommending that the Board of Aldermen fix the salary at \$1,200 per annum. The Board of Aldermen adopted the necessary resolution, March 27, and it was approved by the Mayor April 3.

Chapter 508, Laws of 1904, which amends the Code of Civil Procedure, provides that the Board of Estimate and Apportionment—“may in their discretion determine whether women appointed to act as Probation Officers not detailed from other branches of the public service, shall receive a salary, and if they shall so determine they may fix the amount thereof and provide for its payment.”

The female Probation Officer at present employed by the Court of Special Sessions, Second Division, has been rendering faithful and efficient services for one year without receiving any recompense from the City. Your examiner is informed that when she accepted the position she understood she was to be paid an annual salary of \$1,200. The position will have to be filled in accordance with the Civil Service rules and the appointee selected from an eligible list.

The position of female Probation Officer of the Court of Special Sessions, First Division, is in the exempt class.

I am informed that there is a special act now before the Governor placing the female Probation Officer of the Court of Special Sessions, Second Division, in the exempt class. However, the female Probation Officer now employed by the latter Court is on the eligible Civil List and eligible for the position she now fills.

This application being one for the issue of Special Revenue Bonds, should have been first made to the Board of Aldermen, instead of to the Board of Estimate and Apportionment. As, however, added delay may ensue if no action is taken at this time, and as the compensation due a worthy employee of the City is involved, I recommend the adoption of the resolution accompanying this report, requesting the Board of Aldermen to take action in the matter, and fixing the amount of Special Revenue Bonds to be authorized at \$890, which will permit the payment of the said Probation Officer's salary from April 4, 1906, the day after the resolution approving the establishment of the grade in question was approved by his Honor the Mayor, to the end of the year.

Yours respectfully,  
CHARLES S. HERVEY,  
Auditor of Accounts, Investigations Division.

Approved:

H. A. METZ, Comptroller.

In the Board of Aldermen.

Resolved, That the Board of Estimate and Apportionment be and hereby is requested, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, to authorize the Comptroller to issue Special Revenue Bonds to the amount of twelve hundred dollars (\$1,200), or as much thereof as may be necessary, the proceeds whereof shall be applied to the payment of the salary for 1906 of the female Probation Officer in the Court of Special Sessions, Second Division, authorized by resolution of the Board of Aldermen adopted March 27, 1906, and approved by the Mayor April 3, 1906.

Adopted by the Board of Aldermen, May 15, 1906, three-fourths of all the members elected voting in favor thereof, having been first advertised as required by law.

Received from his Honor the Mayor, May 29, 1906, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

P. J. SCULLY, Clerk.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
June 5, 1906.

Hon. HERMAN A. METZ, Comptroller:

SIR—Relative to the request of the Board of Estimate and Apportionment for information as to the number of female Probation Officers now employed in the Courts of this city, referred by you to this division, I beg to report as follows:

On April 7, 1905, the Board of Estimate and Apportionment adopted resolutions authorizing the issue of \$13,000 Special Revenue Bonds for the payment of salaries of women Probation Officers for the City Magistrates' Courts for that year, and fixing their salaries as follows:

For the Borough of Manhattan, six at \$900 per annum; for the Borough of Brooklyn, eight at \$900 per annum; for the Borough of The Bronx, one at \$900 per annum; for the Borough of Queens, three at \$600 per annum; for the Borough of Richmond, two at \$600 per annum.

There were employed in all the boroughs in the year 1905 twenty-two (22) female Probation Officers; namely, twenty in the City Magistrates' Courts and two in the Courts of Special Sessions. Of this number only one, the officer attached to the Court of Special Sessions, First Division, received remuneration for her services. She was appointed to office under the provisions of chapter 382 of the Laws of 1902, which authorized the Justices of that Court to employ a female Probation Officer at a salary not to exceed \$1,200 a year, “by and with the consent of the Board of Estimate and Apportionment.” Her salary, \$1,200 per annum, is provided for in the annual budget appropriation for the Court where she is employed.

The \$13,000 Special Revenue Bonds to provide means for paying the female Probation Officers employed in the City Magistrates' Courts were not issued last year for the reason that the Municipal Civil Service Commission refused to pass the pay-rolls until said Probation Officers had taken an examination and qualified for the position. On January 12, 1906, a non-competitive examination was held for female Probation Officers, and those who passed the examination were entitled to compensation and to retain their position pending a regular competitive examination, which was held later, and which resulted in the presentation of a list of those eligible for appointment.

On March 23, 1906, the Board of Estimate and Apportionment authorized the issue of \$10,200 Special Revenue Bonds for the payment of salaries for 1906 of the female Probation Officers employed in the City Magistrates' Courts of the Second Division. There are at the present time thirteen such officers receiving salaries—eight at \$900 and five at \$600 per annum.

The eight female Probation Officers employed in the City Magistrates' Courts of the First Division are not receiving salaries because the Municipal Civil Service Commission has not as yet received the proper notification of appointment of those who passed the necessary examination. An eligible list was furnished the Board of City Magistrates, First Division, several months ago, but up to the present time no appointments from the list have been made.

In brief, of the twenty-three female Probation Officers in the employ of the City Magistrates' Courts and Courts of Special Sessions, First and Second Divisions, only fourteen are receiving payment for their services.

Respectfully,  
CHARLES S. HERVEY,  
Auditor of Accounts, Investigations Division.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Aldermen adopted May 15, 1906, to the extent of eight hundred and ninety dollars (\$890), to meet the salary for 1906 of the female Probation Officer in the Court of Special Sessions, Second Division, and that for the purpose of providing means therefor the Comptroller be and is hereby authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds of The City of New York to the amount of eight hundred and ninety dollars (\$890), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

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

The Secretary presented the following resolution of the Board of Aldermen and communication from the Comptroller requesting the issue of \$40,000 Special Revenue Bonds, to be applied to the establishment of a Bureau of Municipal Investigation and Statistics in the Department of Finance, also resolution of the Board of Aldermen relative thereto:

In the Board of Aldermen.

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, as amended by chapter 24 of the Laws of 1905, the Board of Estimate and Apportionment be and it hereby is requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of fifty thousand dollars (\$50,000), the proceeds of the same to be used by the Comptroller in establishing a Bureau of Municipal Investigation and Statistics and paying the salaries of the employees thereof, said Bureau being authorized by section 151 of the Greater New York Charter, as amended by chapter 190 of the Laws of 1906.

Adopted by the Board of Aldermen May 8, 1906, three-fourths of all the members elected voting in favor thereof.

Received from his Honor the Mayor, May 22, 1906, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

P. J. SCULLY, Clerk.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
May 29, 1906.

To the Honorable the Board of Estimate and Apportionment:

GENTLEMEN—The request which I made to the Board of Aldermen for an appropriation of \$50,000 for the establishment, in the Department of Finance, of a Bureau of Municipal Investigation and Statistics, in compliance with chapter 190 of the Laws of 1906, was approved by said Board at its meeting on May 8, 1906, and this resolution is now before your Board for action.

In my communication to the Board of Aldermen I stated as follows:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
April 20, 1906.

To the Honorable the Board of Aldermen of The City of New York:

GENTLEMEN—To comply with the provisions of section 151 of the Charter, as amended by chapter 190 of the Laws of 1906, which provides for the establishment in the Department of Finance of a Bureau of Municipal Investigation and Statistics, I ask that the Board of Aldermen will approve of the accompanying resolution for the issue of Special Revenue Bonds to the amount of \$50,000.

The work to be done by this new Bureau I regard as of the utmost importance for the advancement of intelligent and economical administration of the financial affairs of our City Departments. Besides being an absolute necessity to the work of the Comptroller's office, this Bureau will enforce economies in other administrative Departments, which will represent a very large annual saving to the City.

The purpose and duties of the Bureau are: First, to require an accounting of all public moneys which are disbursed otherwise than through the Finance Department channels; second, to require that all City Departments shall express their operation in such form of statistical accounts as may be provided for by said Bureau, and that the results of such statistical accounting shall be compiled by said Bureau and presented in simple and intelligible form for the information of the public.

Furthermore, this Bureau will be the custodian of all records of municipalities consolidated in the Greater City and of all Commissions or Boards which have heretofore ceased or shall hereafter cease to do public work. Already there has been accumulated in the Comptroller's office a large amount of this public record, which is of daily increasing value to the City, and should be brought together at once and put in order for public use under conditions which will safeguard it against loss or destruction by fire.

The appropriation requested to provide for the organization of this Bureau is conservative, in view of the field which must be covered effectively and provide for the employment of capable and intelligent men for the work.

I am specially desirous of getting the Bureau of Municipal Investigation and Statistics into operation at the earliest possible date, because of the approach of the time for the examination of the departmental estimates. One of the important duties of this Bureau will be the analysis of these estimates, and much preliminary work is required to make these analyses of value.

My estimate is based upon the necessary cost of furniture, filing cases, etc., for permanent equipment, and of employees' salaries for eight months, as follows:

"Steel filing cases, furniture, etc.....	\$8,800 00
"Employees for eight months—	
"Chief Statistician .....	\$4,000 00
"Ten Expert Accountants .....	20,000 00
"Ten Examiners of Accounts.....	20,000 00
"Five Clerks .....	4,000 00
"Two Stenographers .....	1,200 00
	41,200 00

"Total..... \$50,000 00

"Yours respectfully,  
(Signed) H. A. METZ, Comptroller."

It is difficult within the space of a brief memorandum to indicate in detail all the work which this new Bureau will be called upon to perform. Speaking generally, my plan is to establish for the Department of Finance, through the work of this Bureau, a complete record of all facts which may be of use to all officers of the City relative to each and every one of the Departments included in our City Government, and to maintain this record when established so that at all times it will be alive and up-to-date.

Statistical work of this character must include in its scope all essential facts concerning the Department of Bridges, Department of Education, Department of Water Supply, Gas and Electricity, Department of Parks, Fire Department, Department of Street Cleaning, Department of Public Charities, Department of Correction, Department of Health, Department of Police, the public library system of the City, Bellevue and Allied Hospitals, the constructive divisions of the Borough President's office of the various boroughs (Sewers, Highways, etc.), the various county offices and courts, the various Commissions which receive public moneys (Rapid Transit Commission, Aqueduct Commission, Board of Water Supply, etc.), private institutions receiving public moneys, such as the American Museum of Natural History, Brooklyn Institute of Arts and Sciences, Metropolitan Museum of Art, the New York Botanical Garden, New York Zoological Society, etc., and the many other private corporations which live wholly or in part out of the funds of The City of New York.

Chapter 190 of the Laws of 1906, besides creating the additional bureau in the Department of Finance for which an appropriation is now requested, also adds a new section to the Charter, namely section 151a. This new section empowers the Comptroller to demand an accounting from every person, official, board, commission or corporation receiving or disbursing moneys from The City of New York of the counties thereof. Under this section the Comptroller is authorized to examine into the affairs of such organizations as the United States Volunteer Life Saving Corps and others of like character, the partial or complete support of which has been in the past or may in the future be imposed upon the City by special act of the Legislature either through direct appropriation or by the collection of fines and penalties in the local courts or the levy of special taxes or license fees upon our citizens.

Each of the City departments has the custody of an enormous amount of public property which is being added to yearly and which is constantly increasing in value. The quantity of public work to be done is also largely increasing from year to year. The intelligent control of the finances of these departments requires a full knowledge of all the facts concerning them, this knowledge to be in such shape that it is easily accessible and compiled to meet the needs of the officers of the City who will use it. Each year is marked by an increase in cost of our City administration, which cost tends to far outstrip the possible revenue of the City unless by an undue increase in the tax burden. In order that proper economy shall be enforced as among the departments and at the same time no necessary public work or responsibility neglected, full information must be had covering all features of City expense.

I do not think it is possible to overestimate the importance of a proper development of this statistical plan. I have fixed on the number of ten expert accountants at the organization of the Bureau, and of ten examiners of accounts to assist them, because of my purpose to apportion the work in the various departments and other bureaus, commissions, etc., concerning which statistics are to be compiled, so that under the direction of the Chief Statistician each of these expert accountants may control a compilation of statistics from one or more departments, making it possible for a man detailed to the work to come to have a special knowledge in regard to those departments to which he may be assigned. I realize that a bureau staff to the number of which I have requested is inadequate for the final working out of my plan, but I have thought better to begin with a small staff, which may be increased as the work develops, rather than to seek to cover the whole field fully at the start.

On the assumption that the work of this bureau could be commenced on the 1st of May, my request to the Board of Aldermen was for \$41,200 for salaries for the remaining eight months of the year. It is now doubtful if the bureau can be organized before the 1st of July, which would mean a reduced salary cost of one-fourth of the amount originally requested.

The estimate of the cost of equipping the bureau with steel filing cases, furniture, etc., and transferring the large amount of records already collected to a location where such records will be reasonably protected from destruction by fire, was \$8,800. Of course this estimate was an approximate one. It will be small for the purpose in view, and I would request that no reduction be made in it. Assuming that the resolution of the Board of Aldermen was amended by a reduction for two months' salary, on the basis of commencing the work of the bureau on July 1 instead of May 1, the amount required would be \$40,000 instead of \$50,000.

I, therefore, request the approval of the resolution attached hereto.

Yours respectfully,  
H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution adopted by the Board of Aldermen May 8, 1906, to the extent of appropriating forty thousand dollars (\$40,000) for the use of the Comptroller in establishing a Bureau of Municipal Investigation and Statistics in the Department of Finance and paying the salaries of the employees thereof, said Bureau being authorized by section 151 of the Greater New York Charter, as amended by chapter 190 of the Laws of 1906, and that for the purpose of providing means therefor the Comptroller be and hereby is authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds of The City of New York to the amount of forty thousand dollars (\$40,000) redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

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

The Secretary presented the following resolution of the Board of Aldermen, requesting the issue of \$3,500 Special Revenue Bonds, to be applied to pay the salary of a Deputy Commissioner of Licenses, etc., in the office of the Commissioner of Licenses:

*In the Board of Aldermen.*

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the amended Greater New York Charter, the Board of Estimate and Apportionment be and hereby is requested to authorize the Comptroller to issue Special Revenue Bonds to an amount not exceeding three thousand five hundred dollars (\$3,500), the proceeds whereof to be applied to pay salary of a Deputy Commissioner of Licenses, etc., in the office of the Commissioner of Licenses.

Adopted by the Board of Aldermen, May 29, 1906, three-fourths of all the members elected voting in favor thereof.

Approved by the Mayor, June 6, 1906.

P. J. SCULLY, Clerk.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Aldermen, adopted May 29, 1906, and approved by the Mayor, June 6, 1906, in relation to an appropriation of thirty-five hundred dollars (\$3,500), to meet the salary of a Deputy Commissioner of Licenses, etc., in the office of the Commissioner of Licenses, and that for the purpose of providing means therefor, the Comptroller be and is hereby authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds of The City of New York, to the amount of thirty-five hundred dollars (\$3,500), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

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

The Secretary presented the following resolution of the Board of Aldermen requesting the issue of \$25,000 Special Revenue Bonds for the purpose of employing Bath Attendants, etc., to operate the summer free floating baths:

*In the Board of Aldermen.*

Resolved, That, pursuant to subdivision 8 of section 188 of the amended Greater New York Charter, the Board of Estimate and Apportionment be and is hereby requested to authorize the Comptroller to issue Special Revenue Bonds in an amount not to exceed twenty-five thousand dollars (\$25,000), for the purpose of employing Bath Attendants, etc., to operate the summer free floating baths.

Adopted by the Board of Aldermen May 15, 1906, three-fourths of all the members elected voting in favor thereof, having been first advertised as required by law.

Received from his Honor the Mayor, May 29, 1906, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

P. J. SCULLY, Clerk.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Aldermen, adopted May 15th, 1906, in relation to an appropriation of twenty-five thousand dollars (\$25,000), for the employment of Bath Attendants, etc., to operate the summer free floating baths, Borough of Manhattan, and that for the purpose of providing means therefor the Comptroller be and is hereby authorized, pursuant to the provisions of sub-division 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds of The City of New York, to the amount of twenty-five thousand dollars (\$25,000), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

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

The Secretary presented the following communications from the Comptroller requesting the fixing of the salary of the position of one Supervising Statistician and Examiner in the Department of Finance (created pursuant to chapter 190, Laws of 1906), at the rate of \$6,000 per annum, and the establishment of the position of Examiner of Accounts and fixing the salaries of three grades for said position, as follows:

For 3 incumbents, each per annum.....	\$1,500 00
For 4 incumbents, each per annum.....	1,800 00
For 3 incumbents, each per annum.....	2,100 00

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
May 22, 1906.

To the Honorable the Board of Estimate and Apportionment:

GENTLEMEN—Chapter 190 of the Laws of 1906 amends section 151 of the Greater New York Charter by providing for a Bureau of Municipal Investigation and Statistics in the Department of Finance.

Said law provides that the chief officer of the said Bureau shall be called the "Supervising Statistician and Examiner," and that the staff of said Bureau shall include Expert Accountants, Examiners of Accounts, and other employees as the Comptroller may deem necessary. The position of Expert Accountant is already established in the Department of Finance, but not that of Examiner of Accounts. Under the present plan of organization, subordinates of the Bureau, other than those noted herein, will be taken from the regular eligible lists of the Civil Service Commission, or obtained by transfer from other Departments to positions already established for the Finance Department.

I would therefore respectfully request the adoption of the resolutions attached hereto providing for the fixing of the salary of the Supervising Statistician and Examiner and for the creation of the position and the fixing of three grades of Examiners of Accounts in the Department of Finance at the following salaries:

Supervising Statistician and Examiner, \$6,000 per annum.  
Examiner of Accounts, \$1,500, \$1,800 and \$2,100 per annum.

Respectfully,

H. A. METZ, Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
May 29, 1906.

To the Honorable the Board of Estimate and Apportionment:

GENTLEMEN—In regard to my request, under date of May 22, 1906, presented at the meeting of the Board of Estimate and Apportionment May 25, 1906 (which request is now before your Board), for the fixing of the salary of a Supervising Statistician and Examiner in the Department of Finance at \$6,000 per annum, which position was created by chapter 190 of the Laws of 1906, and of the creation of the position of Examiner of Accounts in the Finance Department, and establishing grades of the latter position at \$1,500, \$1,800 and \$2,100 per annum, I beg to state as follows:

As stated in my original application to this Board, these requests are made in connection with the establishment of a Bureau of Municipal Investigation and Statistics in the Department of Finance. The work of supervising this new bureau will be onerous in character and will demand an extensive knowledge of the machinery of the municipal departments and the methods of conducting public business, and also an expert knowledge of the kind of statistical work which will be of value to the Comptroller and to the other public officers of the City. I have selected for this position a man who has been engaged for eight years in the Comptroller's office on work of this character, and whom I believe to be thoroughly fitted for the position. He is now in charge of the work of the Investigations Division of the Finance De-

partment, and the new bureau will very largely increase the number of men under his direction and the amount of work to be done by him. I regard the salary which I have requested as representing a reasonable compensation for the work which will be required of the head of this new bureau.

My request for the creation of the position of Examiner of Accounts and the establishment of grades at \$1,500, \$1,800 and \$2,100 is based upon the plan to apportion the statistical work of the new bureau among ten Expert Accountants, to each one of whom should be assigned a confidential man. The grades of salaries which I have suggested are inspired more by a desire to economize than based upon the belief that I shall obtain the class of employee which I desire at these rates. On the basis of past experience in similar work, however, it would appear that fair workmen may be obtained at the salaries fixed for these grades.

It is my earnest desire that favorable action be taken on these requests at the earliest possible date, because of the fact that the time is approaching for the analysis of the departmental estimates, at which work I propose first to employ this bureau.

I therefore ask the approval by the Board of Estimate and Apportionment of my request under date of May 22, 1906, as per resolutions transmitted herewith, copies of which are attached hereto.

Yours respectfully,  
H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Charter and chapter 190 of the Laws of 1906, that the salary of one Supervising Statistician and Examiner in the Department of Finance be fixed at the rate of six thousand dollars (\$6,000) per annum.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the establishment of the position of Examiner of Accounts in the Department of Finance, and recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the salaries of said position be fixed at the rates of fifteen hundred dollars (\$1,500) per annum for three (3) Examiners of Accounts; eighteen hundred dollars (\$1,800) per annum for four (4) Examiners of Accounts, and two thousand one hundred dollars (\$2,100) per annum for three (3) Examiners of Accounts.

Which was adopted by the following vote:

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

The Secretary presented a communication from the Commissioner of Bridges, amending his request of April 11, relative to the establishment of the grades of the position of Clerk, to read as follows:

Clerk at \$2,550 per annum, for one incumbent.

Clerk at \$2,700 per annum, for two incumbents.

Which was laid over for consideration with the Budget for the year 1907.

The Secretary presented a communication from the Register of New York County, requesting the establishment of the position of Telephone Operator, with salary at the rate of \$720 per annum, to take effect as of date January 15, 1906.

Which was laid over for consideration with the Budget for the year 1907.

The Secretary presented a communication from the President, Borough of Richmond, requesting the establishment of the grade of the position of Laborer under his jurisdiction, with salary at the rate of \$900 per annum.

Which was laid over for consideration with the Budget for the year 1907.

The Secretary presented a communication from the Police Commissioner, requesting the establishment of the grade of Automobile Engineman, with salary at the rate of \$1,200 per annum.

Which was referred to the Comptroller.

The Secretary presented the following communication from the President, Borough of Richmond, requesting the establishment of the position of Consulting Engineer in his office, pursuant to section 386 of the Charter, at a salary of \$8,000 per annum:

THE CITY OF NEW YORK,  
OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND,  
NEW BRIGHTON, N. Y., June 5, 1906.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment, No. 280 Broadway, New York City:

DEAR SIR—We are now planning for and carrying on in this borough work of such considerable importance, and of a magnitude so largely in excess of that of former years, aggregating several millions of dollars, that I greatly feel the need, in the office of the President of the Borough of Richmond, of the constant services of a consulting engineer, one experienced in sewer design, heavy retaining wall work, the laying of modern pavements, topographical survey and street system work, etc. By the immediate appointment of such a man we can, for some years to come, in all probability avoid the appointment of a chief engineer for each bureau, as, with considerable guidance, the principal Assistant Engineers now employed will be able to attend to the necessary details.

I would ask, therefore, in accordance with section 386 of the Charter, that the position of Consulting Engineer be established in the office of the President of the Borough of Richmond at a salary, say, of \$8,000 per annum.

I regard this matter of such immediate importance as to bring it fairly within the exception to the general rule recently adopted by the Board, laying matters involving salary over until the time of the consideration of the Budget for next year.

I ask, therefore, that my application be placed upon the calendar for the next meeting.

Yours very truly,

GEORGE CROMWELL, President of the Borough of Richmond.

The following resolutions were offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the establishment of the position of Consulting Engineer, under the jurisdiction of the President of the Borough of Richmond, and recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the salary of said position be fixed at the rate of eight thousand dollars (\$8,000) per annum; and be it further

Resolved, That in pursuance of section 386 of the Greater New York Charter, the President of the Borough of Richmond be and he is hereby authorized, with the concurrence of the Board of Aldermen, to employ one Consulting Engineer, at a salary of eight thousand (\$8,000) per annum.

Which were adopted by the following vote:

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

The Secretary presented the following communication from the Assistant Engineer, Bureau of Franchises, Board of Estimate and Apportionment, relative to the transfer of Mr. Louis Goodman, Transitman and Computer in the said Bureau, to the Department of Water Supply, Gas and Electricity:

BOARD OF ESTIMATE AND APPORTIONMENT,  
THE CITY OF NEW YORK,  
May 23, 1906.

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

SIR—William C. Cozier, Esq., Deputy Commissioner of Water Supply, Gas and Electricity for the Borough of Brooklyn, in a communication dated May 22, 1906, requests the transfer of Louis Goodman from the Bureau of Franchises, where he is now employed as a Transitman and Computer at a salary of \$1,650 per annum, to the office of the Chief Engineer, Department of Water Supply, Gas and Electricity, Borough of Brooklyn, to a similar position at the same salary.

Mr. Goodman was appointed from the eligible list to his present position in this Bureau February 5, 1906, and has been continuously employed in this office since that time. He informs me that he considers the work here too confining, and requests that the transfer be granted, so that he may be enabled to secure outdoor work.

I have no objections to offer to the transfer, and would recommend that the same be granted, and the Secretary authorized to consent thereto and appoint a Transitman and Computer to the vacancy caused thereby in this Bureau.

I submit herewith resolutions for adoption in accordance with the above recommendations.

Respectfully,  
HARRY P. NICHOLS, Assistant Engineer.

The following resolutions were offered:

Resolved, That the Board of Estimate and Apportionment hereby consents to the transfer of Louis Goodman from the position of Transitman and Computer, at \$1,650 per annum, in the Bureau of Franchises, Board of Estimate and Apportionment, to a similar position in the Department of Water Supply, Gas and Electricity, Borough of Brooklyn, at the same salary; and be it further

Resolved, That the Secretary is authorized to consent to such transfer for this Board.

Which were adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Secretary be and he hereby is authorized to appoint a Transitman and Computer, at a salary not exceeding sixteen hundred and fifty dollars (\$1,650) per annum, in the office of the Bureau of Franchises, to fill the vacancy caused by the transfer of Louis Goodman.

Which was adopted by the following vote:

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

The Secretary presented a communication from the President of Queens Borough Library, stating that at a meeting of the Board of Trustees of said Library, held May 11, a resolution was adopted requesting the Board of Estimate to allow the expenditure of the appropriation for 1906 without reference to its distribution into funds.

The Secretary was directed to notify said President that such a request cannot be complied with.

The Secretary presented a communication from the Chairman, Committee on Parks, of the Washington Heights Taxpayers' Association, requesting that provision be made for the establishment of a Shelter and Comfort Station in Fort Washington Park, Borough of Manhattan.

Which was referred to the Commissioner of Parks, Boroughs of Manhattan and Richmond.

The Secretary presented a communication from the Deputy and Acting Commissioner of Water Supply, Gas and Electricity, requesting the transfer of various sums to different accounts for the year 1902, 1903, 1904, 1905, from some unexpended balances of appropriations of other departments or from the "Lamps and Lighting" account of said Department of Water Supply, Gas and Electricity.

Which was referred to the Comptroller.

The Secretary presented a communication from the Commissioner of Bridges, requesting that the Board of Estimate take action on the resolutions submitted by the former Bridge Commissioner, on August 14, 1905, covering the necessary steps to be taken for the acquisition of the property required for the construction of the approaches to the Manhattan Bridge, and stating that condemnation proceedings should be commenced immediately, because the plans for the approaches are under way, and contracts will be let and land required for the execution of the work by the time possession can be obtained under the customary condemnation proceedings.

Which was referred to the Comptroller.

The Secretary presented a communication from the Register of New York County, requesting the Board of Estimate to favorably consider the matter of an issue of \$40,000 Special Revenue Bonds, to meet a deficiency in the appropriation made for "Salaries of the Deputy, Assistant Deputy, etc., etc., etc.", when the Board of Aldermen shall have adopted the appropriate resolution relative thereto.

Which was laid over pending action by the Board of Aldermen.

The Secretary presented a communication from the Commissioner of Parks, Boroughs of Manhattan and Richmond, submitting for approval form of contract and specification for the installation of plumbing and drainage apparatus in the New York Public Library, Astor, Lenox and Tilden Foundations, Fifth avenue, Fortieth to Forty-second street, Manhattan.

Which was referred to the Comptroller.

The Secretary presented a communication from the President, Borough of The Bronx, relative to an appropriation of \$7,500 for the appointment of four additional Inspectors and two additional Clerks for the Bureau of Buildings, to provide for the salaries of such Inspectors and Clerks for the balance of the present year.

Which was laid over pending action by the Board of Aldermen requesting the issue of Special Revenue Bonds for this purpose.

The Secretary presented the following communication from the Chief Examiner of Accounts of Institutions, requesting that the resolution adopted May 25 relative to Departmental Estimates be amended by adding thereto the following paragraph:

"Nothing herein contained shall be construed to apply to requests for applications and estimates from the Private Charitable Institutions."

The Secretary was directed not to send the circular letters requesting estimates for the Budget for 1907 to Charitable Institutions.

The Secretary presented a report of the Commissioners of Accounts on a review of the fuel question based upon the quantity and cost of coal used in the various departments of the City.

Which was referred to the Corporation Counsel for an opinion as to the authority of the Board to carry out the recommendations contained in the report.

The Secretary presented the following communication from the Bridge Commissioner relative to an issue of \$2,000,000 Corporate Stock for the Spuyten Duyvil Bridge, and report of the Finance Committee, Board of Aldermen, adopted by the said Board, rejecting an ordinance providing for an issue of \$2,000,000 Corporate Stock for the Spuyten Duyvil Bridge, and returning the same to the Board of Estimate to be resubmitted to the Board of Aldermen, in order to give the Committee on Finance an extension of time in which to consider the matter:

DEPARTMENT OF BRIDGES—CITY OF NEW YORK,  
NOS. 13 TO 21 PARK ROW, MANHATTAN,  
NEW YORK, June 5, 1906.

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

GENTLEMEN—At a meeting of the Board of Aldermen May 29, 1906, the ordinance concurring in the resolution adopted by your Honorable Board April 27, 1906, and providing for an issue of Corporate Stock in the sum of \$2,000,000, for the purpose of providing means for the construction of the Henry Hudson Bridge, was rejected.

I beg to call attention to the fact that if this proposed memorial structure is to be built in time for the Hudson Tri-Centennial celebration in 1909, the necessary funds should be available immediately, and I therefore request your Honorable Board to take the necessary steps to again bring before the Board of Aldermen the resolution authorizing the issue of Corporate Stock in the sum of \$2,000,000, for the purpose of providing means for the construction of the Henry Hudson Bridge.

Respectfully,

J. W. STEVENSON,  
Commissioner of Bridges.

In the Board of Aldermen.

The Committee on Finance, to whom was referred on May 1, 1906 (Minutes, page 301), the annexed ordinance in favor of an issue of \$2,000,000 Corporate Stock for the Spuyten Duyvil Bridge, respectfully reports:

That this application is for an additional \$2,000,000 for the construction of the Henry Hudson Bridge at Spuyten Duyvil. Since the appropriation of the initial \$1,000,000 for this purpose, various statements and resolutions have been made with reference to the enormous cost of the bridge under the present plans, and the possibility of reductions, without materially interfering with the project. Your Committee has endeavored to get at the source of the matter and to find out at this time if possible just how much the bridge will actually cost the City. In the short time at its disposal the Committee does not feel that it can properly report on the matter, and in order to make further investigation and have more time to do it in, your Committee recommends that the application be rejected so that the Board of Estimate and Apportionment may repass it and thus allow further time for fuller investigation.

For this reason your Committee recommends that the matter at this time be rejected.

AN ORDINANCE providing for an issue of Corporate Stock in the sum of two million dollars (\$2,000,000) in addition to the amount heretofore authorized, for the purpose of providing means for the acquisition of land and construction of a monumental bridge or viaduct, to be erected across Spuyten Duyvil creek, connecting Inwood Heights, in the Borough of Manhattan, with Spuyten Duyvil Heights in the Borough of The Bronx.

Be it Ordained by the Board of Aldermen of The City of New York as follows:

Section 1. The Board of Aldermen hereby approves of and concurs in the following resolution adopted by the Board of Estimate and Apportionment April 27, 1906, and authorizes the Comptroller to issue Corporate Stock of The City of New York to the amount and for the purposes therein specified:

"Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment hereby approves of the issue of Corporate Stock of The City of New York to an amount not exceeding two million dollars (\$2,000,000) in addition to the amount heretofore authorized, for the purpose of providing means for the acquisition of land and construction of a monumental bridge or viaduct to be erected across Spuyten Duyvil creek, connecting Inwood Heights, in the Borough of Manhattan, with Spuyten Duyvil Heights, in the Borough of The Bronx, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue Corporate Stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding two million dollars (\$2,000,000), the proceeds whereof to be applied to the purposes aforesaid."

JOHN R. DAVIES,  
A. L. KLINE,  
JOHN DIEMER,  
JAMES W. REDMOND,  
THOS. J. MULLIGAN,

Committee on Finance.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Davies moved the adoption of this report.

The President put the question whether the Board would agree to accept said report and reject said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Brown, Cronin, Davies, Diemer, Dotzler, Dowling, Doyle, Ellery, Farrell, Freeman, Griferhagen, Gunther, J. J. Hahn, Harnischfeger, Herold, Jacobson, Kenneally, Kline, Kuck, Lawlor, Linde, McCall, Meyers, Moffitt, Monahan, Mulligan, Murphy, O'Neill, Peters, Redmond, Rendt, Rowcroft, Schloss, Schneider, Stapleton, Sturges, Sullivan, Torpey, Wentz, President Cromwell, President Haffen, President Coler and the Vice-Chairman—43.

And the President announced that, in accordance with the provisions of section 48 of the amended Greater New York Charter, the above ordinance had been rejected.

Rejected by the Board of Aldermen May 29, 1906, a majority of all the members elected voting in favor thereof.

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment hereby approves of the issue of Corporate Stock of The City of New York to an amount not exceeding two million dollars (\$2,000,000) in addition to the amount heretofore authorized, for the purpose of providing means for the acquisition of land and construction of a monumental bridge or viaduct to be erected across Spuyten Duyvil creek, connecting Inwood Heights, in the Borough of Manhattan, with Spuyten Duyvil Heights, in the Borough of The Bronx, and that when authority therefor shall have been obtained from the

Board of Aldermen, the Comptroller is authorized to issue Corporate Stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding two million dollars (\$2,000,000), the proceeds whereof to be applied to the purposes aforesaid.

Which was adopted by the following vote:

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

The Secretary presented the following resolution of the Board of Education and report of the Appraiser of Real Estate, Department of Finance, approved by the Comptroller, relative to the acquisition of a school site located at Washington and Lincoln avenues, north of Brooklyn and Jamaica Plank road, Queens, by purchase; also report of the President, Borough of Queens, to whom, on March 30, this matter was referred, recommending the acquisition of the same, at a price not exceeding \$22,000:

To the Board of Education:

The Committee on Sites respectfully reports that it has given careful consideration to a recommendation of the City Superintendent of Schools that a site be acquired for a new building between Jamaica avenue and Atlantic avenue, east of Chester Park, Richmond Hill, Borough of Queens. This building is required to meet the demands of a rapidly growing section, and your committee is of the opinion that the site should be located on Washington and Lincoln avenues, just north of the Brooklyn and Jamaica plank road. It is the intention of the Board of Education to erect a building for this purpose as soon as a suitable site is acquired, provided sufficient funds are available therefor.

The following resolutions are submitted for adoption:

Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following described lands and premises on Washington and Lincoln avenues, north of the Brooklyn and Jamaica Plank road, Richmond Hill, in Local School Board District No. 44, Borough of Queens, the assessed valuation of which, as shown by the books of record on file in the Department of Taxes and Assessments, is \$7,000:

Beginning at a point on the westerly line of Washington avenue distant two hundred and eight (208) feet northerly from the northerly line of the Brooklyn and Jamaica Plank road, and running thence westerly at right angles to Washington avenue two hundred and ten (210) feet to the easterly line of Lincoln avenue; thence northerly along the easterly line of Lincoln avenue two hundred (200) feet; thence easterly and parallel with the line first drawn two hundred and ten (210) feet to the westerly line of Washington avenue; thence southerly along the westerly line of Washington avenue two hundred (200) feet to the point or place of beginning, be the said several dimensions more or less.

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

A true copy of report and resolution adopted by the Board of Education, December 27, 1905.

A. EMERSON PALMER, Secretary, Board of Education.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
March 16, 1906.

Hon. HERMAN A. METZ, Comptroller:

SIR—The Board of Education at a meeting held December 27, 1905, adopted the following resolution:

Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following described lands and premises on Washington and Lincoln avenues, north of the Brooklyn and Jamaica Plank road, Richmond Hill, in Local School Board District No. 44, Borough of Queens, the assessed valuation of which, as shown by the books of record on file in the Department of Taxes and Assessments, is \$7,000:

Beginning at a point on the westerly line of Washington avenue distant 208 feet northerly from the northerly line of the Brooklyn and Jamaica Plank road, and running thence westerly at right angles to Washington avenue 210 feet to the easterly line of Lincoln avenue; thence northerly along the easterly line of Lincoln avenue 200 feet; thence easterly and parallel with the line first drawn 210 feet to the westerly line of Washington avenue; thence southerly along the westerly line of Washington avenue 200 feet to the point or place of beginning, be the said several dimensions more or less.

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

This is a proposed new school site, 200 feet by 210 feet, extending through from Washington avenue to Lincoln avenue, 208 feet north of the Brooklyn and Jamaica Plank road, only about five short blocks from the school at Orchard avenue and Elm street, in Richmond Hill terrace. The plot to be taken is the north 200 feet of Lot No. 9a, in Ward 4, volume 1, map page 9, of Jamaica, and is assessed for the year 1906 in the name of H. A. Beiler at \$7,000. Both Washington and Lincoln avenues are macadamized and have flagged sidewalks, gas and water, but no sewers.

After negotiation with the owner of the property, Mr. Henry A. Beiler, he has agreed to accept the sum of \$22,000 for the property heretofore described. In view of the activity of real estate in this locality during the past six months, I am of the opinion that the price while full value is not excessive and that it would subserve the best interest of the City to accept the offer, as if the property were to be acquired by condemnation proceedings, I am of the opinion that the cost would exceed the price at which the property can be purchased at the present time. I would, therefore, respectfully recommend that the Board of Estimate and Apportionment approve of the selection of the site for school purposes and adopt a resolution authorizing the acquisition at private sale of the property heretofore described at a price not exceeding \$22,000.

Respectfully submitted for approval,

MORTIMER J. BROWN,  
Appraiser of Real Estate, Department of Finance.

Approved:  
H. A. METZ, Comptroller.

THE CITY OF NEW YORK,  
OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS,  
LONG ISLAND CITY, May 23, 1906.

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

GENTLEMEN—Referring to the matter of the Washington avenue site for school in the Richmond Hill section of the Fourth Ward, which was referred to me for investigation, I beg to say that this site appears to be a good selection and the price fixed fair and reasonable. I therefore recommend its acquisition for school purposes.

Yours truly,

JOSEPH BERMEL,  
President of the Borough of Queens.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Board of Education in the matter of the selection of the following described premises for school purposes in the Borough of Queens:

Beginning at a point on the westerly line of Washington avenue distant 208 feet northerly from the northerly line of the Brooklyn and Jamaica Plank road, and running thence westerly at right angles to Washington avenue 210 feet to the easterly line of Lincoln avenue; thence northerly along the easterly line of Lincoln avenue 200 feet; thence easterly and parallel with the line first drawn 210 feet to the westerly line of Washington avenue; thence southerly along the westerly line of Washington avenue 200 feet to the point or place of beginning, be the said several dimensions more or less, together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof,

—and the Comptroller be and he hereby is authorized to enter into contracts for the twenty-two thousand dollars (\$22,000), said contracts to be submitted to the Corporation for the above described property at private sale at a price not exceeding Counsel for his approval as to form.

Which was adopted by the following vote:

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

The Secretary presented the following communication from Dykman & Carr, transmitting the petition of James G. Tighe, City Magistrate, for the auditing and allowing counsel fees and disbursements under section 231 of the Greater New York Charter, in the proceedings before the Appellate Division of the Supreme Court of the Second Judicial Department, to remove him from his office as City Magistrate, together with a report from the Division of Law and Adjustment, Department of Finance, under date of May 7, 1906, and communication from the Corporation Counsel under date of May 23, 1906, also communication from the Division of Law and Adjustment, Department of Finance, approved by the Deputy Comptroller, all relative thereto:

DYKMAN & CARR, COUNSELLORS-AT-LAW,  
No. 189 MONTAGUE STREET,  
BROOKLYN, N. Y., March 29, 1906.

*Hon. JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, No. 280 Broadway, New York City:*

DEAR SIR—We send you herewith inclosed petition of James G. Tighe to the Board of Estimate and Apportionment for the audit and allowance of counsel fees and disbursements incurred by him in his defense in proceedings brought against him to remove him from the office of City Magistrate of The City of New York; and ask for the audit and allowance thereof by the Board of Estimate and Apportionment, under section 231 of the New York Charter.

We send this petition to you as Secretary of said Board, with the understanding that such method of presentation is the ordinary method. If, however, the petition should be sent to the Mayor, as Chairman of the Board, kindly advise us of that fact as early as possible.

Yours very truly,  
DYKMAN & CARR.

In the Matter  
of

The application of James G. Tighe, a City Magistrate, for the audit and allowance of counsel fees and disbursements, under section 231 of the Greater New York Charter.

Petition for Audit and Allowance.

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

The petition of James G. Tighe respectfully sets forth to this Honorable Board facts as follows:

First—That the petitioner is and at all the times hereinafter mentioned was a City Magistrate of The City of New York, exercising his duties as such in the Borough of Brooklyn.

Second—That on the 13th day of April, 1903, a proceeding was begun before the Appellate Division of the Supreme Court in the Second Judicial Department to remove the petitioner from his office as City Magistrate of The City of New York, which was based upon certain written charges or specifications, wherein it was alleged that your petitioner had been guilty of official misconduct in the discharge of his duties as City Magistrate.

Third—That thereafter an order was entered by said Court appointing a referee to take proof of said charges and specifications; and a hearing was had thereon before said referee, who proceeded to take the testimony offered and made his report thereon to said Appellate Division of the Supreme Court.

Fourth—That on the 9th day of September, 1904, the said Appellate Division of the Supreme Court entered its order denying the motion to remove the petitioner from office and dismissing the charges of official misconduct made against him in the aforesaid proceeding.

Fifth—That in order to defend himself in said proceedings, your petitioner retained William J. Carr, Esq., as his counsel, who thereafter appeared for him throughout said proceedings; that said counsel has made a charge against your petitioner for counsel fees in the sum of \$2,000, on account of which your petitioner has paid at various times moneys amounting in the aggregate to the sum of \$1,200, leaving a balance of \$800, for which said counsel makes claim against your petitioner. That your petitioner during said proceeding made sundry necessary disbursements therein amounting to the sum of \$51.50. That the charge made by counsel for counsel fees covering services rendered for upward of eighteen months was fair and reasonable.

Wherefore your petitioner asks this Honorable Board to audit and allow to him the reasonable costs and counsel fees paid and incurred by him in his necessary and proper defense in the aforesaid proceedings.

Dated March 22, 1906.

J. G. TIGHE.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
May 7, 1906.

In the Matter  
of

Claim No. 49768 of James G. Tighe for \$2,051.50 counsel fees and disbursements alleged to have been incurred in defending a proceeding for his removal as City Magistrate of The City of New York.

*Hon. HERMAN A. METZ, Comptroller:*

SIR—Under date of the 22d of March, 1906, a petition was addressed to the Board of Estimate and Apportionment by James G. Tighe, setting forth that he was a City Magistrate during the times mentioned in his petition; that on the 13th of April, 1903, a proceeding was begun before the Appellate Division of the Supreme Court in the Second Judicial Department to remove him from his said office as City Magistrate, which was based upon written charges or specifications, wherein it was alleged that he had been guilty of misconduct in the discharge of his official duties; that thereafter an order was entered by the Court appointing a referee to take proof of said charges and specifications, and a hearing was had thereon before the referee, who proceeded to take the testimony thereon and made his report to the Court; that on the 9th of September, 1904, the said Appellate Division of the Supreme Court entered its order denying the motion to remove the petitioner from office and dismissing the charges of official misconduct made against him in the aforesaid proceeding; that in order to defend himself in said proceeding he retained William J. Carr, Esq., as counsel, who thereafter appeared for him throughout the said proceeding; that said counsel had made a charge against him for counsel fees in the sum of \$2,000, on account of which he had paid at various times moneys amounting in the aggregate to the sum of \$1,200, leaving a balance of \$800, for which said counsel made claim against him; that during the said proceeding he made some very necessary disbursements amounting to the sum of \$51.50, and that he asked the said Board of Estimate and Apportionment to audit and allow him the reasonable cost and counsel fees paid and incurred by him in his necessary and proper defense in the said proceeding.

With a communication of Joseph Haag, Secretary of the Board of Estimate and Apportionment, dated the 6th of April, 1906, was transmitted the above mentioned petition, with the information that the same had been, by the Board of Estimate and Apportionment, referred to the Comptroller for consideration and report.

William J. Carr was examined before the Comptroller and testified that he was an attorney and counsellor-at-law, practicing in The City of New York; that he was attorney and counsel for James G. Tighe in the above-mentioned proceeding, which proceeding was begun on April 13, 1903, on a written petition presented by F. Norton Goddard; that at the time he was retained by Tighe to represent him as counsel no contract was made in relation to the amount of his charges as counsel; that the proceeding lasted until the 9th of September, 1904, at which time an order was entered by the Appellate Division dismissing the charges filed against Tighe and denying the motion for Tighe's removal from office; that the professional services rendered by him to Tighe included the preparation of an answer to the petition and the preparation of a brief on the questions of law raised on the face of the petition, and an oral argument before the Appellate Division of the Supreme Court, in the Second Department, on April 27, 1904, on a motion made by him to dismiss the petition as being insufficient on the face thereon; that the Court made an order, however, appointing a referee to take proof of the charges and report said proof together with his opinion to the Court; that the charges contained specifications of alleged official misconduct by Tighe in twenty-seven (27) separate criminal proceedings brought before him as said City Magistrate during a period of several years immediately preceding the presentation of the petition; that in order to prepare for the hearing before the referee it was necessary to procure type-written transcripts of the testimony taken before Tighe in each of the twenty-seven separate cases, and to study the various questions of law and fact arising in said proceeding, upon the determination of which were based the charges of official misconduct; that during the hearing before the referee he was obliged to attend as counsel for Tighe thirteen times; that upon the submission of the case to the referee, he was obliged to prepare a brief which involved the examination and discussion of many intricate questions of law, and an analytical presentation of the facts appearing in each of the twenty-seven separate criminal proceedings upon which the charges were based; that after the report of the referee to the Appellate Division, he was obliged to prepare a further and additional brief for that Court, which composed forty-four printed pages, and also to argue orally before the Court on the question of confirmation or rejection of the report of the referee, which report was adverse to Tighe, and the burden of setting aside the report was upon him in the Court; that after the submission of the case to the Court the attorneys for the petitioner procured leave to submit reply briefs which he was obliged to study for the purpose of making an answer thereto; that while the case was pending for decision, various decisions were made in other courts which were pertinent to the matter involved in the case of Tighe, and he procured copies of the opinions therein and submitted additional memoranda to the Appellate Division on behalf of Tighe; that on July, 1904, the Court handed down its decision in favor of Tighe, and he therefrom prepared and prosecuted the entry of the necessary orders dismissing the charges and terminating the proceeding; that he was well acquainted with the reasonable market value of the professional services of lawyers in Brooklyn and in other portions of the State; that considering the intricacy of the questions presented and the unusual amount of details arising from the consideration of the records in the twenty-seven separate criminal proceedings and the importance of the case to Tighe, the sum of \$5,000 would be, in his opinion, a fair and reasonable compensation for such services as were rendered by him as counsel; that after the termination of the said proceeding he rendered a bill to Tighe for the sum of \$2,000, crediting him with the sum of \$1,200, which had been paid in various amounts during the proceeding; that in his opinion the bill was very much less than the fair and reasonable value of the services rendered, but at the time the proceeding was terminated some doubt existed as to the constitutionality of section 231 of the Greater New York Charter, the Corporation Counsel having rendered an opinion that said section was unconstitutional in a proceeding similar to this one which he then had pending before the Board of Estimate and Apportionment on behalf of James Kane; that he therefore rendered the bill for \$2,000 to Tighe because of his sympathy with Tighe, and because of the belief that Tighe was not of sufficient financial means to pay the full value of his services; that the \$800 still remaining due was not paid by Tighe, but was postponed by him and acquiesced in by Mr. Carr until a claim for reimbursement under section 231 of the Charter might be passed upon by the Board of Estimate and Apportionment on behalf of James Kane and procured the decisions of the Courts sustaining the constitutionality of section 231 of the Charter; that at one time shortly before the final argument in Tighe's case he volunteered an estimate as to what his services would likely cost, giving as the probable amount \$1,200; that this figure was given by him through a mistake, as he had failed to inform himself by an examination of his register and books as to the services rendered, or to take into proper consideration the services thereafter to be rendered in order to complete the entire proceeding; that the claim, therefore, was for \$2,000, and in addition for the sum of \$51.50 disbursements, making a total claim of \$2,051.50. This testimony is transmitted herewith.

In a report by Examiner Peter S. Doring, of the Bureau of Law and Adjustment of this Department, transmitted herewith, it is stated that he had a conversation with ex-Surrogate George M. Abbott, of Brooklyn, in regard to the justness and reasonableness of the charge made by Mr. Carr as attorney and counsel for the said James G. Tighe, and he was informed by Mr. Abbott that "he is acquainted with the case and, in his judgment, considering the time it took to prepare the case, together with the preparing of the necessary papers, the charge by Mr. Carr is very reasonable and just."

From the records of the Appellate Division of the Supreme Court for the Second Judicial Department, it appears that at the term thereof, held in the Borough of Brooklyn on the 28th of July, 1904, it was ordered by the said Court "that the motion to remove James G. Tighe from office as a City Magistrate of The City of New York be and the same is denied, and it is further ordered that the charges made against James G. Tighe as City Magistrate of The City of New York, set forth in the aforesaid petition of F. Norton Goddard, be and the same are hereby dismissed." In section 231 of the Greater New York Charter, it is provided that "the Board of Estimate and Apportionment is hereby authorized to audit and allow as charges against the City the reasonable costs, counsel fees and expenses paid or incurred, or which shall hereafter be paid or incurred by any Commissioner or Police Justice who shall have been a successful party in any proceedings or trial to remove him from office, or who shall bring or defend any action or proceeding in which the question as to his title to office is in any way presented or involved. \* \* \* The Board of Estimate and Apportionment and the Board of Aldermen are hereby authorized and directed to cause to be included in the Budget for the year following such audit an amount sufficient to pay the revenue bonds directed to be issued by the said Comptroller, pursuant to section 188 of this Act, with all interest due or to become due thereon."

From the records of this Department it appears that under date of December 9, 1902, one James Kane presented a petition to the Board of Estimate and Apportionment, pursuant to section 231 of the Greater New York Charter, for the allowance and audit of the costs, counsel fees and expenses incurred by the said petitioner in a criminal action brought against him in Kings County for alleged malfeasance in his office as Commissioner of Sewers of The City of New York, under an indictment of the Grand Jury of the County of Kings, filed February 1, 1889; that the matter was referred to the Corporation Counsel, who, in a communication dated April 19, 1903, gave the opinion that said section 231 of the Charter was in violation of section 10 of article 8 of the Constitution of the State, and there was no power in the Board of Estimate and Apportionment to audit and allow the claim in question; that, in accordance with such advice, the Board of Estimate and Apportionment rejected said claim; that thereupon the said James Kane began a proceeding in the Supreme Court of Kings County against the Board of Estimate and Apportionment to procure a peremptory writ of mandamus requiring the Board to consider and determine a claim made by him for his reasonable costs, counsel fees and expenses amounting to the sum of \$3,500, by reason of the above-mentioned criminal action or proceeding brought against him; that the matter came on to be heard before the Supreme Court at a Special Term in Kings County in September, 1905, and an order was made granting the motion of the petitioner Kane and directing that a peremptory writ be issued to the Board of Estimate and Apportionment to consider and determine forthwith the application of the said Kane; that appeal was made on behalf of the City on the said order to the Appellate Division of the Supreme Court, Second Department, and after arguments before the Court, the Appellate Division, on December 29, 1905, unanimously affirmed the decision of Mr. Justice Maddox, and handed down an opinion written by Mr. Justice Willard Bartlett, in which the whole Court concurred.

In the said opinion of Mr. Justice Bartlett it was stated that "the conditional promise to reimburse contained in such statute may be regarded as a part of the compensation which the State, City or County, as the case may be, stipulates that the

officer shall receive in return for the services to be by him rendered"; that "in this sense, the purpose to be subserved is a public purpose just as the purpose in view in providing a specified salary, that is to say, the procurement of suitable and qualified persons to discharge the duties of the office"; that "it is quite conceivable that a man who would otherwise hesitate or refuse to undertake the duties of a public office for the pecuniary compensation attached thereto by law, might be most willing to do so if assured in advance that he would not himself be compelled to pay out of his own pocket for the successful refutation, before a criminal court, of an unjust accusation affecting his official probity and conduct, and the assurance against such a liability, which is virtually provided by the Charter provision under consideration here, might well operate with many persons as an inducement to enter the public service"; that "in this view such legislation seems promotive of the general welfare and in no sense objectionable," and that "for this reason, irrespective of any other arguments which might be advanced in support of the validity of this legislation, we regard it as constitutional, and therefore conclude that the order appealed from should be affirmed."

In a communication by the Corporation Counsel addressed to the Comptroller, dated the 10th of February, 1906, it was stated that on a reconsideration of the legal questions involved, he was of the opinion that the reasoning of Mr. Justice Willard Bartlett would be sustained in the Court of Appeals if an appeal was taken thereto, and he had therefore advised the Board of Estimate and Apportionment that the command of the writ of peremptory mandamus, issued out of the Supreme Court on the 11th of October, 1905, should be obeyed. In accordance with the said opinion of the Corporation Counsel, a resolution was adopted by the Board of Estimate and Apportionment on March 16, 1906, by which, pursuant to the provisions of section 231 of the Greater New York Charter and said peremptory mandamus, the said Board audited and allowed as a proper charge against The City of New York the said claim of James Kane for costs, counsel fees and expenses in the said action brought against him for alleged malfeasance in his office, in the sum of \$3,500, which said sum was duly paid to the said Kane on March 28, 1906.

It is respectfully recommended that this report be transmitted to the Corporation Counsel, with a request for his opinion as to whether or not this claim of James G. Tighe is differentiated in any way from the said claim of James Kane, which was, as aforesaid, audited in his favor.

Respectfully,  
JOS. L. HANCE, Auditor of Accounts.

Approved:  
J. T. MAHONEY, Chief of Bureau.

LAW DEPARTMENT—OFFICE OF THE CORPORATION COUNSEL, }  
NEW YORK, May 23, 1906. }

Hon. HERMAN A. METZ, Comptroller:

SIR—I beg to acknowledge the receipt of a communication from the Department of Finance, bearing date May 10, 1906, and over the signature of N. Taylor Phillips, Deputy Comptroller, transmitting the report of J. L. Hance, Auditor of Accounts, in the matter of claim No. 49,768, filed in your Department by James G. Tighe, for \$2,051.50 counsel fees and disbursements alleged to have been incurred in defending a proceeding for his removal as City Magistrate of the Second Division, City of New York, said report with the accompanying papers being transmitted to me for proper action in the premises.

Auditor Hance's report and the various papers transmitted therewith show that F. Norton Goddard, now deceased, presented on the 27th day of April, 1903, to the Appellate Division of the Supreme Court, Second Department, a verified petition charging James G. Tighe, a City Magistrate of The City of New York, in the Borough of Brooklyn, with incompetency and misconduct in the discharge of his official duties, and praying for his removal from office by the said Court; thereafter an order was made by said Appellate Division on the 1st day of May, 1903, appointing ex-Judge George G. Reynolds referee to take proof as to the issues raised by said petition and answering papers, and to report to the Court the evidence taken by him together with his opinion thereon; that thereafter proof was taken by said referee and he reported the evidence on the 29th day of January, 1904, to said Court with his opinion in favor of the removal of said Tighe; that thereafter such proceedings were had that on the 29th day of July, 1904, the said Appellate Division made an order after reciting the various facts and proceedings, and the further fact that William J. Carr appeared as counsel for the said Tighe in opposition to the confirmation of the report, as follows:

"It is ordered that the motion to remove James G. Tighe from office as a City Magistrate of The City of New York be and the same hereby is denied; and it is further

"Ordered that the charges made against said James G. Tighe as City Magistrate of The City of New York set forth in the aforesaid petition of F. Norton Goddard be and the same hereby are dismissed."

I am of opinion that the application of City Magistrate Tighe for reimbursement of the counsel fees and expenses paid or incurred by him as the successful party in the proceedings to remove him from office is clearly within the provisions of section 231 of the Charter, and the decision of the Appellate Division in the matter of *Kane vs. McClellan* (110 App. Div., 44) is controlling in favor of the right of Judge Tighe to be so reimbursed, and for the reasons stated in my communication to you, bearing date February 10, 1906, in relation to the peremptory writ of mandamus allowed in the matter of Kane, I advise you that the Board of Estimate and Apportionment should audit and allow the claim of said James G. Tighe as a charge against the City, and that the amount of such audit should be the reasonable costs, counsel fees and expenses paid or incurred, and it is for that Board under all the circumstances to fix the amount to be so allowed.

I return herewith all the papers accompanying your communication.

Respectfully yours,  
JOHN J. DELANY,  
Corporation Counsel.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, }  
COMPTROLLER'S OFFICE, }  
May 29, 1906. }

In the Matter  
of

Claim No. 49768 of James G. Tighe for  
\$2,051.50 counsel fees and disbursements  
alleged to have been incurred  
in defending a proceeding for his removal  
as City Magistrate of The City of New York.

Hon. HERMAN A. METZ, Comptroller:

SIR—Under date of the 7th of May, 1906, a report was made upon this claim by the Bureau of Law and Adjustment, in which attention was directed to the fact that William J. Carr had testified that he rendered a bill to Tighe for \$2,000 counsel fees, and \$51.50 disbursements, incurred in defending a proceeding for Tighe's removal as City Magistrate of The City of New York, and also to the fact that ex-Surrogate George M. Abbott, of Brooklyn, had stated that he was acquainted with the case and, in his judgment, considering the time it took to prepare the case, together with the preparing of the necessary papers, he was of the opinion that the charge made by Mr. Carr was very reasonable and just.

Attention was also directed to the decision rendered by the Appellate Division of the Supreme Court adversely to the City, in a proceeding for a recovery under similar circumstances by one James Kane, and it was recommended that the report be transmitted to the Corporation Counsel for his opinion as to whether or not the claim of the said James G. Tighe was differentiated in any way from the said claim of James Kane.

In reply to a request for such opinion a communication has been received from the Corporation Counsel, dated the 23d day of May, 1906, which is transmitted herewith. It is therein stated that "I am of the opinion that the application of City Magistrate Tighe for reimbursement of the counsel fees and expenses paid or incurred by him, as the successful party in the proceeding to remove him from office, is clearly within the provisions of section 231 of the Charter, and the decision of the Appellate Division in the matter of *Kane vs. McClellan* (110 App. Div., 44), is controlling in favor of the

right of Judge Tighe to be so reimbursed, and, for the reasons stated in my communication to you bearing date of February 10, 1906, in relation to the peremptory writ of mandamus allowed in the matter of Kane, I advise you that the Board of Estimate and Apportionment should audit and allow the claim of said James G. Tighe as a charge against the City and that the amount of such audit should be the reasonable costs, counsel fees and expenses paid or incurred, and it is for that Board, under all the circumstances, to fix the amount to be so allowed."

In view of the foregoing, it would appear that the Board of Estimate and Apportionment which is charged with the function of auditing this claim in accordance with the provisions of section 231 of the Charter, would be justified in making an allowance to this claimant of the said sum of \$2,051.50.

It is therefore respectfully recommended that this report and the other papers in the case be transmitted to the Board of Estimate and Apportionment for its consideration and appropriate action.

Respectfully,  
JOS. L. HANCE, Auditor of Accounts.

Audited and approved:

J. T. MAHONEY, Chief of Bureau and Auditor of Accounts.

Approved:

N. TAYLOR PHILLIPS, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 231 of the Greater New York Charter, hereby audits and allows as a proper charge against The City of New York, the claim of James G. Tighe, for counsel fees and disbursements incurred by him in defending a proceeding for his removal as City Magistrate of The City of New York, at the sum of two thousand and fifty-one dollars and fifty cents (\$2,051.50).

Which was adopted by the following vote:

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

The Secretary presented the following report of the Appraiser of Real Estate, Department of Finance, approved by the Comptroller, recommending the acquisition by condemnation of property located at West One Hundred and Thirty-eighth and One Hundred and Thirty-ninth streets and Fifth avenue, Manhattan, selected as a site for school purposes, and that title vest in the City ten days after the filing of the oaths of the Commissioners of Estimate and Appraisal:

CITY OF NEW YORK—DEPARTMENT OF FINANCE, }  
COMPTROLLER'S OFFICE, }  
May 31, 1906. }

Hon. HERMAN A. METZ, Comptroller:

SIR—The Board of Estimate and Apportionment, at its meeting held March 9, 1906, adopted a resolution authorizing the acquisition at private sale of certain property on the northerly side of West One Hundred and Thirty-eighth street and the southerly side of West One Hundred and Thirty-ninth street, 100 feet west of Fifth avenue, in the Borough of Manhattan, being 170 feet front on West One Hundred and Thirty-eighth street and 170 feet front on West One Hundred and Thirty-ninth street, at a price not exceeding \$153,000, for the use of the Board of Education. Contracts were entered into for the acquisition of the property being 170 feet on West One Hundred and Thirty-ninth street and 120 feet on West One Hundred and Thirty-eighth street, and the title to the said property is now vested in The City of New York.

There appears, however, to be 50 feet on West One Hundred and Thirty-eighth street still to be acquired, and after negotiation with the representatives of the owner of the same, it has been found impossible to acquire the property at private sale. I would therefore respectfully recommend that the Board of Estimate and Apportionment authorize the institution of condemnation proceedings for the acquisition of the title to the property on the northerly side of West One Hundred and Thirty-eighth street, 220 feet westerly from Fifth avenue, with a frontage of 50 feet and a depth of 99 feet 11 inches, and further, in view of the fact that the property is vacant land, and that the Board of Education could begin the erection of a school building at an early date, that the said resolution contain a clause directing that the title to the said property vest in The City of New York ten days after the Commissioners of Estimate and Appraisal have filed their oaths of office with the Clerk of the County of New York.

Respectfully submitted for approval,

MORTIMER J. BROWN,  
Appraiser of Real Estate, Department of Finance.

Approved:

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Board of Education in the matter of the selection of the following described premises for school purposes, in the Borough of Manhattan:

Beginning at a point on the northerly side of West One Hundred and Thirty-eighth street, distant 220 feet westerly from the corner formed by the intersection of the northerly side of West One Hundred and Thirty-eighth street with the westerly side of Fifth avenue; thence northerly parallel with Fifth avenue 99 feet 11 inches to the centre line of the block between West One Hundred and Thirty-eighth and West One Hundred and Thirty-ninth streets; thence westerly along the centre line of the block and parallel with West One Hundred and Thirty-eighth street 50 feet; thence southerly and again parallel with Fifth avenue 99 feet 11 inches to the northerly side of West One Hundred and Thirty-eighth street; thence easterly along the northerly side of West One Hundred and Thirty-eighth street 50 feet to the point or place of beginning, said property being assessed for the purposes of taxation on the books of record on file in the Department of Taxes and Assessments at \$10,000, —and the Corporation Counsel be and he hereby is authorized to institute condemnation proceedings for the acquisition of all of the property within the above-described area.

The Board of Estimate and Apportionment deeming it for the public interest that title to all of said lands shall be acquired at a fixed or specified time, it is hereby directed that title to said land and interest therein shall vest in The City of New York ten days after the Commissioners of Estimate and Appraisal, to be appointed in accordance with the provisions of section 1437 of the amended Greater New York Charter, have filed their oaths of office with the Clerk of the County of New York.

Nothing in this resolution contained shall be construed as preventing the Comptroller of The City of New York from entering into contracts for the acquisition of any portion of the above-described property at private sale, subject to the approval of this Board.

Which was adopted by the following vote:

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

The Secretary presented the following report of the Appraiser of Real Estate, Department of Finance, approved by the Comptroller, recommending that the resolution adopted April 20, 1906, authorizing the acquisition of the property located on the north-easterly corner of Central and Tompkins avenues, Glendale, Queens, for a school site,

at a price not exceeding \$8,550, be amended by striking out said price and inserting in place thereof the price \$8,750:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
May 26, 1906.

Hon. HERMAN A. METZ, Comptroller:

SIR—The Board of Estimate and Apportionment, at a meeting held April 20, 1906, authorized the acquisition at private sale of property on the northeasterly corner of Central and Tompkins avenues, in the Borough of Queens, for school purposes, at a price not exceeding \$8,550.

There appears to have been four owners of the parcel of land described in the resolution, and consents to sell were obtained at the following prices:

Peter F. Offermann .....	\$750 00
George Hurtig .....	1,800 00
Sarah E. Lembert .....	3,000 00
Christopher J. Ruff .....	4,000 00
Total .....	\$9,550 00

This office considered the prices too high, and believed that \$8,550 was a sufficient amount for the City to pay. We were unable, however, to reduce the price, except as to the Ruff property, who agreed that if he was allowed to remove the building therefrom he would reduce his price \$800. This office consulted with the Bureau of City Revenue, and were informed that they believed the City would not be able to sell the building for any such figure, and recommended the acceptance as a saving of money to the City. This would make a total for the entire site of \$8,750, which price in my opinion is reasonable under the circumstances, but will necessitate an increase of \$200 on the amount previously authorized.

I would therefore respectfully recommend that the Board of Estimate and Apportionment amend its resolution of April 20, 1906, authorizing the acquisition of the property on the northeasterly corner of Central and Tompkins avenues, Glendale, Borough of Queens, at a price not exceeding \$8,550, by inserting the clause "at a price not exceeding \$8,550," instead of "at a price not exceeding \$8,550."

Respectfully submitted for approval,

MORTIMER J. BROWN,  
Appraiser of Real Estate, Department of Finance.

Approved:  
H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment at its meeting held April 20, 1906, authorizing the acquisition of property on the northeasterly corner of Central and Tompkins avenues, in the Borough of Queens, be and the same hereby is amended so as to read as follows:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Board of Education of the following described lands and premises for school purposes in the Borough of Queens:

Beginning at a point formed by the intersection of the northerly line of Central avenue with the easterly line of Tompkins avenue, and running thence northerly along the easterly line of Tompkins avenue 175 feet; thence easterly and parallel with Central avenue 100 feet; thence southerly and parallel with Tompkins avenue 175 feet to the northerly line of Central avenue; thence westerly along the northerly line of Central avenue 100 feet to the easterly line of Tompkins avenue, the point or place of beginning, be the said several dimensions more or less, together with all the right, title and interest of the owners of said premises, of in and to the streets in front thereof to the centre thereof,

—and the Comptroller be and he hereby is authorized to enter into contracts for the purchase of the above described property at private sale at a price not exceeding eight thousand seven hundred and fifty dollars (\$8,750), said contracts to be submitted to the Corporation Counsel for his approval as to form.

And further, That one of the owners of a parcel of the property within the area of the described premises, Christopher J. Ruff, is hereby authorized and directed to remove the buildings situated upon his property, provided said removal is accomplished within sixty days after the date of execution of his contract.

Which was adopted by the following vote:

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

The Secretary presented a report of the Appraiser of Real Estate, Department of Finance, approved by the Comptroller, recommending the acquisition by purchase, at a price not exceeding \$3,000, of property of the Constitution Hook and Ladder Company No. 1, in Richmond Valley, Richmond, as a site for Fire Department purposes.

Which was referred to the President of the Borough of Richmond.

The Secretary presented a report of the Appraiser of Real Estate, Department of Finance, recommending the acquisition by purchase of property located at Sunnyside avenue, Warwick street, Jamaica avenue, Barbey street, Borough of Brooklyn, as an addition to Highland Park, at a price not exceeding \$320,000.

Which was referred to the President of the Borough of Brooklyn.

The Secretary presented the following communication from the Police Department, resolution of the Board of Aldermen and report of the Investigations Division, Department of Finance, approved by the Comptroller, to whom, on April 27, was referred the matter of an issue of \$125,000 Special Revenue Bonds to enable the Police Commissioner to execute the work of general repairs, alterations and painting station houses, etc.:

POLICE DEPARTMENT OF THE CITY OF NEW YORK,  
No. 300 MULBERRY STREET,  
NEW YORK, February 8, 1906.

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

GENTLEMEN—The Police Commissioner this day, on reading and filing report of Third Deputy Commissioner James F. Mack, in the matter of repairs, alterations, painting and improving the condition of several precinct station houses, and the urgent necessity for such work as may be required and the probable cost thereof,

Ordered, That the Board of Aldermen be and is hereby respectfully requested to authorize the issue of Special Revenue Bonds in the sum of \$125,000, to enable the Police Commissioner to execute the work of general repairs, alterations and painting of the several station houses referred to in such report, upon bids to be obtained at public letting, in accordance with the ordinances.

Ordered, That whenever the Board of Aldermen shall have authorized the issue of Special Revenue Bonds in such amount for such purpose, the Board of Estimate and Apportionment be and is hereby respectfully requested to concur therein.

Ordered, That a copy of the communication of the Third Deputy Commissioner be respectfully forwarded to the Board of Aldermen and to the Board of Estimate and Apportionment with these proceedings.

Very respectfully,  
WM. H. KIPP, Chief Clerk.

POLICE DEPARTMENT OF THE CITY OF NEW YORK,  
No. 300 MULBERRY STREET,  
February 6, 1906.

The Honorable the Police Commissioner, City of New York:

SIR—I have looked into the matter of repairs, alterations, painting and improving the condition of several precinct station houses, and from reports which I have before me, I respectfully submit the following:

The precinct station houses mentioned below are in need of general repairs, alterations, painting, etc., at an average cost of \$1,800 per station:

First, Second, Fifth, Sixth, Seventh, Eighth, Ninth, Tenth, Twelfth, Thirteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth, Twentieth, Twenty-first, Twenty-sixth, Twenty-eighth, Twenty-ninth, Thirtieth, Thirty-first, Thirty-second, Thirty-fourth, Thirty-seventh, Forty-third, Forty-fourth, Forty-fifth, Forty-sixth, Forty-seventh, Forty-eighth, Forty-ninth, Fiftieth, Fifty-first, Fifty-second, Fifty-third, Fifty-fourth, Fifty-fifth, Fifty-sixth, Fifty-seventh, Fifty-eighth, Fifty-ninth, Sixtieth, Sixty-first, Sixty-second, Sixty-third, Sixty-fourth, Sixty-fifth, Sixty-sixth, Sixty-seventh, Seventy-fourth, Seventy-sixth, and minor repairs, etc., to several other stations, the total cost of which will reach \$100,000. The present appropriation can be used to meet emergency repairs and minor improvements, but is entirely inadequate for any progressive work.

New plumbing should be provided and installed to replace old and unsanitary work and general repairs should be made to the masonry throughout where required.

Several stations now lighted by gas should be equipped for electric light, which would prevent newly painted buildings from becoming discolored by gas, and the saving thereby would eventually pay for cost of electric installation, giving greater convenience and safety.

To meet the urgent requirements of this year for such purposes, the sum of \$125,000 should be appropriated, and I respectfully recommend that the Board of Aldermen and the Board of Estimate and Apportionment be requested to issue Special Revenue Bonds for that amount at the earliest possible date, in order that the work may be performed in seasonable weather.

Many of the stations in Manhattan and The Bronx, and all of the stations in Brooklyn, Queens and Richmond, herein mentioned, have not been painted or materially repaired since the consolidation of the city in 1898, and the buildings are in a very deplorable condition, growing rapidly worse from necessary neglect, owing to the utterly inadequate appropriations of past years.

In the Budget request of 1906, prepared in October last, the sum of \$175,000 was asked for general repairs, alterations, painting and improving the condition of the several precinct station houses, of which only the sum of \$44,000, exactly the sum granted for the previous year, was allowed. No consideration was given to the elaborate explanations as to the necessity for such appropriation at that time.

Respectfully yours,  
(Signed) JAMES F. MACK, Third Deputy Commissioner.

In the Board of Aldermen.

Resolved, That, in pursuance of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and hereby are requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of one hundred and twenty-five thousand dollars (\$125,000), the proceeds to be applied to enable the Police Commissioner to execute the work of general repairs, alterations and painting station houses.

Adopted by the Board of Aldermen, April 3, 1906, three-fourths of all the members elected voting in favor thereof, having been first advertised as required by law.

Received from his Honor the Mayor, April 17, 1906, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

P. J. SCULLY, Clerk.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
May 22, 1906.

Hon. HERMAN A. METZ, Comptroller:

SIR—In the matter of resolution of the Board of Aldermen, adopted April 3, 1906, as follows:

Resolved, That, in pursuance of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and hereby are requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of one hundred and twenty-five thousand dollars (\$125,000), the proceeds to be applied to enable the Police Commissioner to execute the work of general repairs, alterations and painting station houses,"

—referred by the Board of Estimate and Apportionment to the Comptroller for report, and referred by you to the Investigations Division for examination, I beg to report as follows:

Budget appropriations for the account, Police Station Houses, Alterations, Fitting Up, etc., from 1902 to 1906, inclusive, were:

1902 .....	\$55,000 00
1903 .....	55,000 00
1904 .....	94,000 00
1905 .....	44,000 00
1906 .....	44,000 00

Total for five years..... \$292,000 00

The Budget appropriation for this account each year is utilized for emergency repairs and minor alterations, and it is claimed that the amount of the regular appropriation is entirely inadequate for any progressive work or permanent improvement. The Budget appropriation for 1905 was \$50,000 less than the Budget appropriation for 1904. This reduction, no doubt, was due to the fact that during 1904 the sum of \$13,000 was transferred from the account for repairs and alterations to station houses, to the supplies account. However, the expenditures and obligations for the repairs, etc., to station houses for that year reached \$81,000, the full amount available for the purposes intended. There was an unexpended balance in the \$44,000 Budget appropriation for the account for 1905 of \$12,25.

On April 28, 1905, the Board of Estimate and Apportionment authorized the issue of \$82,000 Corporate Stock for the "improving, permanently bettering and equipping station houses," and specified that the money provided should be expended as follows:

For steam heating.....	\$50,000 00
For painting new metal ceilings.....	2,500 00
For masonry, new additions.....	4,500 00
For plumbing .....	25,000 00

Total ..... \$82,000 00

On May 16, 1906, the accounting of the expenditures for the above purposes was as follows:

Account of	Amount Available.	Expenditures and Obligations.	Unexpended Balance.
Steam heating .....	\$50,000 00	\$42,984 50	\$7,015 50
Painting, etc.....	2,500 00	2,491 00	9 00
Masonry .....	4,500 00	2,900 00	1,600 00
Plumbing .....	25,000 00	925 00	24,075 00
Total.....	\$82,000 00	\$49,300 50	\$32,699 50

The large unexpended balance in the amount available from the Corporate Stock issue for plumbing work is said to be due to the need of permits for opening of streets to make pipe connections. On October 2, 1905, the Police Department was notified by William Dalton, then Commissioner of Public Works, "that no permits will be issued to you to do any work in the streets of the city between December 1, 1905, and March 1, 1906, except in cases of extreme emergency."

According to the officials of the Police Department who have immediate supervision of the Bureau of Repairs, namely, Inspector Titus and Sergeant Enright, the specifications for contracts for the delayed plumbing work are being prepared. They also state that the estimated expenditures for plumbing will exhaust the unexpended balance of \$24,075 available for that purpose. The unexpended balance of \$7,015 for steam-heating is to be used for installing steam-heating appliances in station houses during the present year.

As the issue of \$82,000 Corporate Stock to provide means for the permanent betterments of station houses was authorized in the latter part of April, 1905, it would appear that the employees of the Police Department had ample time to prepare and award contracts for plumbing work which could have been completed before the ground became frozen last year and such work prohibited by the rules and regulations of another department. The result of the delay has been that the special appropriation for necessary plumbing work has remained unused for more than a year.

On April 17, 1905, an engineer in the employ of the Finance Department (the late Eugene E. McLean) in a report submitted to the Comptroller said:

"That from a personal knowledge of the condition of the station houses in The City of New York, all the additional work, alterations and repairs noted in a general way are necessary and should be made in order to place the buildings in clean, sanitary and comfortable condition."

This report was based on the application of the Police Department for an issue of \$175,000 Corporate Stock for repairs, alterations, etc., to station houses. The report, however, held that only \$82,000 of the amount asked for could properly be chargeable to a Corporate Stock issue, and that amount was voted by the Board of Estimate and Apportionment.

According to the specifications of the Police Department the issue of Special Revenue Bonds to the amount of \$125,000 now asked for is needed for the following work:

For general repairs, painting and improvements at the first, second, fifth, sixth, seventh, eighth, ninth, tenth, twelfth, fifteenth, sixteenth, seventeenth, eighteenth, twentieth, twenty-first, twenty-sixth, twenty-eighth, twenty-ninth, thirtieth, thirty-first, thirty-second, thirty-fourth, thirty-seventh, thirty-eighth sub, forty-third, forty-fourth, forty-fifth, forty-sixth, forty-seventh, forty-eighth, forty-ninth, fiftieth, fifty-first, fifty-second, fifty-third, fifty-fourth, fifty-fifth, fifty-sixth, fifty-seventh, fifty-eighth, fifty-ninth, sixtieth, sixty-first, sixty-second, sixty-third, sixty-fourth, sixty-fifth, sixty-sixth, sixty-seventh, seventy-fourth, seventy-sixth, seventy-sixth sub (Whitestone), eightieth, eighty-third precinct stations, complete (54), at an average cost of \$1,800 per station..... \$97,200 00

Partial repairs, painting, etc., at thirteenth, fourteenth, twenty-seventh, twenty-seventh sub (2) stations, thirty-third, seventy-seventh, seventy-eighth, eightieth sub (2) stations, at an average cost of \$500.... 5,000 00

New electric light installation in addition to gas, with necessary fixtures, etc., complete at twenty (20) police stations, at average cost of \$1,000 20,000 00

Repairs to defective masonry of walls, chimneys, etc., at several stations, approximately..... 3,000 00

**Total**..... \$125,000 00

There is no doubt that the station houses above enumerated are in need of the improvements specified. In fact, the station houses, with a few exceptions, are in a deplorable condition. It is questionable if money spent in alterations and repairing except where emergency demands it would not be wasted. As a rule, the station houses are old, dilapidated and have outlived their usefulness. Their sanitary and general conditions are a disgrace to the City. The prisons attached to a majority of them are dungeons which cannot be kept in condition fit for the confinement of human beings. It is amazing that cells built of masonry forty and fifty years ago should still be used for the incarceration of prisoners charged with misdemeanors. Since the examination for this report was undertaken employees of the Board of Health have inspected a large number of police station houses and recommend that thirty of them be condemned in the Borough of Manhattan as public nuisances and unfit for habitation. The station houses thus reported on are all included in the list of those specified by the Police Department as in need of painting, repairing and alterations.

The station houses in the Borough of Brooklyn, which have been in use for years, are in just as bad, if not worse, condition than those in the Borough of Manhattan condemned by the Board of Health.

An examiner of the Investigations Division made a personal inspection of ten station houses in the Borough of Manhattan and four in the Borough of Brooklyn. This examination fully confirms the fact that conditions in the houses examined are about as bad as they can be.

A part of the request of the Police Commissioner is for \$20,000 for the installation of electric lighting in twenty of the police stations. As this is a permanent betterment it would seem that such expenditure could properly be made out of the proceeds of the issue of Corporate Stock. I will not, therefore, consider this item in my recommendation.

After conference with Inspector Titus I am of the opinion that an allowance of \$50,000 out of the proceeds of Special Revenue Bonds will permit the inauguration of a large part of this repair work, and that it may be possible at a later date to replenish this account from Police Department Contingent Expenses of Central Department and Station Houses, or from Police Department Extra Telephone and Telegraph Supplies. If, however, the Commissioner shall deem it inexpedient to use any part of his Budget allowances for the purpose of these repairs, it would be necessary at a later date to authorize a further issue of revenue bonds because of the fact that approximately \$100,000 will be required for the actual repair work now absolutely necessary to be done. I have suggested the amount of \$50,000 at this time because of the very limited amount of Special Revenue Bonds available under subdivision 8 of section 188 of the Charter. If, however, it is your judgment that the whole amount should be fully met at this time, the recommendation should be \$100,000 instead of \$50,000.

Respectfully,  
CHARLES S. HERVEY,  
Auditor of Accounts, Investigations Division.

Approved,  
H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Aldermen, adopted April 3, 1906, to the extent of fifty thousand dollars (\$50,000), the proceeds to be applied to enable the Police Commissioner to execute the work of general repairs, alterations and painting station houses, and that for the purpose of providing means therefor the Comptroller be and is hereby authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds of The City of New York to the amount of fifty thousand dollars (\$50,000), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the President, Brooklyn Public Library, and report of the Investigations Division, Department of Finance, relative to the request of the Brooklyn Public Library for an appropriation of \$23,748.50 for the purchase of books for the new Macon (Carnegie) Branch Library, and for the additional cost of maintaining the new Macon branch and the old branches East and Prospect, etc.:

BROOKLYN PUBLIC LIBRARY,]  
No. 26 BREVOORT PLACE,  
April 25, 1906.

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

GENTLEMEN—The Trustees of the Brooklyn Public Library, in accordance with established custom, desire to submit a request for an appropriation for the purchase of books for the new Macon (Carnegie) Branch, and for the additional cost of maintaining the new Macon Branch and the old branches East and Prospect to be moved into new buildings.

The money for the Macon Branch ought to be available as soon as possible so that the purchase of books and the cataloguing of the same may go forward at the same time as the construction of the building. The building cannot be opened to the public until an appropriation is made.

Respectfully yours,  
DAVID A. BOODY, President.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,]  
COMPTROLLER'S OFFICE,  
May 25, 1906.

Hon. HERMAN A. METZ, Comptroller:

SIR—In the matter of the communication of David A. Boody, President, Brooklyn Public Library, under date of April 25, 1906, to the Board of Estimate and Apportionment, requesting an appropriation of \$23,748.50 for the purchase of books for the new Macon (Carnegie) Branch Library, and for the additional cost of maintaining the new Macon Branch and the old branches East and Prospect, to be moved into new buildings, which was referred to you and by you referred to this Division for consideration and report, the following is respectfully submitted:

Accompanying the said request is submitted detail showing the requirements, which total \$23,748.50, as follows:

Macon (new branch)—Location, Lewis avenue and Macon street; date of opening, October 1, 1906; number of months, 3; number of employees, 8.

Prospect (new building)—Location, Sixth avenue and Ninth street; date of opening, July 1, 1906; number of months, 6; number of employees, 3 additional.

East (new building)—Location, Arlington avenue and Warwick street; date of opening, September 1, 1906; number of months, 4; number of employees, 2 additional.

Macon—

Salaries .....	\$1,125 00
Books (stock) .....	10,000 00
Books (new) .....	1,500 00
Papers and periodicals .....	250 00
Binding .....	150 00
General supplies .....	200 00
Furniture and repairs .....	200 00
Stationery and printing .....	200 00
Light and heat .....	537 50
	\$14,162 50

Prospect—

Salaries .....	\$630 00
Books (new) .....	2,500 00
Papers and periodicals .....	50 00
Binding .....	150 00
General supplies .....	150 00
Furniture and repairs .....	150 00
Stationery and printing .....	100 00
Light and heat .....	1,100 00
	4,830 00

East—

Salaries .....	\$420 00
Books (new) .....	3,000 00
Papers and periodicals .....	50 00
Binding .....	150 00
General supplies .....	150 00
Furniture and repairs .....	150 00
Stationery and printing .....	100 00
Light and heat .....	736 00
	4,756 00

**Total**..... \$23,748 50

The Carnegie building now under construction at the corner of Lewis avenue and Macon street, Borough of Brooklyn, will, when completed, be opened as a new branch of the Brooklyn Public Library and be known as "Macon," and being a new branch must be equipped with a stock of books.

Chapter 296 of the Laws of 1905 provides that—

"It shall be the duty of the said board of estimate and apportionment to provide at the expense of the city of New York the original stock of books for any library building so erected, where no stock of books exists."

The act also provides that the funds for such purpose shall be obtained by the issue and sale of Corporate Stock of The City of New York.

It has been the custom of the Board of Estimate and Apportionment to appropriate for the original stock of books of new Carnegie libraries the sum of \$10,000 in the case of larger libraries, and \$5,000 for small libraries. The "Macon" branch would fall under the designation of large libraries and therefore the amount requested would seem to be appropriate, and in order that the purchase and cataloguing of the said original stock of books may be effected in time to equip the new building when completed, it is proper that funds be made available at this time.

I would therefore recommend that the sum of \$10,000 be appropriated for the purchase of original stock of books for the new "Macon" branch of the Brooklyn Public Library and that Corporate Stock be authorized to be issued to provide the same.

The cost of maintenance of the "Macon" branch was not considered in the appropriation made in Budget of 1906 for Brooklyn library purposes as, from the report of the agent for Carnegie Library sites at that time, the opening of the new building in 1906 appeared doubtful. From a subsequent report from the same source it would seem that said building would not be in condition to be occupied as a library at so early a date as October 1, 1906. I would recommend that action upon the request for the maintenance of said "Macon" branch library be deferred until there is positive evidence that any maintenance for this purpose will be required before the beginning of the new year.

The request for additional appropriation for maintenance of "East" and "Prospect" branches, due to being moved into new buildings, does not seem warranted as the "additional required for opening Carnegie Branches, 1906," in the case of the said branches, was considered in the departmental estimate submitted by Brooklyn Public Library for the Budget of 1906, and the following in the case of each of said branches was included in the amount appropriated in Budget of 1906, viz.:

Salaries .....	\$945 00
Supplies .....	250 00
Light and heat .....	1,650 00

Total for each library, \$2,845, as "additional required for opening Carnegie branches, 1906."

The appropriation made in Budget of 1906 for purchase of books, papers and periodicals for Brooklyn Public Library was in amount \$54,350, this amount contemplates the expenditure of the amounts requested in Departmental Estimates for General Administration, Traveling Library, Fulton Stock and Storage and Montague Library, but limiting the allowance to \$2,000 and \$1,000 each, respectively, of fifteen large and nine small libraries for said purpose.

Analyzing the appropriation made for Brooklyn Public Library for the year 1906, it appears that allowances were made for the East and Prospect Branches in said appropriation, as follows:

	East.	Prospect.
Salaries	\$4,965 00	\$5,985 00
Books, etc.	2,000 00	2,000 00
Binding	500 00	500 00
Supplies	850 00	800 00
Furniture, etc.	100 00	100 00
Light and heat	1,900 00	2,075 00
Rent	960 00	960 00
	<b>\$11,275 00</b>	<b>\$12,420 00</b>

This would seem an adequate amount to maintain said branches in the rented quarters and the new Carnegie buildings. The additional requested for purchase of books, papers and periodicals in amounts, respectively, of \$3,050 and \$2,550, as an emergency expense incident to removal into new buildings does not seem warranted, as the amount allowed, viz., \$2,000 for each of said libraries, would seem sufficient for the year 1906.

I would recommend the adoption of attached resolution appropriating \$10,000 for the purchase of original stock of books for new Carnegie Library.

Yours respectfully,

CHARLES S. HERVEY,  
Auditor of Accounts, Investigations Division.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby appropriates the sum of ten thousand dollars (\$10,000) to provide means for the purchase of the original stock of books for the new Carnegie Library, known as Macon branch, located at Lewis avenue and Macon street, in the Borough of Brooklyn, and pursuant to the provisions of chapter 296 of the Laws of 1905, the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, to the amount of ten thousand dollars (\$10,000), the proceeds whereof to be applied to the purposes aforesaid.

Which was adopted by the following vote:

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

The Secretary presented the following resolution of the Board of Aldermen and report of the Investigations Division, Department of Finance, approved by the Comptroller, to whom on April 20 was referred said resolution of the Board of Aldermen, requesting the issue of \$200,000 Special Revenue Bonds to meet the deficiency in the appropriation made for Maintenance and Construction, Department of Parks, Borough of The Bronx:

The report suggests the issue of \$101,000 Special Revenue Bonds for the following purposes:

For maintenance and repairs to parks, parkways, boulevards and drives..	\$70,000 00
For the care of trees in City streets.....	20,000 00
For the purchase of park benches and an automobile for the use of the	
Commissioner and the other Department officials.....	11,000 00
	<b>\$101,000 00</b>

*In the Board of Aldermen.*

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and hereby is requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of two hundred thousand dollars (\$200,000), the proceeds to be applied to meet the deficiency in the appropriation for Maintenance and Construction, Department of Parks, Borough of The Bronx.

Adopted by the Board of Aldermen, March 27, 1906, three-fourths of all the members elected voting in favor thereof, having been first advertised as required by law.

Received from his Honor the Mayor, April 10, 1906, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

P. J. SCULLY, Clerk.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
June 5, 1906.

Hon. HERMAN A. METZ, Comptroller:

SIR—In the matter of a resolution adopted by the Board of Aldermen March 27, 1906, requesting the Board of Estimate and Apportionment to authorize the Comptroller to issue Special Revenue Bonds to the amount of two hundred thousand dollars (\$200,000), the proceeds whereof to meet a prospective deficiency in the 1906 Maintenance and Construction appropriation account, Department of Parks, Borough of The Bronx, has been made the subject of examination in the Investigations Division. As a result of the examination thus made I beg to submit the following report:

It would seem proper at the beginning of this report to state just what sums have been available during recent years for the purposes of the appropriation account known as Maintenance and Construction, Department of Parks, Borough of The Bronx. As was suggested in a report of Investigations Division made to the Board of Estimate and Apportionment in October of 1905, the word "construction" as appearing in the title to this account is misleading. Examination of the disbursements made from the account within the past two years shows that they are practically of the same character as those made from the Labor, Maintenance and Supplies Accounts in the Department of Parks in the other boroughs of the City, and for the sake of uniformity the account should have been so designated. It does not appear that any construction work has been paid for out of this account, neither would it appear to be proper under the law, which contemplates that the cost of all original construction and betterments shall be charged to appropriations from Corporate Stock, and not to any of the Budget appropriations provided by annual tax levies.

It appears that in 1904 the sum of \$246,450 was appropriated, this amount being made available in the annual Budget. The then Commissioner of Parks in his departmental estimate for the year 1904 requested that \$327,220 be allowed for this account. It does not appear that any Special Revenue Bonds were issued during the year 1904, and the expenses of maintaining the parks, parkways and drives in the Borough of The Bronx were paid from the amount appropriated, which, as previously stated, was \$246,450. In 1905 a similar amount, namely \$246,450, was appropriated for maintenance in the annual Budget. Subsequently, on June 16, 1905, the Board of Estimate and Apportionment authorized the issue of \$70,000 Special Revenue Bonds, which amount was also expended in maintenance, so that the total amount available during the year 1905 was \$316,450. The amount applied for in the annual departmental estimate for 1905 was \$513,857.50, or almost \$200,000 more than the sum actually made available by appropriations. For the purpose of maintenance during 1906, the Commissioner, in his departmental estimate, asked that \$433,200 be appropriated, or about \$80,000 less than had been asked for in 1905. The Board of Estimate and Apportionment, however, again appropriated the sum of \$246,450, which amount the Commissioner now asks to be supplemented and increased by an issue of Special Revenue Bonds to the amount of \$200,000.

A financial statement prepared by the Bookkeeper of the Department of Parks, Borough of The Bronx, and submitted to your examiner, shows that to and including May 1, 1906, the actual disbursements from the Maintenance and Construction account had been \$79,612.30, and that in addition thereto there were outstanding contract certifications and orders for supplies to the estimated amount of \$19,187.50, and miscellaneous orders for supplies amounting to \$12,203.88, which amounts, together with \$22,280, estimated as required for pay-rolls of superintendents and foremen for the remaining eight months of the year, would make \$53,671.38 fixed charges or obligations against the account. This, together with \$79,612.30 expended to May 1, would make a total of \$133,283.68, leaving a net balance available on May 1, 1906, of \$113,166.32. The issue of \$200,000 of Special Revenue Bonds is asked to supplement the Maintenance and Construction account in anticipation of a deficit which the Commissioner of Parks states must ensue if no further funds are made available during the current year.

In the estimate of the Department furnished to the Board of Estimate and Apportionment at the time the Budget allowances for 1906 were being considered, the following statement appeared:

"With each recurring year the area of park territory devoted to public purposes has largely increased, lands have been opened up and developed, lawns have been made, new roads and paths have been constructed, additional flower beds have been planted, and a largely increased number of trees, shrubs and plants have been purchased and set out. This necessarily involves an increased outlay in the Maintenance Account that should be provided for by an increased appropriation."

The foregoing statement is reiterated by the present Commissioner of Parks, and the further statement is made that inasmuch as the practice formerly prevailing of charging many items of labor to accounts provided by the issue of Corporate Stock has now been abandoned, it is imperative that the Board of Estimate and Apportionment should make larger yearly appropriations for maintenance and supplies, both of which class of disbursements are taken from the Maintenance and Construction account. The estimate of the Commissioner of the amount necessary during 1906 was based upon a schedule submitted with the annual departmental estimate, showing the number of employees on the pay rolls of the Department for the week ending July 28, 1905. This schedule of salaries and wages aggregated \$8,688.45. It appears, upon examination, however, that the schedule incorrectly represented the aggregate of the pay-rolls as having been expended on maintenance and chargeable to the Budget appropriation, it having been shown during the course of this examination that the amount stated, \$8,688.45, included all of the pay-rolls of the Department, being for those employed on construction work and charged to Corporate Stock appropriations, as well as those directly employed on maintenance. It will therefore be seen that the basis for the estimate was misleading in so far as it did not represent the actual needs of the Department for maintenance, which alone may be legally charged to yearly Budget appropriations.

It is further stated as a reason why additional funds should be provided that there are many demands being made upon the Department by citizens throughout the Borough for the care of trees in City streets over which the Department was given jurisdiction by an act of the Legislature in 1902. The provisions of this law, it is stated, have never been complied with, and only where the City has been deemed liable to suffer damage, because of the falling of trees, has it been possible for the Department to exercise such care. No special gang of men is employed for this purpose. It is estimated that it would require at least \$20,000 to be expended during the remainder of the present year to spray, clean and prune the trees on the more prominent streets and thoroughfares of the Borough. This work, if commenced in an organized and systematic way, ought to be continued and carried on each year, as contemplated by the law.

Your examiner has endeavored to secure data as to the increased area in parks, parkways and drives placed under the jurisdiction of the Department since 1904, and he has been informed that the increase in park acreage since 1904 is about fifteen acres, which includes DeVoe Park, consisting of about ten acres. In addition to this, it is stated that about ten miles of new road have been laid and many new walks and paths. The new macadam roads increase the demand for men employed in renewing and rescreening the tops of the roads, as well as in sprinkling during the summer months.

The Commissioner states that, owing to a lack of funds in 1905, the Department found itself unable to give any attention to the roads in the neighborhood of the Botanical Gardens, in Bronx Park, notwithstanding the fact that the law requires the Department to maintain these roads. Dr. N. L. Brittan, Director of the New York Botanical Society, now demands that all of the roads be put in proper condition and maintained. This, it is estimated, will add about \$10,000 to the account, of which \$6,000 will be for labor and about \$4,000 for road-making materials. Another item of increased maintenance is that made necessary by the construction of 350 new bath houses in Belham Bay Park, where attendants will have to be provided during the summer. It is also desired to purchase 1,000 settees to be distributed throughout the parks. Settees of the type required may be purchased from the State prisons at \$7 apiece, thus making a total of \$7,000. The Board of Aldermen has authorized the purchase, without public letting, of an automobile for the use of the Commissioner, the Chief Engineer and the Superintendent, and it is also desired that this amount be provided by special appropriation. There is one automobile lawn mower now in use in the Department, and the Commissioner asks that appropriation be made for the purchase of another, to be used in Van Cortlandt Park. The estimated cost of this automobile lawn mower is \$1,500.

The new comfort station in Pelham Bay Park, constructed during 1905, and additional golf links in Pelham Bay Park also required the employment of additional help.

The total park area in The Bronx is 3,887 acres. Parkways finished and requiring constant maintenance and repairs consist of 33,211 feet, or 211½ acres. These parkways vary from 60 to 600 feet in width and are as follows:

	Width, Feet.	Length, Feet.
Crotona parkway .....	100	3,815
Spuyten Duyvil parkway .....	60 to 180	11,500
Moshulu parkway .....	600	6,035
Bronx and Pelham parkway .....	400	11,861

Analyses of the disbursements of the Department for 1904 and 1905 have been attempted for the purpose of ascertaining whether the Budget appropriation allowed for maintenance and supplies during the year 1906 has been adequate, taking into account the increase in cost of maintenance normally due to added park and parkway areas, higher wages and increased cost of supplies. The analyses made show that during 1904 the disbursements on account of labor charged to the Maintenance and Construction account were approximately \$187,000, which would represent an average monthly pay-roll of about \$15,500. The expenditures for labor during 1905, charged to the appropriation and the Special Revenue Bond account, provided as previously stated, amounted to \$289,163, which would represent an average monthly pay-roll of about \$24,000. A statement showing the expenditures for labor made from the Budget appropriation account and the Special Revenue Bond account during 1905, by months, is here given:

*Pay Rolls.*

	Approp- riation Account.	Revenue Bond Account.	Totals.
January .....	\$14,710 79	.....	\$14,710 79
February .....	15,730 21	.....	15,730 21
March .....	18,070 93	.....	18,070 93
April .....	21,850 58	.....	21,850 58
May .....	29,297 94	.....	29,297 94

	Appropriation Account.	Revenue Bond Account.	Totals.
June .....	22,004 11	.....	22,004 11
July .....	15,055 47	\$5,576 00	20,631 47
August .....	19,008 40	7,333 18	26,341 58
September .....	15,074 53	7,508 87	22,583 40
October .....	14,594 47	10,194 65	24,789 12
November .....	18,550 35	18,917 71	37,468 06
December .....	15,215 80	20,469 59	35,685 39
<b>Total.....</b>	<b>\$219,163 58</b>	<b>\$70,000 00</b>	<b>\$289,163 58</b>

It further appears that during the year 1905 the sum of \$168,308 was expended for pay-rolls of departmental labor from Corporate Stock appropriations provided for the construction and improvement of parks, parkways and drives.

In 1904 the amount expended for supplies was \$69,000, while in 1905 only \$23,499 was so expended. The Commissioner estimates that not less than \$32,000 will be required for supplies during the present year, this amount being exclusive of the \$7,000 for settees and \$4,000 for an automobile. Certifications on contracts for coal, lumber, paints and oils executed to May 1 amount to \$9,000, and it is estimated that the total amount required for supplies of this character will be \$20,000. Miscellaneous supplies, including office disbursements, telephone service, horseshoeing and other emergency orders are estimated to cost about \$12,000.

Examination has been made of the disbursements for supplies during 1905, and the following tabulation has been compiled showing the several classes of materials for which claims have been paid by the Comptroller to April 28, 1906, from the 1905 appropriation account:

<i>Expenditures for Supplies, etc., from Appropriation Account, Maintenance and Construction, Department of Parks, Borough of The Bronx, 1905, January 1, 1905, to April 28, 1906, inclusive.</i>
Asphalting, cement, sidewalks, grading.....
Auto, carriage, wagon repairs and supplies.....
Building supplies .....
Coal and charcoal.....
Disbursements, Central office.....
Fertilizers .....
Forage .....
Hardware .....
Horses, horseshoeing and veterinary.....
Horticultural supplies .....
Lumber .....
Miscellaneous .....
Paints, oils and glass.....
Plumbing .....
Sewer and iron pipe.....
Steam rollers, lawn mowers, plows.....
<b>\$162 19</b>
<b>1,187 37</b>
<b>2,115 59</b>
<b>3,152 30</b>
<b>1,203 67</b>
<b>75 00</b>
<b>1,968 42</b>
<b>1,093 76</b>
<b>2,853 01</b>
<b>2,944 15</b>
<b>2,177 26</b>
<b>988 48</b>
<b>1,325 10</b>
<b>64 50</b>
<b>1,253 49</b>
<b>935 50</b>
<b>\$23,499 88</b>

#### Conclusions and Recommendations.

It would appear from the facts disclosed in this examination that the appropriation made for the so-called Maintenance and Construction Account of the Department of Parks, Borough of The Bronx, for 1906, is insufficient for the proper care and supervision of the parks, parkways and drives under its jurisdiction, and that an additional appropriation should be provided by the Board of Estimate and Apportionment by the issue of Special Revenue Bonds to meet the reasonably increased needs of the Department. The increased park areas and new roadways, paths and buildings, for the maintenance of which the Department is responsible, require that larger annual appropriations for maintenance be made than have been allowed for several years past. The abandonment by the present administration of the practice formerly followed to some extent in the Department of Parks, of paying the salaries of Laborers and others employed on maintenance and repairs out of Corporate Stock appropriations instead of Budget appropriations is another fact which would seem to justify the request of the Commissioner for an increased appropriation.

Your representative has conferred with the Commissioner of Parks for the Borough of The Bronx as to the actual amount of money that will be required for maintenance during 1906, in addition to the balance now unexpended in the Budget appropriation account, and he stated that if the sum of \$101,000 was appropriated in Special Revenue Bonds he believed that the more important branches of the work under his jurisdiction could be kept up to the satisfaction of the public.

In view of the facts previously stated, and in accordance with the request of the Commissioner of Parks, I would respectfully suggest that the Board of Estimate and Apportionment be asked to adopt resolutions authorizing the issue of Special Revenue Bonds in the sum of \$101,000 in the following amounts, and for the purposes specified in each case.

First—For maintenance and repairs to parks, parkways, boulevards and drives, \$70,000.

Second—For the care of trees in City streets, \$20,000.

Third—For the purchase of park benches and an automobile for the use of the Commissioner and the other Department officials, \$11,000.

Yours respectfully,

CHARLES S. HERVEY,

Auditor of Accounts, Investigations Division.

Approved:

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Aldermen, adopted March 27, 1906, to the extent of seventy thousand dollars (\$70,000) to provide means to meet the deficiency between the sums actually required for the maintenance of the parks, parkways, boulevards and drives in the Borough of The Bronx, during the year 1906, under the direction of the Commissioner of Parks, Borough of The Bronx, and the amount granted therefor to the said department in the annual Budget, and that for the purpose of providing means therefor, the Comptroller be and hereby is authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds of The City of New York to the amount of seventy thousand dollars (\$70,000), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Aldermen, adopted March 27, 1906, to the extent of twenty thousand dollars (\$20,000) to provide means to meet the deficiency between the sum actually required by the Commissioner of Parks, Borough of The Bronx, for the care of trees in City streets throughout the said borough, during the

year 1906 (as provided in chapter 453 of the laws of 1902) and the amount granted therefor to the said department in the annual budget for the year 1906, and that for the purpose of providing means therefor, the Comptroller be and is hereby authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds of The City of New York to the amount of twenty thousand dollars (\$20,000), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Aldermen, adopted March 27, 1906, to the extent of eleven thousand dollars (\$11,000), to provide means for the purchase of benches to be placed in the public parks throughout the Borough of The Bronx, the cost whereof not to exceed seven thousand dollars (\$7,000), and an automobile for the use of the Department of Parks, Borough of The Bronx, the cost whereof not to exceed four thousand dollars (\$4,000), and that for the purpose of providing means therefor, the Comptroller be and hereby is authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds of The City of New York to the amount of eleven thousand dollars (\$11,000), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Secretary, Board of Trustees, Bellevue and Allied Hospitals, relative to the establishment of additional grades of various positions and the creation of one new position; reports of the Select Committee to whom on March 2, 1906, this matter was referred; communication from the President of the said Board of Trustees, relative to fixing the salary of Admitting Physician at \$1,000 per annum; report of the Investigations Division, Department of Finance, approved by the Comptroller, and of said Select Committee and communications of the Comptroller relative thereto.

BELLEVUE AND ALLIED HOSPITALS,  
OFFICE OF THE BOARD OF TRUSTEES, FOOT EAST TWENTY-SIXTH STREET,  
NEW YORK, February 16, 1906.

Hon. JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, No. 280 Broadway, New York City:

DEAR SIR—In accordance with section 56 of the Greater New York Charter the Board of Trustees of Bellevue and Allied Hospitals requests that the salaries of the following positions in the Department of Bellevue and Allied Hospitals be fixed as follows:

Bookkeeper .....	\$18,000 00
Foreman of Plumbers.....	1,200 00
Supervising Nurse .....	1,200 00
Orderly .....	720 00
Foreman of Drivers.....	900 00
Assistant Superintendent .....	1,500 00
Stenographer .....	1,200 00
Clerk .....	1,000 00
Inspector .....	720 00
Enginemen, per day.....	4 00

One of these positions is new, that of Foreman of Plumbers. The assistant who has attended to this work was only a plumber's helper and received a salary of \$600 a year. It is proposed to replace him with a regular and competent mechanic to be paid at the rate paid such skilled workmen in other departments of the City government.

The aggregate increase in salaries asked for is \$3,725, and all of the following increases in the salary list can be provided for without adding to the total appropriation for the department and your approval of them is respectfully solicited:

An increase of \$260 is asked for the bookkeeper, who is at present receiving a salary of \$1,540. He is a very competent official, whose salary the Board considers insufficient for the duties performed by him.

An increase of \$500 is asked for the Assistant Superintendent (Night Superintendent), who is at present receiving \$1,000 a year. The responsibility for the care and safety of the inmates of Bellevue Hospital at night rests upon this official, who has always been faithful in the discharge of his duties. Very recently, owing to his vigilance, a fire on the premises of Bellevue Hospital was discovered and extinguished before any harm was done.

The stenographer, for whom \$150 additional in salary is asked (\$1,050 to \$1,200) is in charge of the stenographers at Bellevue Hospital and attends personally to the correspondence of the Board of Trustees as well as to that of the Medical Board and the Superintendent. The Board considers that her long and faithful service entitles her to this increase of compensation.

An increase of \$150 each is asked in order that the salaries of the three Supervising Nurses, in charge, respectively, of Gouverneur, Harlem and Fordham Hospitals, may be increased from \$1,050 to \$1,200 a year. These nurses are virtually superintendents representing directly the General Medical Superintendent of the Department, Dr. S. T. Armstrong. Their positions, were they in hospitals not affiliated with a central hospital like Bellevue, would be those of independent superintendents, and, if filled by men, would command high salaries. The work of these supervising nurses has been eminently satisfactory to the Board of Trustees and justice demands that this very slight increase in their salaries should be allowed.

An increase of \$110 is asked for the orderly in charge of the property room at Bellevue Hospital, who is at present receiving a salary of \$610 a year, and an increase of \$120 is asked for the orderly in charge of the Assistant Superintendent's office, and who relieves the orderly in charge of the property room on his off days. With the increase requested both of these persons will receive \$720 a year.

An increase of \$120 each is asked for the two Inspectors in the record office, the one in charge of the records generally and the other in charge of the alphabetical register and bureau of information. The work of both of these officials has been very careful and satisfactory.

For the Foreman of Drivers and increase of \$100 a year is asked, to make his salary more nearly commensurate with that paid a similar position in other departments of the City government.

An increase of \$100 in the salary of the Clerk who acts as principal assistant to the Contract Clerk is merited by his efficiency.

In conclusion, \$4 a day (an increase of 50 cents a day) is asked for the Enginemen of this Department, that being, so far as we are able to ascertain, the prevailing rate of wages paid in the different departments of the City government. The Board has found great difficulty in retaining its Enginemen at the rate paid at present, \$3.50 a day, and is in danger of losing some of its best men for this reason.

As stated above, these increases can be provided for without adding to the total appropriation for salaries.

Yours respectfully,

J. K. PAULDING,  
Secretary, Board of Trustees.

THE CITY OF NEW YORK,  
OFFICE OF THE PRESIDENT OF THE BOARD OF ALDERMEN,  
CITY HALL, NEW YORK, June 1, 1906.

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

GENTLEMEN—Your Committee, to whom was referred, upon March 2, 1906, the annexed communication from the Board of Trustees of Bellevue and Allied Hospitals, relative to fixing the salaries of the various positions in that Department, begs leave to report:

That in accordance with the resolutions adopted by the Board of Aldermen and the Board of Estimate and Apportionment, the consideration of recommendations in regard to the several increases should be deferred until the departmental estimates are considered in the fall, except as to fixing the wages of the position of Engineman at \$4 per day. This is an increase of fifty cents a day, and so far as your Committee is able to ascertain it is the prevailing rate of wages and also the wages paid in the different departments of the City government to men filling similar positions. Your Committee therefore recommends the adoption of the following resolution:

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, pursuant to the provisions of section 56 of the Greater New York Charter, the establishment of the position of Engineman of Bellevue and Allied Hospitals at the rate of four dollars (\$4) per day.

Respectfully submitted,

P. F. McGOWAN,  
President, Board of Aldermen.  
H. A. METZ,  
Comptroller.

THE CITY OF NEW YORK,  
OFFICE OF THE PRESIDENT OF THE BOARD OF ALDERMEN,  
CITY HALL, NEW YORK, June 5, 1906.

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

GENTLEMEN—Your Committee, to whom was referred the communication from Dr. John W. Brannan, President of the Board of Trustees of Bellevue and Allied Hospitals, relative to an increase in the salary of the position of Admitting Physician at the rate of \$1,000 per year, begs leave to report:

That upon the representations of Dr. Brannan that it is impossible to secure the services of competent men from the graduates of the Bellevue Hospital house staff to fill these positions at the present salary of \$600 per annum, the salary should be increased to the sum requested, and recommends the adoption of the following resolution:

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, pursuant to the provisions of section 56 of the Greater New York Charter, the establishment of the position of Admitting Physician of Bellevue and Allied Hospitals at the rate of one thousand dollars (\$1,000) per annum.

Respectfully submitted,

P. F. McGOWAN,  
President, Board of Aldermen.  
H. A. METZ,  
Comptroller.

BELLEVUE AND ALLIED HOSPITALS,  
OFFICE OF THE BOARD OF TRUSTEES, FOOT EAST TWENTY-SIXTH STREET,  
NEW YORK, June 4, 1906.

Hon. PATRICK F. McGOWAN, President, Board of Aldermen, City Hall, New York City:

DEAR PRESIDENT McGOWAN—The Trustees of Bellevue and Allied Hospitals respectfully ask for the early action of the Board of Estimate and Apportionment upon the request for the increase of the salary of the place of Admitting Physician from \$600 to \$1,000 per annum, without maintenance, which is now under consideration by your Committee. As stated in our letter of March 26, it has been impossible to find competent men to fill the four vacant places at the small salary of \$600, and it is earnestly desired that the increase to \$1,000 may be approved early in this month, in order that it may be possible to appoint good men from among the members of the house staff that complete their services on June 30, before they have become scattered or established in practice so that they cannot be secured for this place.

Provision has been made for this increase in our annual appropriation, and it will not be necessary to ask for an additional appropriation for it.

Very truly yours,

JOHN W. BRANNAN.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
April 24, 1906.

Hon. HERMAN A. METZ, Comptroller:

SIR—Pursuant to your instructions examination has been made in the Investigations Division into the facts relating to a request for the regrading of several positions received by the Board of Estimate and Apportionment at its meeting March 2, 1906, from the Secretary of the Board of Trustees, Bellevue and Allied Hospitals, said request having been referred to the Comptroller and the President of the Board of Aldermen for consideration. As a result of the examination thus made, the following report is respectfully submitted:

The communication from the Trustees of Bellevue and Allied Hospitals, previously referred to, was dated February 16, 1906, and requested that the salaries of the following specified positions in that department be fixed as hereinafter indicated:

Bookkeeper	\$1,800 00
Foreman of Plumbers	1,200 00
Supervising Nurse	1,200 00
Orderly	720 00
Foreman of Drivers	900 00
Assistant Superintendent	1,500 00
Stenographer	1,200 00
Clerk	1,000 00
Inspector	720 00
Engineman, per day	4 00

Under date of March 26, 1906, Dr. John W. Brannan, President of the Board of Trustees, Bellevue and Allied Hospitals, addressed a communication to the Board of Estimate and Apportionment asking that the salary of the position of Admitting Physician be fixed at \$1,000 a year, instead of \$600, as it is at present.

A representative of the Investigations Division has conferred with Dr. Brannan, President of the Board of Trustees, regarding the reasons for asking the Board of Estimate and Apportionment to provide for the regrading of salaries for the positions previously specified, and was informed that in every instance the recommendations are based upon careful and conscientious consideration of the best interests of the institutions placed under the care of the Trustees. The inadequate compensation paid for many, if not most, of the positions in the hospitals, Dr. Brannan says, has long been a serious disadvantage to those charged with the administration of the City's institutions, and the present Board of Trustees, having examined thoroughly into the situation, specified in their departmental estimate for the current year certain positions which required regrading in order to provide a more satisfactory service in the hospitals. No action on these requests was taken by the Board of Estimate and Apportionment at the time the Budget appropriations were being considered. Thus the request is renewed now, the statement also being made by President Brannan that there are sufficient funds in the appropriation accounts for 1906 to provide for the payment of the proposed increases during the remaining months of the current year. The aggregate increase in salaries asked for is \$5,325.

The first position to be regraded is that of Bookkeeper. The present salary is \$1,540, and a new grade at \$1,800 is asked to be established. The occupant of the position is John P. Fawcett, who entered the City service November 20, 1902, his compensation being fixed at \$1,500. On May 4, 1903, his salary was increased to \$1,540. It is stated that Mr. Fawcett is a highly efficient and devoted official. The Board of Trustees declare that in their judgment his present salary is insufficient for the duties performed by him which are said to be those of an auditor as well as bookkeeper.

Foreman of Plumbers is a new position. The Hospital Assistant who has attended to this class of work in the buildings was only a Plumber's Helper and received a salary of \$600 a year. It is proposed to replace him with a regular and competent mechanic to be paid at the rate paid such skilled workmen in other City departments.

The position of Supervising Nurse is now graded at \$1,050, and there are three women holding such positions, these being in charge, respectively, of Gouverneur, Harlem and Fordham Hospitals. It is desired to increase the salary of each to \$1,200. The Trustees state that the Supervising Nurses are virtually Superintendents, representing directly the General Medical Superintendent of the Department, Dr. S. T. Armstrong. It is declared that these positions, were they in hospitals not affiliated with a central hospital like Bellevue, would be those of independent Superintendents, and, if filled by men, would command high salaries.

The work of the three Supervising Nurses, viz.: Jessie A. Stowers, Gouverneur Hospital, appointed March 8, 1895; Sarah A. Gainsforth, Harlem Hospital, appointed October 1, 1899, and Carrie Gray, Fordham Hospital, appointed October 1, 1895, has been eminently satisfactory to the Board of Trustees, and the latter state that justice demands the very slight increase in salary proposed. All three of the Supervising Nurses mentioned, it appears, were receiving \$800 each at the organization of the department. In 1902 this was increased to \$900 and in 1903 a further increase was made to \$1,050. It is further contended as a reason for the proposed increase in the salaries to \$1,200 each that all three of the Supervising Nurses now have added and enlarged responsibilities, owing to the increased census of their respective hospitals, and it is said also that their services are now much more valuable than formerly because of the large experience in the City service.

The next position on the list is that of Orderly. A new grade at \$720 a year is to be established, \$610 now being the maximum paid for Orderlies in the hospitals under the jurisdiction of this department. The salaries of two Orderlies are to be increased if this application is approved, viz.: Paul Franzel, appointed May 4, 1896, who is in charge of the property room in Bellevue Hospital and is now receiving \$610 a year, and Josephine Glynn, appointed September 1, 1896, who is in charge of the Assistant Superintendent's office and relieves the Orderly in charge of the property room on his days off. The present yearly salary in this case is \$600. Franzel originally received \$40 a month, being increased to \$610 a year in 1902. Miss Glynn's compensation, when she entered the City service, was \$30 a month, it being increased to \$40 in 1902 and \$50 in 1903.

A new grade for Foreman of Drivers is asked for at \$900 a year. The present salary is \$800, and the increase is asked for David L. Collins, the present incumbent. He was appointed August 12, 1898, and has received no increase in salary since the organization of the new Department. The Trustees desire to make Collins' salary \$900 as a recognition of his faithful service and further to make the compensation for the position more commensurate with that paid to persons holding similar positions in other departments of the City government.

An increase of \$500 is asked for the Assistant Superintendent (Night Superintendent), who is receiving \$1,000 a year. In the communication of the Trustees dated February 16 this statement is made:

"The responsibility for the care and safety of the inmates of Bellevue Hospital at night rests upon this official, who has always been faithful in the discharge of his duties. Very recently, owing to his vigilance, a fire on the premises of Bellevue Hospital was discovered and extinguished before any harm was done."

The person holding this position is John F. McHale, who was appointed May 18, 1898. His salary at the organization of the Department was \$840, and on May 4, 1903, it was increased to \$1,000.

The Stenographer, Dorothy Hagen, is receiving \$1,050 a year, and was appointed November 1, 1897. It is desired to increase her salary to \$1,200. Prior to September 5, 1898, Miss Hagen was employed in the storehouse on Blackwell's Island as a Stenographer. At the time of the establishment of the new Department of Bellevue and Allied Hospitals, February, 1902, she was receiving \$750, and in 1903 her salary was increased to \$1,050. She is in charge of the Stenographers at Bellevue Hospital, and Dr. Brannan states that she attends personally to the correspondence of the Board of Trustees, as well as to that of the Medical Board and the Superintendent. The Board considers that her long and faithful service entitles her to this further increase in compensation. Dr. Brannan states that, in this instance, the title of Stenographer does not fairly indicate the character of services performed. Miss Hagen, he says, is a most efficient and useful Clerk, as well as a painstaking and accurate Stenographer.

A clerkship at \$1,000 is asked to be established to provide for the promotion of George A. White, who is now receiving \$900 a year. White was appointed March 5, 1902, at a salary of \$800, and was increased to \$900 in 1903. He acts as Principal Assistant to the Contract Clerk, and checks all bills, tabulates the bids of contractors, and does practically all the detail work of the Contract Clerk's office. The proposed promotion, Dr. Brannan says, is merited by his efficiency.

Two Inspectors now receiving \$600 each are to be increased to \$720, if the request of the Trustees is approved. They are Phillip Mertz, appointed January 1, 1882, who, until 1902, received \$45 a month, when his compensation was increased to \$50, and Ellie Hogan, appointed September 25, 1896, whose original salary was \$480 a year, it being increased to \$600 in 1902. Miss Hogan is in charge of the Bureau of Information and Complaints. These two Inspectors, it appears, are in charge of the records of the hospitals generally and of the alphabetical registers of patients. These are important duties, and the work of the two officials charged with them has been very careful and satisfactory.

Six Enginemen, as follows: John Conway, appointed May 15, 1863; Patrick J. Cowley, May 7, 1903; Michael J. Harkins, May 11, 1903; John Dooley, October 1, 1902; Henry Schmitt, December 10, 1905, and Eugene Beagan, March 16, 1906, employed in Bellevue and Gouverneur Hospitals, ask that they be paid \$4 a day each instead of \$3.50. The men claim that \$4 is the prevailing rate for enginemen in Manhattan, and that this is the basis for compensation of men similarly employed in other City departments. The Trustees state that it has been found difficult to retain their Enginemen at the rate now paid, and that they are in danger of losing some of the best men for this reason.

The last item in the list of positions submitted for regrading by the Trustees is that of Admitting Physician, which title was created April 11, 1904, when the salary to be paid was fixed at \$600, without maintenance. The character of the services demanded in this position requires considerable professional and technical skill, and it has been found impossible to secure men possessing the required skill and training to accept the positions at the salary offered. Efforts were made to secure competent men from the graduates of the Bellevue Hospital house staff, but without success. The four places provided for have therefore been vacant since their creation, and it is considered necessary for the good of the service to fill them. The Medical Superintendent states that it is now found necessary to assign to the work of Admitting Physician members of the regular house staff, thus diverting them from their proper duties. An increase in the salary to be paid Admitting Physician from \$600 to \$1,000 is requested so as to provide for the employment of regular practitioners for six hours a day each, it being considered advisable to have the services of such men in the work of examining applicants for admission, and of assigning them to the different wards. With such a method of examination, conducted by regular practicing physicians, it is believed that there would result a considerable improvement in the relation of the City's hospitals to the public. At present there is always more or less criticism incident to the examination and admission of patients.

Inquiry has been made at the office of the Secretary of the Municipal Civil Service Commission to ascertain whether the several employees mentioned in the request of the Trustees of Bellevue and Allied Hospitals are eligible for promotion as proposed. The Secretary of the Municipal Civil Service Commission, after an examination, stated that

"All of said persons, with the exception of George A. White, Clerk, are eligible to receive unlimited compensation. Mr. White is not eligible to receive a higher salary than \$1,000 per annum without a promotion examination."

As a result of the facts disclosed in this examination it would appear that the requests of the Trustees of Bellevue and Allied Hospitals, dated February 16, 1906, and March 26, 1906, should be approved, the creation of the several proposed new salary grades of positions in that Department being such as to provide for the proper compensation of the persons mentioned in this report and occupying the several positions specified.

It is respectfully recommended, however, that the request of the Trustees for the establishment of a new position to be known as Foreman of Plumbers, at \$1,200 per annum, be amended to provide for an Inspector of Sanitation and Ventilation

instead, it having appeared from statements made to your Examiner that the duties of the proposed official are those of examining the plumbing and drainage in the several hospitals and supervising the work of the Department plumber and plumber's assistants. The Medical Superintendent of the hospitals has been conferred with, and he approves this suggested change of title, stating that it more properly describes the duties of the proposed position than the title of Foreman of Plumbers.

Respectfully,

CHARLES S. HERVEY, Auditor of Accounts.

Approved:

H. A. METZ, Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
June 4, 1906.

To the Honorable Board of Estimate and Apportionment:

GENTLEMEN—I transmit herewith report of the Investigations Division, Department of Finance, relative to a request of the Board of Trustees of Bellevue and Allied Hospitals for the establishment of certain new grades and the creation of a new position in said department. I also transmit a report of Hon. Patrick F. McGowan, President of the Board of Aldermen, approving the request of the said Board of Trustees only to the extent of allowing the establishment of a grade of engineman at \$4 per day.

In view of the facts stated in the report of Investigations Division (especially in view of the fact that the budget allowance of Bellevue and Allied Hospitals for 1906 is sufficient to pay all the increases without the issue of Special Revenue Bonds), and in view of statements made to me by Dr. Brannan, President of said Board of Trustees, I am of the opinion that not only the request for engineman should be granted, but that the other requests should receive equal consideration. The employees of the hospitals whose salaries it is desired to increase are underpaid and their compensations should be increased.

I therefore recommend that a resolution be adopted not only fixing the salary of engineman at \$4 per day, but also to provide for the equally merited increases in the salaries of clerks and other employees of Bellevue and Allied Hospitals, as requested by the Board of Trustees of said institutions.

Yours respectfully,

H. A. METZ, Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
June 5, 1906.

To the Honorable Board of Estimate and Apportionment:

GENTLEMEN—I have already transmitted to you a memorandum, under date of June 4, 1906, together with report of the Investigations Division, Department of Finance, relative to a request of the Board of Trustees of Bellevue and Allied Hospitals for the establishment of certain new grades and the creation of a new position in said department. Together with that memorandum I transmitted a report of Hon. Patrick F. McGowan, President of the Board of Aldermen, approving the request of the said Board of Trustees only to the extent of allowing the establishment of a grade of engineman at \$4 per day.

Under present date, I have received a second communication from President McGowan approving the increase of the salary of the position of Admitting Physician in Bellevue and Allied Hospitals from \$600 to \$1,000 per annum.

This increase is one of the increases recommended by the report of the Investigations Division of the Finance Department under date of April 24, which report I have, as previously noted, already approved and forwarded to the Board of Estimate and Apportionment. I still adhere to my original recommendation that all the increases requested by the Board of Trustees of Bellevue and Allied Hospitals be approved.

Respectfully,

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the establishment of an additional grade of the position of Engineman under the jurisdiction of the Board of Trustees, Bellevue and Allied Hospitals, and recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the salary of said additional grade be fixed at the rate of four dollars (\$4) per diem for one (1) incumbent.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the establishment of an additional grade of the position of Admitting Physician under the jurisdiction of the Board of Trustees, Bellevue and Allied Hospitals, and recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the salary of said additional grade be fixed at the rate of one thousand dollars (\$1,000) per annum for four (4) incumbents.

Which was adopted by the following vote:

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

The consideration of the creation of the additional position and the establishment of the additional grades requested was laid over for consideration with the Budget for the year 1907.

The Secretary presented the following communications from the Police Department and report of the Chief Engineer, Department of Finance, approved by the Comptroller to whom was referred on April 27 the request of the Police Commissioner for an issue of \$11,800,000 Corporate Stock for the purchase of new sites for station houses or additional land adjoining present station houses, for the erection of new station houses, stables, etc., etc.

POLICE DEPARTMENT OF THE CITY OF NEW YORK,  
No. 300 MULBERRY STREET,  
NEW YORK, April 17, 1906.

To the Honorable Board of Estimate and Apportionment:

GENTLEMEN—The following proceedings were this day directed by the Police Commissioner:

In pursuance of a report made to his Honor the Mayor, dated March 10, 1906, of the estimated amount of funds which should be expended during the next four or five years in the City of the Greater New York to provide the necessary accommodations in the way of precinct station houses, stables, etc., for the Police Department,

Ordered, That the Board of Estimate and Apportionment be and is hereby respectfully requested to authorize the issue of Corporate Stock in the sum of \$3,000,000 for the purchase of new sites for station houses, or additional land adjoining present station houses, and in the sum of \$8,800,000 for the erection of new station houses, stables, etc., for old precincts and for new precincts to be established, making a total of \$11,800,000, to be apportioned in such issue per year as may be determined by the Board of Estimate and Apportionment.

Ordered, That whenever the Board of Estimate and Apportionment shall have authorized the issue of Corporate Stock in the sum of \$11,800,000 for the purposes hereinbefore stated, the Board of Aldermen be and is hereby respectfully requested to concur therein.

Ordered, That a copy of the report of the Police Commissioner to his Honor, the Mayor, dated March 10, 1906, herein referred to, be respectfully forwarded to the Board

of Estimate and Apportionment and a copy to the Board of Aldermen with these proceedings.

Very respectfully,

THEO. A. BINGHAM, Police Commissioner.

March 10, 1906.

His Honor the Mayor, City Hall, New York:

SIR—In accordance with your verbal instructions, I have the honor to forward herewith an estimate of funds which, in my judgment, should be expended during the next four or five years in the City of Greater New York to provide the necessary accommodations in the way of precinct station houses, stables, etc., for the Police Department.

The entire subject has been carefully gone into in detail. Many of the precinct station houses have been inspected either by myself or deputies for the purpose of obtaining the necessary information. The officials of the Department who have cognizance of this matter have all submitted detailed reports upon the subject. Communications have also been received from the Society of Medical Jurisprudence and from various other societies of citizens who are interested in the amelioration of present conditions and police handling of criminals, especially as regards women and children.

Before commencing upon this report I had given careful personal attention to the plans for the erection of a new station house in the Nineteenth Precinct, which work is about to be begun.

As a result of all these studies and of the information collected, it is strongly recommended that what may be called a type be adopted for police stations which may be described in a general way as follows: No new station house should be erected less than 100 by 100 feet in size. All should have interior courts. The entrance used by the Police Department should be prohibited to the public, who should enter in another way. The entrance should be on the street level so that the patrol wagon or ambulance may drive inside and the gates be shut, thus screening prisoners, especially women and children, from the gaze and interference of the public.

All cells should be of the latest model of steel construction, with grated ceilings, good plumbing, ventilation, etc., and each house should have provision made for a matron.

Stable accommodations should be arranged in the interior of the building for patrol wagon and the necessary horses.

The general style of architecture should be severe and strong, and modeled rather like an armory than a summer villa. In addition to the usual and indispensable rooms and appliances, the following should be provided for:

Steam heating apparatus.

Shower baths, rather than tub baths.

Vacuum cleaning apparatus.

A clerks' room.

Matron's room.

Small gymnasium.

Electric lighting.

Plenty of storage room.

Book cases.

Precinct station houses should be erected so far as practicable at the corner of streets. The type of station house above indicated will cost at present prices an average of not less than \$150,000. In some parts of the City this price would be somewhat reduced, and in other parts the price would be higher. This figure, however, has been adopted as the average price for new houses. They should also be as near as practicable to the public transportation lines of the City, especially the stations of the subway.

As the City does not pay taxes on its property, and as the value of real estate is rapidly increasing, and the land will probably never be cheaper than it is now, it is thought that the comprehensive scheme thus submitted for your approval should not be misjudged on account of its extent: For one reason, because the City is growing very rapidly and the present really intolerable conditions surrounding a large number of the present station houses call for a comprehensive scheme of betterment for the efficiency of the service, and also because the cost of the proposed reorganization of this department of the City's property will be largely reduced by the prices obtained when the sites at present in use are sold for the benefit of the Sinking Fund.

In some cases it will be found possible to obtain what the City should have by purchasing more land adjoining the present sites of station houses.

In other cases it is imperatively required that the location of station houses should be changed, which, of course, involves the purchase of a new site, although modified by the sale of the old site.

It is also imperatively necessary that from eight to ten new precincts should be established because the rapid growth of population has exceeded the capabilities in some cases of precincts whose boundaries were laid out years ago.

In arriving at the estimate herewith submitted, provision has been made for a proper police headquarters for each of the boroughs.

I have, therefore, the honor urgently to recommend to your Honor that new sites for station houses or additional land adjoining present station houses be purchased in sixty cases at an estimated value of \$3,000,000, and that new station houses be built for fifty-seven old and new precincts at an estimated total cost of \$8,800,000. It is estimated that the sale of property now owned by the City, and used for public purposes, which could be disposed of for the Sinking Fund as a result of the improvements above recommended would amount to about \$3,000,000.

This whole matter has been studied in detail and planned for a comprehensive and effective administration of the Police Department for the future. It is highly desirable that such a large scheme should be definitely adopted by the proper authorities of the City, subject to such corrections as your Honor and other legal authority may deem best to make, and then that the entire scheme for the purchase of sites should be entered upon at once and pushed to completion for evident financial reasons, and then that funds for construction should be provided, to be available in a certain definite amount extending over a definite number of years, say \$2,000,000 per year.

Very respectfully,

THEO. A. BINGHAM, Police Commissioner.

POLICE DEPARTMENT OF THE CITY OF NEW YORK,  
No. 300 MULBERRY STREET,  
NEW YORK, May 10, 1906.

To the Honorable Board of Estimate and Apportionment:

GENTLEMEN—Referring to my letter of March 10, transmitting an estimate of funds to provide for future necessary accommodations for the work of the Police Department in the way of station houses, etc., I have the honor to transmit herewith copies of thirty-two communications from the Health Department relative to the condition of thirty-two police station houses, referred to therein, showing the necessity for the adoption of a broad scheme for the improvement of this branch of the City Government, and emphasizing the urgent necessity therefor.

Very respectfully,

THEO. A. BINGHAM, Police Commissioner.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
June 4, 1906.

Hon. HERMAN A. METZ, Comptroller:

SIR—In a letter dated April 17, 1906, the Commissioner of Police asked the Board of Estimate and Apportionment to authorize the issue of Corporate Stock to the amount of \$11,800,000, for the purchase of new sites for station houses and the erection of new station house buildings.

I have had this matter looked up in detail and have had every police station and substation in Greater New York examined and inspected.

As a result of such examination I have classified these buildings according to their present condition, as follows:

In excellent condition .....	13
In good condition .....	22
In fair condition .....	24

In poor condition .....	27
In bad condition .....	7
=	

I find that thirteen of these stations are in buildings rented for police purposes; and not one of them well adapted to such uses. Thirteen stations are occupied by the police as part tenants of City buildings, through the courtesy of other Departments of the City Government.

No Borough has adequate headquarters, although the Borough of Manhattan will be provided for in the new building now under construction.

I am of the opinion that a headquarters building should be erected as soon as possible in each of the Boroughs of Brooklyn, Queens and Richmond, each building being designed to provide also for a precinct station house within its walls.

It would seem also that speedy provision should be made for new station houses owned by the City, to replace those now under lease; and that all stations now located in buildings belonging to other Departments should be provided for in regular station house buildings.

In examining the station houses, the cellars, basements, cells, main and dormitory floors, and all toilet facilities were inspected, and in several instances conditions were found that may only be described as intolerable. Such conditions were observed in some stations that it would seem that no set of police officers could long live in contact with them without loss of morale and of self-respect.

And the prisons in several stations are of such design, arrangement and condition that no person, however humble, innocent or guilty, should be locked therein for a single hour.

Speedy provision should be made to mitigate these conditions, both for the good of the police force and as a duty to the public.

Under the classification adopted, the various houses fall as below:

*Conditions.*

Excellent—Thirty-fourth, Thirty-sixth, Thirty-seventh, Thirty-ninth, Fortieth, Forty-first, Forty-eighth, Sixty-fifth, Sixty-eighth, Seventieth, Seventy-first, Seventy-fifth, Seventy-ninth Sub.—Total, thirteen.

Good—First, Ninth, Tenth, Eleventh, Fourteenth, Twenty-second, Twenty-sixth, Thirty-first, Thirty-third, Forty-third, Forty-fifth, Forty-sixth, Fifty-first, Fifty-third, Fifty-fifth, Fifty-sixth, Fifty-eighth, Fifty-ninth, Sixty-second, Sixth-fourth, Sixty-ninth, Seventy-ninth.—Total, twenty-two.

Fair—Second, Fifth, Sixth, Seventh, Twenty-first, Twenty-fifth, Twenty-seventh, Twenty-eighth, Twenty-ninth, Thirtieth, Thirty-second, Thirty-fifth, Thirty-eighth, Forty-second, Forty-fourth, Forty-ninth, Fifty-second, Fifty-seventh, Seventy-third, Seventy-sixth First Sub., Seventy-seventh, Eightieth Second Sub., Eighty-first, Eighty-fifth.—Total, twenty-four.

Poor—Fourth, Eighth, Twelfth, Thirteenth, Fifteenth, Seventeenth, Eighteenth, Nineteenth, Twentieth, Twenty-fourth, Twenty-seventh Sub., Twenty-seventh Second Sub., Thirty-eighth Sub., Forty-second Sub., Forty-seventh, Fifty-fourth, Sixtieth, Sixty-first, Sixty-seventh, Seventy-fourth, Seventy-sixth, Seventy-sixth Second Sub., Seventy-eighth, Eightieth, Eightieth First Sub., Eighty-second, Eighty-third.—Total, twenty-seven.

Bad—Third, Seventh, Sixteenth, Fiftieth, Sixty-third, Sixty-sixth, Seventy-second.—Total, seven.

The present condition of almost every station visited shows faults of design, in adequate equipment, neglect of needed repairs and much uncleanliness.

In the matter of defective design, little can be done for those buildings already erected, but it should be possible to so plan the new buildings as to exclude faults of design.

In the letter to the Board the Commissioner mentions the type of house which he thinks most suitable, together with certain features of the buildings, which he thinks desirable.

The present station-houses are of various styles and types, and a visit to all of them, old and new, shows that different architects had widely divergent views as to the type of house best adapted to the special use of police precinct stations.

The type the Commissioner has adopted, a four-story house on a lot 100 feet by 100 feet, with a central driveway and an interior central court, presents certain advantageous features, but, upon the question as to whether this type is the very best for the purpose, I am of the opinion that nothing less than a visit to many station-houses in many cities of several countries can properly qualify one to be a judge. There can be no doubt that this City should adopt the best type, and a small amount of money spent in determining which is the best would be a judicious investment.

To illustrate how important this question of type and plan may be, I beg to cite that in case it is decided that the new houses must be 100 feet by 100 feet, it will render unavailable some thirteen corner sites now owned by the City in the Borough of Brooklyn alone, on account of size.

In the matter of equipment, the most glaring faults are insufficient sanitary facilities of every kind, both in stations and in the prisons. In many cases it is possible and desirable that certain renewals, repairs and extensions of sanitary fixtures be made at once, as existing conditions are a menace to all who occupy these buildings.

I cannot too urgently press the matter of repairs. Some of the newer buildings are going to speedy ruin through neglect of proper repairs, and I feel that seasonable repairs would have prevented some of the intolerable conditions that now exist.

In the matter of uncleanliness, I am of the opinion that some provision should be made for better janitor service in all station-houses. In most of the stations, the Doormen have so many duties to perform that it is quite impossible for them to keep the building properly cleaned.

Of those houses classed as in bad condition, it would seem possible to so rearrange precinct boundaries as to do away with the Third Precinct, now in the City Hall. In fact, the idea of placing all that part of Manhattan below the City Hall in one precinct would appear to be worth some consideration.

Similarly a combination of the Fourth, Forty-ninth and Fiftieth Precincts in Brooklyn would seem feasible and desirable. A new station is now being erected for Precinct No. 72. Those remaining in this class, Seventh, Sixteenth, Sixty-third and Sixty-sixth Precincts, should be replaced this year.

Those in classes poor and fair are in a condition admitting of neither extensions nor of adequate repair, and should be replaced by new buildings as soon as possible.

A headquarters building in Brooklyn, which shall include a new station-house to replace the Fourth, Forty-ninth and Fiftieth; a headquarters building in Queens, providing also for a precinct station for the Seventy-sixth and Seventy-eighth Precincts; a headquarters building in Richmond, housing also the Eightieth Precinct, and new station-houses for the Third, Seventh, Eighth, Thirteenth, Sixteenth, Sixty-third and Sixty-sixth Precincts, would appear to be a sufficiently ambitious programme for one year.

I doubt the possibility of building and equipping more than ten of these buildings in each year, but at that rate the end of five years would witness the replacement of all those buildings which are now a cause of reproach.

After that time the erection of three or four stations a year for ten years would fully equip the City with station-houses.

The Police Commissioner indicates further, in his letter to the Board, as to the equipment he believes necessary or desirable for these stations.

I agree with him in all the items he enumerates except "that of the vacuum cleaning apparatus." I am in favor of this method of cleaning, but I am of the opinion that it will be more economical for the City to give out a yearly contract for cleaning police stations by the vacuum process, the equipment to be furnished by the contractor, than to install in each station-house the intricate and expensive plant required.

Upon the question of sites for the new stations, I am inclined to think that, while corner sites may be preferable, the cost of corner lots in all built-up portions of the City will, in large measure, outweigh their desirability. My idea is that the location of a new station-house within a precinct admits of so much variety of choice that it will be possible to secure a satisfactory site within each precinct without trouble and below prohibitive cost. It was learned in the course of visits to the stations that in several cases it would be possible to exchange present sites for new sites with new houses built thereon without cost to the City.

As to the Commissioner's estimate upon the cost of each new station, I fear his estimate of \$150,000 for such a house as he has planned is too low. But I desire to say, with full emphasis, here, that these new houses should be so designed, and all that goes to make them should be so selected, that there shall be no extravagances of ornamentation or of material. I would eliminate from the exterior all fine cut or carved stonework and all copper and bronze. To my mind, an exterior of rock-faced granite

below the water table, with face brickwork above, laid in Flemish bond, is good and suitable. In the interior I would have trim without much detail or ornamentation, but heavy and durable; terrazzo or tile floors, slate or bluestone stair treads and platforms, plain white tile wainscoting in toilet rooms, with all partitions of such rooms of slate or alberene stone, and an entire elimination of white marble. In brief, the house in all its parts should be designed and built for the service intended.

As to the amount, \$11,800,000, requested by the Commissioner, I feel that there is no necessity for the Board to commit the City to the full expenditure of that amount.

In improving the conditions of ten precincts per year for five years, as I have outlined, the cost may run to \$2,000,000 per year for the first two years, on account of the inclusion of three borough headquarters in the first year's programme, and because the second year's buildings should replace those in down-town Manhattan where the sites will run up the cost. In the third, fourth and fifth years, I should say that \$1,500,000 per year will prove sufficient. The total for the next five years therefore will be about \$8,500,000, and it will require considerable expedition in acquiring sites, planning and erecting these buildings to expend that amount within that time.

I see no reason why the Board should concern itself particularly with proposed expenditures more than five years ahead.

Therefore, if the financial condition of the City warrants the expenditure, I would suggest that the Board of Estimate and Apportionment authorize the Comptroller, pursuant to section 47 of the Greater New York Charter, as amended by chapter 409 of the Laws of 1904, to issue Corporate Stock to the amount of \$2,000,000, to provide for new sites and buildings for the Police Department.

Respectfully,

CHANDLER WITHINGTON, Chief Engineer.

Approved:

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment hereby approves of the issue of Corporate Stock of The City of New York to an amount not exceeding two million dollars (\$2,000,000), for the purpose of providing means for the acquisition of sites and the erection of buildings thereon for the use of the Police Department, and that when authority therefor shall have been obtained from the Board of Aldermen the Comptroller is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding two million dollars (\$2,000,000), the proceeds whereof to be applied to the purposes aforesaid.

Which was adopted by the following vote:

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

The Secretary presented a communication from the President of the Borough of The Bronx, requesting that the necessary funds be provided for the sodding of plots along Longwood avenue, from the Southern boulevard to Westchester avenue, which it is estimated will cost \$4,000.

Which was referred to the Comptroller.

The Secretary presented a communication from the Secretary of the North Side Board of Trade, submitting resolution adopted by said Board, requesting the Board of Estimate to grant an appropriation and authorize the planting of trees along various streets in the Borough of The Bronx.

Which was referred to the Chief Engineer, Board of Estimate and Apportionment.

The Secretary presented a communication from the Twenty-eighth Ward Taxpayers' Association of Brooklyn, urging that an appropriation be granted to the President of the Borough of Brooklyn for the construction of a Municipal Repair Plant.

Which was ordered on file and the Secretary directed to notify said association that on April 20, 1906, the Board allowed \$25,000 Corporate Stock for said purpose.

The Secretary presented a notice of lien from Hastings & Gleason, attorneys for Reading Hardware Company, against John Pierce, contractor, said lien amounting to \$4,155.45, for work done and material furnished in connection with the new Hall of Records Building.

Which was referred to the Comptroller.

The Secretary presented a resolution of the Board of Aldermen, referring a petition from the Street Sweepers, requesting an increase in their salaries from \$720 to \$800 per annum, also a copy of said petition from the Street Sweepers addressed to the Board of Estimate and Apportionment.

Which was referred to the Commissioner of Street Cleaning.

The Secretary presented a communication from the Commissioner of Water Supply, Gas and Electricity, requesting a transfer from the appropriation for the year 1906, entitled "Lamps and Lighting, Boroughs of Manhattan and The Bronx," to the appropriation "Lamps and Lighting, Borough of Brooklyn," and requesting additional appropriations for "Lamps and Lighting," Boroughs of Queens and Richmond, for gas and electric steam power and salaries of inspectors, etc., throughout the City.

Which was referred to the Comptroller.

The Secretary presented a communication from the President, Borough of Brooklyn, requesting an issue of \$7,500 Corporate Stock for the purpose of carrying out the work of the Bureau of Buildings, pursuant to section 183 of the Laws of 1906.

Which was laid over pending action by the Board of Aldermen, requesting issue of Special Revenue Bonds for this purpose.

The Secretary presented the following communication from the Chief Engineer, Board of Estimate and Apportionment, recommending that the salary of Frederick W. Koop, employed on the Triangulation of the City as an Assistant Engineer, be increased from \$2,100 to \$2,400, his application for an increase having been indorsed by the assistant detailed by the Federal Government in charge of the work, said increase to take effect June 1.

BOARD OF ESTIMATE AND APPORTIONMENT,  
OFFICE OF THE CHIEF ENGINEER,  
May 16, 1906.

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

SIR—Mr. Frederick W. Koop has been employed on the Triangulation of the City practically since this work was started, three years ago, and has rendered efficient and valuable service. He is at present an Assistant Engineer at a salary of \$2,100 per annum, and he has applied for an increase of salary to \$2,400, his appli-

cation having been heartily endorsed by the assistant detailed by the Federal government in charge of this work.

Owing to the peculiar qualifications of Mr. Koop for this work and the excellent service which he has rendered, I beg to recommend that the Board approve of this promotion and authorize the Mayor to carry it into effect.

The expense of the work of Triangulation being met by a special issue of bonds not exceeding \$15,000 in any one year, and the balance available being ample to meet the slight additional expense, I see no reason why the action recommended cannot be taken at the present time, and would suggest that it be made effective on June 1.

A resolution to this effect is herewith submitted.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Mayor be and he hereby is authorized to fix the compensation of Mr. Frederick W. Koop, Assistant Engineer, attached to the Triangulation Bureau, at \$2,400 per annum, instead of \$2,100 per annum, to take effect on June 1, 1906.

Which was adopted by the following vote:

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

The following matters were considered by unanimous consent:

The Secretary presented the following communication from the Comptroller relative to an issue of \$849.57 Corporate Stock, the proceeds to replenish the "Fund for Street and Park Openings" in the matter of purchasing property required for a public park bounded by West Twenty-seventh and Twenty-eighth streets, Ninth and Tenth avenues, Manhattan.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
May 29, 1906.

To the Board of Estimate and Apportionment:

GENTLEMEN—Under date of February 24, 1905, the Board of Estimate and Apportionment adopted a resolution laying out a public park in the block bounded by West Twenty-seventh and West Twenty-eighth streets, Ninth and Tenth avenues, Borough of Manhattan, and authorized the acquisition of the property within the area thereof by condemnation proceedings and determined that the entire cost and expense thereof is to be borne and paid by The City of New York.

Under date of March 24, 1905, the Board of Estimate and Apportionment adopted a resolution authorizing the Comptroller to enter into a contract with the owner of the premises known as Nos. 434-438 and 442-446 West Twenty-eighth street, for the purchase of the same at a sum not to exceed one hundred thousand dollars (\$100,000).

Under date of May 11, 1906, the Board of Estimate and Apportionment adopted a resolution increasing the purchase price of the above property to one hundred thousand, eight hundred and forty-nine dollars and fifty-seven cents (\$100,849.57).

To reimburse the "Fund for Street and Park Openings" for the amount of the increased purchase price to be paid therefrom, Corporate Stock to the amount of eight hundred and forty-nine dollars and fifty-seven cents (\$849.57) should be issued, pursuant to the provisions of section 174 of the Revised Greater New York Charter.

A resolution for that purpose is herewith submitted.

Respectfully,

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That pursuant to the provisions of section 174 of the Revised Greater New York Charter, the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Revised Greater New York Charter, to the amount of eight hundred and forty-nine dollars and fifty-seven cents (\$849.57), the proceeds whereof to be applied to replenish the "Fund for Street and Park Openings" for the amount to be paid therefrom for the purchase of property required for the opening of a public park in the block bounded by West Twenty-seventh and West Twenty-eighth streets, Ninth and Tenth avenues, in the Borough of Manhattan, City of New York, the entire cost and expense of which is to be borne and paid by The City of New York, pursuant to a resolution of the Board of Estimate and Apportionment, adopted February 24, 1905.

Which was adopted by the following vote:

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

The Secretary presented the following report from Appraiser of Real Estate, Department of Finance, approved by the Comptroller, recommending the acquisition by purchase of property located at No. 303 Ninth avenue, Manhattan, for park purposes, at a price not exceeding \$19,500, being within the area of property heretofore authorized to be condemned.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
May 24, 1906.

Hon. HERMAN A. METZ, Comptroller:

SIR—The Board of Estimate and Apportionment, at a meeting held February 25, 1905, authorized the institution of condemnation proceedings, pursuant to the provisions of section 970 of the Greater New York Charter, of the block bounded by West Twenty-seventh street, West Twenty-eighth street, Ninth and Tenth avenues, Borough of Manhattan, for park purposes. The resolution contained the clause:

"Nothing in this resolution contained shall be construed as preventing the Comptroller of The City of New York from entering into contracts for the acquisition of any portion of the above-described property at private sale, subject to the approval of this Board."

George V. N. Baldwin, the attorney for the owner of the property No. 303 Ninth avenue, in the Borough of Manhattan, which is within the area of the described property authorized to be condemned for park purposes, has offered to dispose of the same to The City of New York for the sum of \$19,500. This price, in my opinion, while full value, is not excessive, the property having an independent wall on the south which cost to erect \$4,000 several years ago.

I would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition of the following described property at private sale at a price not exceeding \$19,500:

All that certain lot, piece or parcel of land situate, lying and being in the Borough of Manhattan, bounded and described as follows:

Beginning at a point on the westerly side of Ninth avenue distant 79 feet southerly from the corner formed by the intersection of the southerly side of West Twenty-eighth street with the westerly side of Ninth avenue; thence westerly and parallel with West Twenty-eighth street 64 feet; thence southerly and parallel with Ninth avenue 20 feet 5 inches to the centre line of the block between West Twenty-seventh and West Twenty-eighth streets; thence easterly and along the centre line of the block and parallel with West Twenty-eighth street 64 feet to the westerly side of Ninth avenue; thence northerly along the westerly side of Ninth avenue 20 feet 5 inches to the point or place of beginning, together with all the right, title and interest of the owner of said premises of, in and to the streets in front thereof to the centre thereof; said premises being known by the No. 303 Ninth avenue and on the tax books, for the purpose of taxation, as Lot No. 4, Block 725, of the Borough of Manhattan.

Respectfully submitted for approval,

MORTIMER J. BROWN,  
Appraiser of Real Estate, Department of Finance.

Approved:

H. A. METZ, Comptroller.

CHARLES N. HARRIS, Assistant Corporation Counsel.

The following was offered:

Whereas, At a meeting of the Board of Estimate and Apportionment, held February 24, 1905, having adopted a resolution, pursuant to the provisions of section 970 of the Greater New York Charter, that the title to the lands and premises in the block bounded by West Twenty-seventh and West Twenty-eighth streets, Ninth avenue and Tenth avenue, Borough of Manhattan, shall be acquired for park purposes, and by said resolution authorized the Corporation Counsel to institute condemnation proceedings for the acquisition of all of the parcels of land within the area of the described premises; and

Whereas, The Comptroller of the City of New York, having presented to this Board a report and recommendation that several parcels within the area described in said resolution of February 24, 1905, can be acquired at private sale for the sum of \$19,500; and

Whereas, It appearing that the interests of the City will be served by the acquisition of the said parcels of land at private sale; therefore be it

Resolved, That the Comptroller be and he hereby is authorized to enter into contracts at a price not exceeding nineteen thousand five hundred dollars (\$19,500), for the acquisition of all those certain lots, pieces or parcels of land, situate, lying and being in the Borough of Manhattan, bounded and described as follows:

Beginning at a point on the westerly side of Ninth avenue distant 79 feet southerly from the corner formed by the intersection of the southerly side of West Twenty-eighth street with the westerly side of Ninth avenue; thence westerly and parallel with West Twenty-eighth street 64 feet; thence southerly and parallel with Ninth avenue 20 feet 5 inches to the centre line of the block between West Twenty-seventh and West Twenty-eighth streets; thence easterly and along the centre line of the block and parallel with West Twenty-eighth street 64 feet to the westerly side of Ninth avenue; thence northerly along the westerly side of Ninth avenue 20 feet 5 inches to the point or place of beginning, together with all the right, title and interest of the owner of said premises of, in and to the streets in front thereof to the centre thereof; said premises being known by the No. 303 Ninth avenue and on the tax books, for the purpose of taxation, as Lot No. 4, Block 725, of the Borough of Manhattan.

—said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Deputy Comptroller, requesting the transfer of \$2 from the account Supreme Court, Second Department, Kings County—Supplies and Contingencies, for the year 1904, to the account Supplies and Contingencies—Appellate Division, for the same county and year:

DEPARTMENT OF FINANCE—CITY OF NEW YORK, {  
June 6, 1906. }

Board of Estimate and Apportionment, New York City:

GENTLEMEN—I respectfully request that action be taken by your Honorable Body to provide for a transfer of the sum of \$2 from the account Supreme Court, Second Department, Kings County—Supplies and Contingencies, 1904, to the account Appellate Division, Supreme Court, Second Department—Supplies and Contingencies, 1904, to permit of the payment of an item amounting to \$2, appearing on voucher on file in this office in favor of Clynta Water Company for water supplied to the Appellate Division, Supreme Court, Kings County.

Respectfully,

J. H. McCOOEY, Deputy Comptroller.

The following resolution was offered:

Resolved, That the sum of two dollars (\$2) be and the same is hereby transferred from the appropriation made to the Supreme Court, Second Department, Kings County, for the year 1904, entitled Supplies and Contingencies, the same being in excess of the amount required for the purposes thereof, to the appropriation made to said Court, for the same year, entitled Supplies and Contingencies, Appellate Division, the amount of said appropriation being insufficient.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the President, Borough of Manhattan, requesting the transfer of \$900 from the account Riverside Drive Viaduct, Maintenance of, for the year 1906, to the account One Hundred and Fifty-fifth Street Viaduct, Maintenance and Repairs:

CITY OF NEW YORK,  
OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN,  
CITY HALL, June 7, 1906.

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

DEAR SIR—Request is herewith made to the Board of Estimate and Apportionment for the following transfer of funds:

From Riverside Drive Viaduct, Maintenance of, 1906, \$900, to One Hundred and Fifty-fifth Street Viaduct, Maintenance and Repairs, 1906.

Yours respectfully,

JOHN F. AHEARN,  
President of the Borough of Manhattan.

The following resolution was offered:

Resolved, That the sum of nine hundred dollars (\$900) be and the same is hereby transferred from the appropriation made to the President of the Borough of Manhattan, for the year 1906, entitled Riverside Drive Viaduct, Maintenance of, the same being in excess of the amount required for the purposes thereof, to the appropriation made to said President of the Borough of Manhattan, for the same year, entitled One Hundred and Fifty-fifth Street Viaduct, Maintenance and Repairs, the amount of said appropriation being insufficient.

Which was adopted by the following vote:

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

The Secretary presented a communication from the President of the Borough of The Bronx, requesting that \$6,500 Corporate Stock be issued for the purchase of two steam road rollers for use in the Borough of The Bronx.

Referred to the Comptroller.

The Secretary presented a communication from the Commissioner of Bridges, requesting authority to award the contract for the construction of the Manhattan Bridge to other than the lowest bidder.

The Chairman submitted a protest from John C. Wait, attorney for the Ryan-Parker Construction Company, against the award of the contract to any bidder other than the said Ryan-Parker Construction Company.

Mr. Ryan of said company appeared and protested against the granting of the request of the Commissioner of Bridges.

Mr. Thomas F. Conway, representing the John Pierce Company, appeared and urged the award of the contract to that company.

Mr. Montgomery Hare, representing the General Erection Company, also appeared and protested against the award of the contract to either of aforesaid bidders.

The matter was referred to a Select Committee consisting of the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan and Brooklyn, for a report at the next meeting of the Board.

The Board adjourned, to meet at 2 o'clock p.m.

The Board met at 2:10 p.m., pursuant to adjournment.

All the members present; the Mayor presiding.

Upon motion of the President of the Borough of Brooklyn, the Board resolved itself into Committee of the Whole for the consideration of franchise matters, which had heretofore been referred to the Committee.

The President of the Board of Aldermen took the chair.

The Mayor moved that the Committee go into executive session for the consideration of franchise matters.

Which was agreed to.

At the conclusion of the executive session the doors were reopened, the Committee rose and the President of the Board of Aldermen reported as follows:

*Atlantic Telephone Company.*

That the Committee had under consideration the application of the Atlantic Telephone Company for a franchise and the communication from U. N. Bethel, first vice-president of and Edward M. Grout of counsel for the New York Telephone Company, and reported the following resolution for adoption:

Resolved, That the New York Telephone Company be and it is hereby requested to submit to this Board, within thirty days, a petition in writing, duly verified, praying for the consent of the local authorities for a franchise or right for the privileges which it now enjoys throughout The City of New York, together with an instrument in writing, duly executed by its president and secretary on behalf of said company, wherein said company shall state the terms and conditions upon which it is willing to accept such franchise, right or privilege, with an additional proviso to the effect that it shall confess judgment in the proceedings instituted by the City and now pending, entitled "The City of New York against Empire City Subway Company, Limited," and agree that The City of New York shall have the right to enter into possession of the subways, conduits and ducts controlled by the defendant in the aforesaid action, and it shall, subject to any valid mortgage or liens then thereon outstanding not exceeding fifty per cent. of the actual cost of such subways and by leases and contracts then existing for the use thereof, forfeit its interests in said subways, conduits and ducts, and quietly and peacefully surrender possession thereof to The City of New York, who thereafter shall own and hold the same; and be it further

Resolved, That the Secretary be directed to forward a copy of these resolutions to the New York Telephone Company, —and also recommended that the application of the Atlantic Telephone Company for a franchise be reported back to the Board upon the terms and conditions as set forth in the report of the Bureau of Franchises, and that the same lie over pending a reply from the New York Telephone Company.

*New York, New Haven and Hartford Railroad Company.*

That the petition of the New York, New Haven and Hartford Railroad Company for the sale of certain lands in The Bronx and Pelham Parkway and Pelham Bay Park, under and pursuant to chapter 670 of the Laws of 1905, be granted upon the terms proposed by the Comptroller and by the Bureau of Franchises, in their separate reports.

*John Pirkle Iron Works.*

That the application of the John Pirkle Iron Works for permission to lay a three-inch iron pipe under and across Union avenue for the purpose of conveying electric wires for power and light from its building in Union avenue to its building on North Tenth street, in the Borough of Brooklyn, be granted under the terms and conditions proposed in the report of the Bureau of Franchises.

*Seaboard Refrigeration Company.*

That the application of the Seaboard Refrigeration Company for a franchise to construct, maintain and operate a pipe line under and across certain streets in Coney Island, Borough of Brooklyn, to supply refrigeration to consumers along the lines of its mains be granted upon the terms proposed in the report of the Bureau of Franchises.

*Williams Terminal Railway Company.*

That the petition of the Williams Terminal Railway Company for a franchise to construct, maintain and operate a single track street surface railway upon and along the surface of Bowne street, in the Borough of Brooklyn, be denied, as recommended in the report of the Bureau of Franchises, and the company be permitted to apply for a revocable permit for the said tracks.

The Chair announced that under the rule the foregoing resolutions and recommendations of the Committee of the Whole would lie over until the next regular meeting of the Board.

The communications addressed to the Board in relation to the application of the Atlantic Telephone Company for a franchise, from Realty League, Arthur A. Brown, Municipal Ownership League, Twentieth Assembly District, Brooklyn, N. Y., and Jos. S. Kennedy were ordered on file.

Unanimous consent was granted to Mr. William Greenough, of counsel for the New York, New Haven and Hartford Railroad Company, to address the Board for five minutes upon its petition.

The Board adjourned to meet Friday, June 15, 1906, at 10:30 o'clock a.m.

JOSEPH HAAG, Secretary.

**BOARD OF CITY RECORD.**

Mayor's Office, City Hall, New York City, }  
Monday, 2 p.m., April 30, 1906.

The Hons. George B. McClellan, Mayor; John J. Delany, Corporation Counsel, and Herman A. Metz, Comptroller, the officers designated by section 1526 of chapter 466 of the Laws of 1901, met this day.

The minutes of the meeting held April 23, 1906, were approved as printed.

The following resolutions were then adopted by concurrent vote of the Board:

Resolved, That the Supervisor of the City Record is hereby directed to issue orders for advertisements in the newspapers designated as official borough newspapers only after the publisher or publishers of each of said papers shall have filed with said Supervisor of the City Record a sworn statement of the rate per agate line ordinarily received by said publication for one-time commercial advertisements, which rate shall be the rate to be charged for the publication of City advertisements in said publication under said designation, unless otherwise ordered by this Board.

Resolved, That the Supervisor of the City Record be directed to prepare and print, with the approval of the Corporation Counsel, forms of proposal or estimate and contract and specifications for repairing, rebinding and relabeling certain books of record in the offices of the Register, Surrogate, County Clerk and Commissioner of Records of Kings County; bids for the same to be opened after due advertisement as required by law.

The meeting then adjourned, subject to the call of the Chair.

PATRICK J. TRACY, Secretary.

**BOARD OF CITY RECORD.**

Mayor's Office, City Hall, New York City, }  
Tuesday, May 15, 1906, 10:30 a.m.

The Hons. George B. McClellan, Mayor; John J. Delany, Corporation Counsel, and Herman A. Metz, Comptroller, the officers designated by section 1526 of chapter 466 of the Laws of 1901, met this day, for the purpose of opening bids for supplying stationery, etc., for the use of the courts and the departments and bureaus of The City of New York during the year 1906.

Bids were received and opened from the following:

The J. W. Pratt Company, Nos. 52 to 58 Duane street, New York; Jordan Stationery Company, No. 177 Pearl street, New York.

The following resolution was then adopted by concurrent vote:

Resolved, That the bids or estimates received and opened this day for supplying stationery, etc., for the use of the courts and the departments and bureaus of The City of New York during the year 1906, be referred to the Supervisor of the City Record for tabulation, and report to this body at the next meeting of the Board.

The meeting then adjourned, subject to the call of the Mayor.

PATRICK J. TRACY, Secretary.

**BOARD OF CITY RECORD.**

Mayor's Office, City Hall, New York City, }

Wednesday, May 16, 1906, 1:45 p.m.

The Hons. George B. McClellan, Mayor; John J. Delany, Corporation Counsel, and Herman A. Metz, Comptroller, the officers designated by section 1526 of chapter 466 of the Laws of 1901, met this day.

The Supervisor presented the tabulation of bids for supplying stationery, etc., for the use of the City departments, opened at the meeting of the Board of City Record held May 15, 1906.

The following resolution was then adopted by concurrent vote of the Board:

Resolved, That the contracts for supplying stationery, etc., for the use of the courts and the departments and bureaus of The City of New York during 1906 be and are hereby awarded under the terms of the specifications on which bids were submitted at a meeting of the Board of City Record held May 15, 1906, to the lowest bidders, as named below, at the prices given in their respective estimates as submitted to and accepted by this Board; and

Resolved, That the Supervisor of the City Record be and hereby is directed to notify the said contractors of the award of these contracts; and be it further

Resolved, That the parties to whom these contracts have been awarded be required to furnish securities acceptable to the Comptroller in time for final execution of these contracts within the specified time from the receipt of copies of this award.

The successful bidders are as follows:

The Jordan Stationery Company—

Schedule No. 3.....\$737 23

The J. W. Pratt Company—

Schedules Nos. 1, 2, 4 to 29 inclusive.....46,544 32

Total amount of contracts awarded.....\$47,281 55

The following resolution was then adopted by concurrent vote of the Board:

Whereas, The Board of Aldermen has approved the resolution of this Board recommending to the Board of Estimate and Apportionment and to the Board of Aldermen the regrading of employees in the office of the City Record; be it

Resolved, That, subject to the rules of the Municipal Civil Service Commission, the salaries of the following employees in the office of the Supervisor of the City Record be fixed as follows:

Thomas B. Fitzpatrick, Bookkeeper, per annum.....\$2,100 00

Washington H. Hettler, Storekeeper, per annum.....1,800 00

Richard J. Burke, Examiner, per annum.....1,650 00

Rose McShane, Stenographer and Book Typewriter, per annum.....1,200 00

Harry A. McNeill, Junior Clerk, per annum.....600 00

Samuel J. Brown, Examiner, per annum.....1,500 00

Carrie E. D'Oench, Clerk, per annum.....1,200 00

The meeting then adjourned, subject to the call of the Mayor.

PATRICK J. TRACY, Secretary.

**BOARD OF CITY RECORD.**

Mayor's Office, City Hall, New York City, }

Wednesday, May 23, 1906, 2:30 p.m.

The Hons. George B. McClellan, Mayor, and Herman A. Metz, Comptroller, two of the officers designated by section 1526 of chapter 466 of the Laws of 1901, met this day, for the purpose of opening bids for the work of rebinding the records of the county offices of Kings County.

Bids were received and opened from the following: Edward Crager, No. 12 Duane street, New York, and James H. English & Son, No. 60 Murray street.

The following resolution was then adopted by the Board:

Resolved, That the bids or estimates received and opened this day for rebinding the records of the various county offices, County of Kings, be referred to the Supervisor of the City Record for tabulation and report to this body at the next meeting of the Board.

The meeting then adjourned, subject to the call of the Mayor.

PATRICK J. TRACY, Secretary.

**BOARD OF CITY RECORD.**

Mayor's Office, City Hall, New York City, }

Thursday, May 24, 1906, 1:30 p.m.

The Hons. George B. McClellan, Mayor, and Herman A. Metz, Comptroller, two of the officers designated by section 1526 of chapter 466 of the Laws of 1901, met this day.

The Supervisor presented the tabulation of bids for rebinding the records of the county offices in Kings County, opened at the meeting of the Board of City Record held May 23, 1906.

The following resolution was then adopted by the Board:

Resolved, That the contract "For repairing, rebinding and relabeling the books of record in the offices of the Surrogate, Register, County Clerk and Commissioner of Records, Kings County," be and is hereby awarded under the terms of the specifications on which bids were submitted at a meeting of the Board of City Record held May 23, 1906, to the lowest complete bidder, James H. English & Son, at prices given in his estimate as submitted to and accepted by this Board, viz., \$34,910.80; and

Resolved, That the Supervisor of the City Record be and he hereby is directed to notify the said James H. English & Son of the award of this contract; and be it further

Resolved, That the party to whom this contract has been awarded be required to furnish securities acceptable to the Comptroller in time for the final execution of this contract within the specified time from the receipt of the notice of this award.

The meeting then adjourned, subject to the call of the Mayor.

PATRICK J. TRACY, Secretary.

#### CHANGES IN DEPARTMENTS, ETC.

##### CORPORATION COUNSEL.

June 25—Promoted William A. Thompson from the position of Office Boy to that of Junior Clerk at an annual salary of \$480, to take effect July 1, 1906.

##### DEPARTMENT OF DOCKS AND FERRIES.

June 21—The following persons have been appointed to the position of Chairman and Rodman, with compensation each at the rate of \$1,080 per annum, to take effect upon assignment to work:

Edward A. Malinquist, No. 432 Hopkins avenue, Astoria, Long Island.

Willis A. Morton, No. 1418 Prospect avenue, Brooklyn.

Ralph H. Baxter, No. 832 East One Hundred and Sixty-third street.

Alexander J. Zimmer, No. 528 Fifty-first street, Brooklyn.

Patrick Whalen, Dockbuilder, died June 14, 1906. His name has been dropped from the list of employees.

Frederick Spuhler, appointed to the position of Dock Laborer, failed to report for duty. His name has been dropped from the list of employees.

Joseph Arnold, Dock Laborer, has been dropped from the list of employees for absence without permission since May 31, 1906.

##### DEPARTMENT OF PARKS.

Borough of The Bronx.

June 23—Reinstatement of William J. Carroll, No. 660 East One Hundred and Forty-eighth street, Park Laborer, to take effect June 23, 1906.

##### TENEMENT HOUSE DEPARTMENT.

June 25—Dismissed, William J. Conway, No. 400 Union street, Brooklyn, Inspector of Tenements, salary \$1,200 per annum. This dismissal to take effect on June 22, 1906.

Transferred.

Edward P. Breen, No. 100 East Ninety-sixth street, Inspector of Tenements, salary \$1,200 per annum, to the Bureau of Buildings, Manhattan. This transfer to take effect on June 18, 1906.

Catherine O'Donnell, No. 135 West Sixty-first street, Stenographer and Book Typewriter, salary \$750 per annum, to the Board of Water Supply. This transfer to take effect on June 25, 1906.

Rose Muller, No. 3 East One Hundred and Nineteenth street, Typewriting Copyist, salary \$750 per annum, to the Board of Water Supply. This transfer to take effect on June 25, 1906.

Abraham H. Flamm, No. 77 Ludlow street, Office Boy, salary \$400 per annum, to the Board of Water Supply. This transfer to take effect on June 25, 1906.

Resigned.

George Colvin, No. 55 East Seventh street, Inspector of Tenements, salary \$1,200 per annum. This resignation to take effect on June 21, 1906.

Samuel Einstein, No. 201 East Seventy-third street, Office Boy, salary \$200 per annum. This resignation to take effect at the close of business on June 23, 1906.

##### REGISTER, COUNTY OF NEW YORK.

June 25—The annual salary of Conrad Statts, a Clerk, has been increased from \$900 to \$1,000, beginning June 1, 1906.

#### OFFICIAL DIRECTORY.

##### CITY OFFICERS.

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

##### EXECUTIVE DEPARTMENT.

###### MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

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##### EXECUTIVE DEPARTMENT.

###### MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a

Brooklyn Office, Temple Bar Building, No. 44 Court street.  
Telephone, 3825 Main.  
John McKeown, Second Deputy Commissioner.  
Bronx Office, Nos. 2804, 2806 and 2808 Third avenue.  
Telephone, 967 Melrose.  
William B. Calvert, Superintendent.

**DEPARTMENT OF DOCKS AND FERRIES.**

Pier "A," N. R., Battery place.  
Telephone, 300 Rector.  
John A. Bensel, Commissioner.  
Denis A. Judge, Deputy Commissioner.  
Joseph W. Savage, Secretary.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

**BELLEVUE AND ALLIED HOSPITALS.**

Telephone, 4400 Madison Square.  
Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; Leopold Stern Theodore E. Tack, Arden M. Robbins, Myles Tierney, Samuel Sachs, Robert W. Hebbard, ex-officio.

**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.  
Eugen W. Scheffer, Secretary.  
Herman M. Biggs, M. D., General Medical Officer.  
James McC. Miller, Chief Clerk.  
Charles F. Roberts, M. D., Sanitary Superintendent.

William H. Guilfoyle, M. D., Registrar of Records.  
Borough of Manhattan.

Walter Bensel, 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.  
Gerald Sheil, M. D., Assistant Sanitary Superintendent; 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.  
John P. Moore, M. D., Assistant Sanitary Superintendent; George R. Crowley, Assistant Chief Clerk.  
Robert Campbell, M. D., Assistant Registrar of Records.

Borough of Richmond, Nos. 54 and 56 Water street, Stapleton, Staten Island.  
John T. Sprague, M. D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief Clerk.  
J. Walter Wood, M. D., Assistant Registrar of Records.

**DEPARTMENT OF PARKS.**

Moses Herron, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.  
Willis Holly, Secretary, Park Board.  
Offices, Arsenal, Central Park.

Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens.  
Offices, Litchfield Mansion, Prospect Park, Brooklyn.

George M. Walgrave, Commissioner of Parks for the Borough of The Bronx.  
Offices, Zbrowski Mansion, Claremont Park.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

**DEPARTMENT OF TAXES AND ASSESSMENTS.**

Stewart Building, No. 280 Broadway, Office hours 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Commissioners—Frank A. O'Donnell, President; John J. Brady, Frank Raymond, Nicholas Muller, James H. Tully, Charles Putzel, Samuel Strasbourger.

**MUNICIPAL CIVIL SERVICE COMMISSION.**

No. 299 Broadway, 9 a. m. to 4 p. m.  
William F. Baker, R. Ross Appleton, Alfred J. Talley.

Frank A. Spencer, Secretary.  
Labor Bureau.  
No. 51 Lafayette street (old No. 61 Elm street).

**BOARD OF ASSESSORS.**

Office, No. 320 Broadway, 9 a. m. to 4 p. m.; Saturday, 12 m.

Antonio Zucca.  
Paul Weimann.  
James H. Kennedy.  
William H. Jasper, Secretary.

**DEPARTMENT OF EDUCATION.**

**BOARD OF EDUCATION.**

Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (in the month of August, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.)  
Telephone, 1180 Plaza.

Richard H. Adams, Richard B. Aldcroft, Jr.; Frank L. Abbott, Grossvenor H. Backus, Nicholas J. Barrett, John J. Barry, Joseph E. Cosgrove, Francis P. Cunnion, Samuel M. Dix, Samuel B. Donnelly, A. Leo Everett, Joseph Nicola Francolini, George Freifeld, John Greene, George J. Gillespie, Randolph Guggenheim, George D. Hamlin, M. D.; Thomas L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, Charles H. Ingalls, Nathan S. Jonas, Hugo Kanzler, John C. Kelley, Alrick H. Man, Clement March, Mitchell May, Dennis J. McDonald, M. D.; Thomas J. O'Donohue, Frank H. Partridge, George E. Payne, James A. Renwick, George W. Schaeble, Henry H. Sherman, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, John R. Thompson, Henry N. Tift, George A. Vandenhoff, James Weir, Jr., John A. Wilbur, William N. Wilmer, Frank D. Wilsey, George W. Wingate, Egerton L. Winthrop, Jr.

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.

Henry M. Leipziger, Supervisor of Lectures.

Claude G. Leland, Superintendent of Libraries.

Henry M. Devoe, Supervisor of Janitors.

**BOARD OF SUPERINTENDENTS.**

William H. Maxwell, City Superintendent of Schools, and George S. Davis, Andrew W. Edson, Clarence E. Meleney, Thomas S. O'Brien, Edward B. Shallow, Edward L. Stevens, Gustave Straubemuller, John H. Walsh, Associate City Superintendents.

**DISTRICT SUPERINTENDENTS.**

Darwin L. Bardwell, William A. Campbell, John J. Chickering, John Dwyer, James M. Edsall, Matthew J. Elgas, Edward D. Farrell, Cornelius D.

Franklin, John Griffin, M. D.; John H. Haaren, John L. Hunt, Henry W. Jameson, James Lee, Charles W. Lyon, James J. McCabe, Arthur McMullin, William J. O'Shea, Julia Richman, Alfred T. Schaufler, 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.

**ART COMMISSION.**

City Hall, Room 21.  
Telephone call, 1107 Cortlandt.

Robert W. de Forest, President; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences, Vice-President; Howard Mansfield, Secretary; George B. McClellan, Mayor of the City of New York; J. Pierpont Morgan, President of Metropolitan Museum of Art; John Bigelow, President of New York Public Library; J. Carroll Beckwith, Painter; John J. Boyle, Sculptor; Walter Cook, Architect; John D. Crimmins.

John Quincy Adams, Assistant Secretary.

**BOARD OF EXAMINERS.**

Rooms 6027 and 6028 Metropolitan Building, No. 1 Madison Avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 5840 Gramercy.

Warren A. Conover, Charles Buek, Lewis Hardinge, Charles G. Smith, Edward F. Croker, Henry R. Marshall and William J. Fryer, Chairman.

Edward V. Barton, Secretary.

Board meeting every Tuesday at 2 p. m.

**EXAMINING BOARD OF PLUMBERS.**

Robert McCabe, President; David Jones, Secretary; Thomas E. O'Brien, Treasurer; ex-officio Horace Loomis and Matthew E. Healy.

Rooms 14, 15 and 16 Aldrich Building, Nos. 149 and 151 Church street.

Office open during business hours every day in the year except legal holidays. Examinations are held on Monday, Wednesday and Friday after 1 p. m.

**BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS.**

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

Bion L. Burrows, Secretary.

**NEW YORK CITY IMPROVEMENT COMMISSION.**

Nos. 13-21 Park row.

Francis P. Pendleton, Chairman; Jacob S. Cantor, George A. Hearn, Whitney Warren, Harry Payne Whitney, Frank Bailey, John W. Alexander, Daniel C. French, Louis F. Haffen, James A. Wright, Joseph Cassidy, William J. La Roche, J. Edward Swanson, George Cromwell and Henry S. Thompson.

Advisory Committee—Nelson P. Lewis, Chief Engineer, Board of Estimate and Apportionment, Secretary to the Commission; John A. Bensel, Commissioner, Department of Docks and Ferries; O. F. Nichols, Chief Engineer, Bridge Department; Samuel Parsons, Jr., Landscape Architect, Park Department.

Nathaniel Rosenberg, Assistant Secretary.

**BOARD OF WATER SUPPLY.**

Office, No. 299 Broadway.

J. Edward Simmons, Charles N. Chadwick, Charles A. Shaw, Commissioners.

Thomas Hassett, Secretary.

J. Waldo Smith, Chief Engineer.

**CHANGE OF GRADE DAMAGE COMMISSION.**

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

Office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.

Commissioners—William E. Stillings, George C. Norton, Oscar S. Bailey.

Lamont McLoughlin, Clerk.

Regular advertised meetings on Monday, Wednesday and Friday of each week at 2 o'clock p. m.

**BOROUGH OFFICES.**

**Borough of Manhattan.**

Office of the President, Nos. 10, 11 and 12 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

John F. Ahearn, President.

Bernard Downing, Secretary.

Edward S. Murphy, Superintendent of Buildings.

William Dalton, Commissioner of Public Works.

James J. Hagan, Assistant Commissioner of Public Works.

William H. Walker, Superintendent of Public Buildings and Offices.

John V. Cogges, Superintendent of Sewers.

George F. Scannell, Superintendent of Highways.

**Borough of The Bronx.**

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Louis F. Haffen, President.

Henry A. Gumbleton, Secretary.

John F. Murray, Commissioner of Public Works.

Josiah A. Briggs, Chief Engineer.

Frederick Greiffenberg, Principal Assistant Topographical Engineer.

Charles H. Graham, Engineer of Sewers.

Samuel C. Thompson, Engineer of Highways.

Patrick J. Reville, Superintendent of Buildings.

Martin Geisler, Superintendent of Highways.

**Borough of Brooklyn.**

President's Office, Nos. 15 and 16 Borough Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Bird S. Coler, President.

Charles Frederick Adams, Secretary.

John A. Heffernan, Private Secretary.

Desmond Dunne, Commissioner of Public Works.

Durbin Van Vleck, Assistant Commissioner of Public Works.

David F. Moore, Superintendent of Buildings.

Frank J. Ulrich, Superintendent of the Bureau of Highways.

James Dunne Superintendent of the Bureau of Sewers.

Joseph M. Lawrence, Superintendent of the Bureau of Public Buildings and Offices.

**Borough of Queens.**

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City.

Joseph Bermel, President.

Herman Ringe, Secretary to the President.

James P. Hicks, Superintendent of Highways.

Office, Hackett Building, Long Island City.

Carl Berger, Superintendent of Buildings, office, Long Island City.

Henry Willet, Superintendent of Public Buildings and Offices, Jamaica, L. I.

Joseph H. De Braga, Superintendent of Sewers.

Office, Long Island City, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Lawrence Gresser, Commissioner of Public Works, Glendale, L. I.

**Borough of Richmond.**

President's Office, New Brighton, Staten Island.

George Cromwell, President.

Maybury Fleming, Secretary.

Louis Lincoln Tribus, Commissioner of Public Works.

John Seaton, Superintendent of Buildings.

John Timlin, Jr., Superintendent of Public Buildings and Offices.

H. E. Buel, Superintendent of Highways.

John T. Petherston, Superintendent of Street Cleaning.

Ernest H. Seehusen, Superintendent of Sewers.

Clerk's Office, Special Term, Part II. (ex parte business), room southwest corner mezzanine floor.  
Clerk's Office, Special Term, Calendar, room southwest 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, Francis M. Scott, Charles F. McLean, Henry Bischoff, Jr., Leonard A. Giegerich, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, David Leventritt, James A. O'Gorman, James A. Blanchard, Edward S. Clinch, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph Newburger.

**SUPREME COURT—SECOND DEPARTMENT.**

Kings County Court-house, Borough of Brooklyn, N. Y.  
Court open daily from 10 o'clock a. m. to 5 o'clock p. m. Six jury trials. Special Term for Trials. Special Term for Motions.

James F. McGee, General Clerk.

**CRIMINAL DIVISION—SUPREME COURT.**

Building for Criminal Courts, Centre, Elm, White and Franklin streets.  
Court opens at 10:30 a. m.  
Peter J. Dooling, Clerk; Edward R. Carroll, Special Deputy to the Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

**COURT OF GENERAL SESSIONS.**

Held in the building for Criminal Courts, Centre, Elm, White and Franklin streets.  
Court opens at 10:30 a. m.

Rufus B. Cowing, City Judge; John W. Goff, Recorder; Martin T. McMahon, Warren W. Foster and Thomas C. O'Sullivan, Judges of the Court of General Sessions. Edward R. Carroll, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.  
During July and August will close at 2 p. m., and on Saturdays at 12 m.

**CITY COURT OF THE CITY OF NEW YORK.**

No. 32 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.

Part I.  
Part II.  
Part III.  
Part IV.  
Part V.

Special Term Chambers will be held from 10 a. m. to 4 p. m.

Clerk's Office open from 9 a. m. to 4 p. m.  
Edward F. O'Dwyer, Chief Justice; John Henry McCarty, Lewis J. Conlan, Theodore F. Hascall, Francis B. Delehanty, Samuel Seabury, Joseph I. Green, Justices. Thomas F. Smith, Clerk.

**COURT OF SPECIAL SESSIONS.**

Building for Criminal Courts, Centre street between Franklin and White streets, Borough of Manhattan.  
Court opens at 10 a. m.

Justices—First Division—John B. McKean, William E. Wyatt, Willard H. Olmstead, Joseph M. Deuel, Lorena Zeller, Francis S. McAvoy. Charles W. Culkin, Clerk; William M. Fuller, Deputy Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.  
Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Wednesdays and Fridays at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesday at 10 o'clock; Town Hall, New Brighton, Borough of Richmond, Thursday at 10 o'clock.

Justices—Howard J. Forker, Patrick Keady, John Fleming, Thomas W. Fitzgerald, Robert J. Wilkin, George J. O'Keefe; Joseph L. Kerrigan, Clerk; John J. Dorman, Deputy Clerk.

Clerk's Office, No. 171 Atlantic avenue, Borough of Brooklyn, open from 9 a. m. to 4 p. m.

**CHILDREN'S COURT.**

First Division—No. 66 Third avenue, Manhattan, Edmund C. Lee, Clerk.

Second Division—No. 102 Court street, Brooklyn, James P. Sinnott, Clerk.

**CITY MAGISTRATES' COURT.**

Courts open from 9 a. m. to 4 p. m.  
City Magistrates—Robert C. Cornell, Leroy B. Crane, Clarence W. Meade, John B. Mayo, Peter T. Barlow, Matthew P. Breen, Seward Baker, Charles S. Whitman, Joseph F. Moss, James J. Walsh, Henry Steinert, Daniel E. Finn, Charles G. F. Wahle.

James McCabe, Secretary, No. 314 West Fifty-fourth street.  
First District—Criminal Court Building.

Second District—Jefferson Market.  
Third District—No. 6 Essex street.

Fourth District—Fifty-seventh street, near Lexington avenue.

Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.

Sixth District—One Hundred and Fifty-eighth street and Third avenue.

Seventh District—Fifty-fourth street, west of Eighth avenue.

Eighth District—Main street, Westchester.

**SECOND DIVISION.**

Borough of Brooklyn.

City Magistrates—Alfred E. Steers, A. V. B. Voorhees, Jr., James G. Tighe, Edward J. Dooley, John Naumer, E. G. Higginbotham, Frank E. O'Reilly, Henry J. Furlong.

President of the Board, Frank E. O'Reilly, No. 249 Manhattan avenue.

Secretary to the Board, William F. Delaney, No. 495 Gates avenue.

First District—No. 318 Adams street.

Second District—Court and Butler streets.

Third District—Myrtle and Vanderbilt avenues.

Fourth District—Lee avenue and Clymer street.

Fifth District—Manhattan avenue and Powers street.

Sixth District—No. 495 Gates avenue.

Seventh District—No. 31 Snider avenue (Flatbush).

Eighth District—West Eighth street (Coney Island).

**Borough of Queens.**

City Magistrates—Matthew J. Smith, Luke I. Connor, Edmund J. Healy.

First District—Long Island City.

Second District—Flushing.

Third District—Far Rockaway.

**Borough of Richmond.**

City Magistrates—John Crook, Nathaniel Marsh.

First District—New Brighton, Staten Island.

Second District—Stapleton, Staten Island.

**MUNICIPAL COURTS.**

**BOROUGH OF MANHATTAN.**

First District—Third, Fifth and Eighth Wards and all that part of the First Ward lying west of Broadway and Whitehall street, including Governor's Island, Bedloe's Island, Ellis Island and the Oyster Islands. New Court-house, No. 128 Prince street, corner of Wooster street.

Wauhoper Lynn, Justice. Thomas O'Connell, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Second, Fourth, Sixth and Fourteenth Wards, and all that portion of the First Ward lying south and east of Broadway and Whitehall street. Court-room, No. 50 Madison street.

John Hoyer, Justice. Francis Mangin, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Court opens daily at 9 a. m., and remains open until daily calendar is disposed of and close of daily business, except on Sundays and legal holidays.

Third District—Ninth and Fifteenth Wards. Court room, southwest corner Sixth avenue and West Tenth street. Court opens daily (Sundays and legal holidays excepted), from 9 a. m. to 4 p. m.

William F. Moore, Justice. Daniel Williams, Clerk.

Fourth District—Tenth and Seventeenth Wards. Court-room, No. 30 First street, corner Second avenue. Clerk's Office open daily from 9 a. m. to 4 p. m. Court opens 9 a. m. daily, and remains open to close of business.

George F. Roesch, Justice. Andrew Lang, Clerk.

Fifth District—The Fifth District embraces the Eleventh Ward and all that portion of the Thirteenth Ward which lies east of the centre line of Norfolk street and north of the centre line of Grand street and west of the centre line of Pitt street and north of the centre line of Delancey street and northwest of Clinton street to Rivington street, and on the centre line of Rivington street south to Norfolk street. Court-room, No. 154 Clinton street.

Benjamin Hoffman, Justice. Thomas Fitzpatrick, Clerk.

Sixth District—Eighteenth and Twenty-first Wards. Court-room, northwest corner Twenty-third street and Second avenue. Court opens at 9 a. m. daily (except legal holidays), and continues open until close of business.

Daniel F. Martin, Justice. Abram Bernard, Clerk.

Seventh District—That portion of Nineteenth Ward east of Lexington avenue, bounded on the south by the north of East Fortieth street and on the north by the south side of East Eighty-sixth street, also that portion bounded on the south by the north side of East Sixty-first street, on the west by the east side of Park avenue, and on the north by the south side of East Sixty-fifth street. Court-room, No. 151 East Fifty-seventh street. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.

Herman Joseph, Justice. Edward A. McQuade, Clerk.

Eighth District—Sixteenth and Twentieth Wards. Court-room, northwest corner of Twenty-third street and Eighth avenue. Court opens at 9 a. m. and continues open until close of business. Summary proceedings and return causes called at 9 a. m. Calendar trial causes, 9 a. m.

Clerk's Office open from 9 a. m. to 4 p. m., and on Saturdays until 12 m.

Trials days and Return days, each Court day.

James W. McLaughlin, Justice. Henry Merzbach, Clerk.

Ninth District—Twelfth Ward, except that portion thereof which lies west of the centre line of Lenox or Sixth avenue and of the Harlem river, north of the terminus of Lenox avenue. Court-room, No. 170 East One Hundred and Twenty-first street, southeast corner of Sylvan place. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.

Joseph P. Fallon, Justice. William J. Kennedy, Clerk.

Court-room, No. 495 Gates avenue.

Gerard B. Van Wart, Justice. William H. Allen, 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.

William J. Lynch, Justice. John W. Carpenter, Clerk.

Court's Office open from 9 a. m. to 4 p. 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 Schenectady avenue, and that portion of the Twenty-seventh Ward lying southeast of the centre line of Starr street between the boundary line of Queens and the centre line of Central avenue, and southeast of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and southeast of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.

Court-room, No. 14 Howard avenue.

Thomas H. Williams, Justice. G. J. Wiederhold, Clerk. R. M. Bennett, Assistant Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Fifth District—Contains the Eighth, Thirtieth and Thirty-first Wards. Court-house, northwest corner of Fifty-third street and Third avenue.

Cornelius Ferguson, Justice. Jeremiah J. O'Leary, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Sixth District—The Sixth District embraces the Ninth and Twenty-ninth Wards and that portion of the Twenty-second Ward north of the centre line of Prospect avenue; also that portion of the Eleventh and the Twentieth Wards, beginning at the intersection of the centre lines of Bridge and Fulton streets; thence along the centre line of Fulton street to Flatbush avenue; thence along the centre line of Flatbush avenue to Atlantic avenue; thence along the centre line of Atlantic to Washington avenue; thence along the centre line of Washington avenue to Park avenue; thence along the centre line of Park avenue to Waverly avenue; thence along the centre line of Waverly avenue to Myrtle avenue; thence along the centre line of Myrtle avenue to Hudson avenue; thence along the centre line of Hudson avenue to Johnson street; thence along the centre line of Johnson street to Bridge street, and thence along the centre line of Bridge street to the point of beginning.

Justice, Lucien S. Bayliss. Charles P. Bible, Clerk.

Court-house, No. 58 Fulton street.

Seventh District—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.

Alexander S. Rosenthal, Justice. Samuel F. Brothers, Clerk.

Court-house, corner Pennsylvania avenue and Fulton street.

Clerk's Office open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Trial days Mondays, Wednesdays and Fridays.

and part of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williamsbridge. Court-room, Town Hall, Main street, Westchester Village. Court open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Trial of causes are Tuesday and Friday of each week.

William W. Penfield, Justice. Thomas F. Delahanty, Clerk.

Office hours from 9 a. m. to 4 p. m.; Saturdays, closing at 12 m.

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 934 of the Laws of 1895. Court-room, corner Third avenue and One Hundred and Fifty-eighth street. Court hours from 9 a. m. to 4 p. m. Court opens at 9 a. m.

John M. Tierney, Justice. Thomas A. Maher, Clerk.

**BOROUGH OF BROOKLYN.**

First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards and that portion of the Eleventh Ward beginning at the intersection of the centre lines of Hudson and Myrtle avenues, thence along the centre line of Myrtle avenue to North Portland avenue, thence along the centre line of North Portland avenue to Flushing avenue, thence along the centre line of Flushing avenue to Navy street, thence along the centre line of Navy street to Johnson street, thence along the centre line of Johnson street to Hudson avenue, and thence along the centre line of Hudson avenue to the point of beginning, of the Borough of Brooklyn. Court-house, northwest corner State and Court streets.

John J. Walsh, Justice. Edward Moran, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Seventh Ward and that portion of the Twenty-first and Twenty-third Wards west of the centre line of Stuyvesant avenue and the centre line of Schenectady avenue, also that portion of the Twenty-third Ward beginning at the intersection of the centre lines of North Portland and Myrtle avenues, thence along the centre line of Myrtle avenue to Waverly avenue, thence along the centre line of Waverly avenue to Park avenue, thence along the centre line of Park avenue to Washington avenue, thence along the centre line of Washington avenue to Flushing avenue, thence along the centre line of Flushing avenue to North Portland avenue, and thence along the centre line of North Portland avenue to the point of beginning.

Court-room, No. 495 Gates avenue.

Gerard B. Van Wart, Justice. William H. Allen, 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 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.

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5 reinforced concrete receiving basins, special design, Class C, all complete, as shown on plan of the work and connected with the sewer.  
 1 reinforced concrete receiving basin, special design, Class D, all complete, as shown on plan of the work and connected with the sewer.  
 200 square feet of additional reinforcing metal, equal and similar to No. 10 expanded metal, furnished and placed.  
 300 pounds of additional reinforcing metal, equal and similar to  $\frac{1}{2}$ -inch steel rods, furnished and placed.  
 47 standard manholes, complete, as per section on plan of the work.  
 6 manholes, special design, Class A, complete, as per section on plan of the work.  
 3 manholes, special design, Class B, complete, as per section on plan of the work.  
 2 manholes, special design, Class C, complete, as per section on plan of the work.  
 2 manholes, special design, Class D, complete, as per section on plan of the work.  
 2 standard manhole heads, furnished and set.  
 91 square yards of asphalt block pavement.  
 8,952 square feet of sidewalk relaid.  
 2,238 linear feet of curb and gutter restored. The time for the completion of the work and the full performance of the contract is 300 days.  
 The amount of security required is Twenty-three Thousand Dollars (\$23,000).

No. 4. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REGULATING, GRADING AND PAVING WITH MACADAM PAVEMENT, SETTING CURB, GUTTER AND CONSTRUCTING A REINFORCED CONCRETE BRIDGE, RETAINING WALLS, FENCES, ETC., ON FOREST AVENUE, FROM BROOKS AVENUE TO CHERRY LANE, TOGETHER WITH ALL THE WORK INCIDENTAL THERETO. The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required is as follows:

1,800 cubic yards of excavation.  
 200 cubic yards of additional filling.  
 200 cubic yards of dry rubble masonry for retaining walls and culverts.  
 100 linear feet of 4-inch culvert under drain, furnished and laid.  
 10 linear feet of 30-inch culvert pipe, furnished and laid.  
 40 linear feet of 8-inch culvert pipe, furnished and laid.  
 60 linear feet of wrought iron railing, furnished and set.  
 200 linear feet of galvanized iron pipe fence, furnished and set.  
 1,950 square yards of macadam pavement.  
 45 square yards new granite block pavement, furnished and laid.  
 120 square yards face quarry stone pavement, furnished and laid.  
 60 square yards vitrified brick pavement, furnished and laid.  
 250 square yards old cobble gutters, relaid.  
 10,500 pounds of steel bars in place.  
 300 square feet of new bridgestone, furnished and laid.  
 50 linear feet of new 20-inch curbstone, furnished and set.  
 750 linear feet of old curbstone, rejoined and reset.  
 100 cubic yards concrete 1-2-4 arch between skew backs.  
 160 cubic yards concrete 1-2-5 spandrel walls, etc.  
 130 cubic yards concrete 1-3-6 abutment foundations, etc.

The time for the completion of the work and the full performance of the contract is 70 days.

The amount of security required is Four Thousand Dollars (\$4,000).

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, Richmond Building, New Brighton, Borough of Richmond.

GEORGE CROMWELL,  
President.

THE CITY OF NEW YORK, June 22, 1906.

j26,jy10

*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 m. on

TUESDAY, JULY 10, 1906,  
Borough of Richmond.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR RESURFACING THE ROADWAY OF RICHMOND ROAD, FROM SUMMIT SOUTH OF CLOVE AVENUE TO THE AMBOY ROAD.

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required is as follows:

23,500 square yards of macadam pavement, to be resurfaced.

The time for the completion of the work and the full performance of the contract is 60 days.

The amount of security required is Five Thousand Dollars (\$5,000).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REGULATING, GRADING AND PAVING WITH MACADAM PAVEMENT, ETC., THE ROADWAY OF LEONARD AVENUE, FROM WOOLEY AVENUE TO JEWETT AVENUE; LATHRAP AVENUE, FROM WOOLEY AVENUE TO FISK AVENUE, AND OTHER STREETS.

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required is as follows:

1,400 cubic yards excavation.  
 15,200 cubic yards additional filling.  
 10 cubic yards concrete steel for basins and culverts.  
 40 linear feet 12-inch culvert pipe, furnished and laid.

13,400 square yards macadam pavement.  
 1,700 square yards vitrified brick pavement with sand cushion, furnished and laid.  
 250 cubic yards concrete foundation.  
 500 linear feet new 20-inch curbstone, furnished and set.

2 vault covers and rims in place.

The time for the completion of the work and the full performance of the contract is 100 days.

The amount of security required is Eleven Thousand Dollars (\$11,000).

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, Richmond Building, New Brighton, Borough of Richmond.

GEORGE CROMWELL,  
President.

THE CITY OF NEW YORK, June 18, 1906.

j20,jy10

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

#### DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, JULY 9, 1906,  
Borough of Brooklyn.

No. 1. FOR ALTERATIONS, REPAIRS, ETC., FOR PUBLIC SCHOOLS 1, 3, 4, 9, 11, 12, 15, 25, 35, 55, 67, 69, 70, 79, 87, 111, 133, BOYS' HIGH SCHOOL, GIRLS' HIGH SCHOOL AND OLD COMMERCIAL HIGH SCHOOL, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work on each school will be 55 working days, as provided in the contract.

The amount of security required is as follows:

Public School 1.....	\$400 00
Public School 3.....	400 00
Public School 4.....	1,100 00
Public School 9.....	6,000 00
Public School 11, Item I.....	10,000 00
Public School 11, Item II.....	8,000 00
Public School 11, Item III.....	1,400 00
Public School 12.....	1,900 00
Public School 15.....	400 00
Public School 25.....	4,000 00
Public School 35.....	5,000 00
Public School 55.....	200 00
Public School 67.....	800 00
Public School 69.....	17,000 00
Public School 70.....	1,600 00
Public School 79.....	1,000 00
Public School 87.....	1,200 00
Public School 111.....	1,000 00
Public School 133.....	1,400 00
Boys' High School.....	700 00
Girls' High School.....	700 00
Old Commercial High School.....	1,500 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 2. FOR INSTALLING HEATING AND VENTILATING APPARATUS IN PUBLIC SCHOOL 22, ON JAVA STREET, NEAR MANHATTAN AVENUE, BOROUGH OF BROOKLYN.

The time of completion is 55 working days.

The amount of security required is Four Thousand Dollars (\$4,000).

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, Richmond Building, New Brighton, Borough of Richmond.

GEORGE CROMWELL,  
President.

THE CITY OF NEW YORK, June 22, 1906.

j26,jy10

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

37, 42, 49, 62, 72, 79, 82, 96, 116, 119, 126, 147, 151, 159, 160, 174 AND 188, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work on each school will be until August 1, 1906, as provided in the contract.

The amount of security required is as follows:

Public School 1.....	\$600 00
Public School 2.....	1,200 00
Public School 6.....	1,300 00
Public School 7.....	900 00
Public School 13.....	500 00
Public School 14.....	700 00
Public School 20.....	700 00
Public School 22.....	700 00
Public School 23.....	1,200 00
Public School 31.....	500 00
Public School 34.....	400 00
Public School 37.....	1,100 00
Public School 42.....	500 00
Public School 49.....	200 00
Public School 62.....	600 00
Public School 72.....	1,000 00
Public School 79.....	1,200 00
Public School 82.....	800 00
Public School 96.....	1,400 00
Public School 116.....	800 00
Public School 119.....	300 00
Public School 126.....	1,200 00
Public School 147.....	1,100 00
Public School 151.....	400 00
Public School 159.....	500 00
Public School 160.....	800 00
Public School 174.....	300 00
Public School 188.....	400 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 6. INSTALLING ELECTRIC EQUIPMENT IN ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 25, ON THE NORTH SIDE OF EAST FOURTH STREET, ABOUT 250 FEET WEST OF FIRST AVENUE, BOROUGH OF MANHATTAN.

The time of completion is 60 working days.

The amount of security required is Three Thousand Dollars.

No. 7. FOR FORMING CLASSROOMS ON FIFTH STORY OF PUBLIC SCHOOL 157, ON ST. NICHOLAS AVENUE, BETWEEN ONE HUNDRED AND TWENTY-SIXTH AND ONE HUNDRED AND TWENTY-SEVENTH STREETS, BOROUGH OF MANHATTAN.

The time of completion is 30 working days.

The amount of security required is Four Hundred Dollars (\$400).

No. 8. ALTERATIONS, REPAIRS, ETC., TO GIRLS' TECHNICAL HIGH SCHOOL, NO. 34 1/2 EAST TWELFTH STREET, BOROUGH OF MANHATTAN.

The time of completion is 35 working days.

The amount of security required is Eleven Hundred Dollars (\$1,100).

No. 9. INSTALLING HEATING AND VENTILATING APPARATUS IN STUYVESANT HIGH SCHOOL, ON FIFTEENTH AND SIXTEENTH STREETS, ABOUT EIGHTY FEET WEST OF FIRST AVENUE, BOROUGH OF MANHATTAN.

The time of completion is 60 working days.

The amount of security required is Thirty-five Thousand Dollars (\$35,000).

#### Borough of Queens.

NO. 10. ALTERATIONS, REPAIRS, ETC., TO PUBLIC SCHOOL 4, ON PROSPECT STREET, NEAR BEEBEE AVENUE, LONG ISLAND CITY; AND PUBLIC SCHOOL 34, SPRINGFIELD ROAD AND HOLLIS AVENUE, QUEENS, BOROUGH OF QUEENS.

The time allowed to complete the whole work on each school will be 30 working days, as provided in the contract.

The amount of security required is Seven Thousand Dollars.

On Contracts Nos. 3, 4, 5 and 6 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

Extensions must be made and footed up, as the bids will be read from the total of each item, and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

On Contract No. 2 the bids will be compared and the contract awarded in a lump sum to the lowest bidder.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, eighth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan; also at branch office, No. 69 Broadway, Flushing, Borough of Queens, for work for their respective boroughs.

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, JULY 2, 1906,

Borough of The Bronx.

No. 2. FOR REPAIRS TO HEATING APPARATUS OF PUBLIC SCHOOL 3, ONE HUNDRED AND FIFTY-SEVENTH STREET, NEAR COURTLAND AVENUE, AND PUBLIC SCHOOL 9, ONE HUNDRED AND THIRTY-EIGHTH AND ONE HUNDRED AND THIRTY

seen at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

FRANCIS J. LANTRY,  
Commissioner.

Dated JUNE 19, 1906.

j20,jy2

*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

THURSDAY, JUNE 28, 1906,  
Borough of Manhattan.

No. 1. FOR FURNISHING AND DELIVERING HARDWARE, PAINTS, IRON, STEAM FITTINGS, LUMBER AND MISCELLANEOUS ARTICLES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before ten days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the totals and award made to the lowest bidder on each item.

The bids on lumber will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

FRANCIS J. LANTRY,  
Commissioner.

Dated JUNE 16, 1906.

j18,28

*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

THURSDAY, JUNE 28, 1906,  
Borough of Manhattan.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED TO INSTALL A FORTY (40) TON ICE-MAKING PLANT ON HART'S ISLAND, NEW YORK.

The time for the completion of the work and the full performance of the contract is by or before 90 consecutive working days.

The amount of security required is fifty per cent. (50%) 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 and the plans and drawings may be seen at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

FRANCIS J. LANTRY,  
Commissioner.

Dated JUNE 16, 1906.

j18,28

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

## DEPARTMENT OF STREET CLEANING.

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13-21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

THURSDAY, JULY 3, 1906,  
Boroughs of Manhattan and The Bronx.

CONTRACT FOR FURNISHING AND DELIVERING ICE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before October 1, 1906.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price per hundred pounds, 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. 13-21 Park row.

JOHN McG. WOODBURY,  
Commissioner of Street Cleaning.

Dated JUNE 19, 1906.

j20,jy3

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13-21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

THURSDAY, JULY 3, 1906,  
Borough of Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING ICE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before October 1, 1906.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price per hundred pounds, 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. 13-21 Park row.

JOHN McG. WOODBURY,  
Commissioner of Street Cleaning.

Dated JUNE 19, 1906.

j20,jy3

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

DEPARTMENT OF STREET CLEANING, MAIN OFFICE, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, JUNE 15, 1906.

## PUBLIC NOTICE.

### BOROUGH OF BROOKLYN.

#### SALE OF UNUSED PROPERTY.

NOTICE IS HEREBY GIVEN THAT, PURSUANT to section 541 of the Greater New York Charter, I will on

FRIDAY, JUNE 29, 1906,

at 10 o'clock a. m., at Stable "G" of the Department of Street Cleaning, No. 1815 Pacific street, near Utica avenue, Borough of Brooklyn, sell at public auction the following unused property of the Department of Street Cleaning:

28 horses, more or less.

9 tons old iron, including 16 old steel cart bodies, more or less.

400 feet old garden hose, more or less.

230 pounds old bicycle, carriage, rubber tires and mats, more or less.

239 old pipe horse collars, more or less.

68 old cart saddles.

1,322 pounds old harness, consisting of breechings, bridles, halters, traces, Boston hackers, lines, belly bands, bridle fronts and Dutch collars, more or less.

115 old truck and cart harness, more or less.

1 set old cart harness, more or less.

3 sets old carriage harness, more or less.

3 sets single truck harness, more or less.

1 set double truck harness, more or less.

3,228 pounds old canvas truck, cart and quarter blankets, more or less.

106 old woolen stable blankets, more or less.

16 old cloth lap robes, more or less.

2 old hay cutters, more or less.

5 old iron wheelbarrows, more or less.

130 pounds horse hair (manes and tails only), more or less.

13 old bicycles, more or less.

35 old paint and oil barrels, more or less.

2 old carriages, Nos. 8 and 17, more or less.

1 old portable forge, more or less.

2 old wooden hoisting blocks, more or less.

1 old horse clippers, more or less.

3 old fur lap robes, more or less.

1 old whitewashing machine, more or less.

TERMS OF SALE.

The horses are to be paid for in full at time of the sale and to be removed before 3 o'clock p. m. of the day of the sale. On the rest of the property a deposit of 75 per cent. of the purchase price will be required on the day of the sale. The articles sold are to be removed within ten (10) days, or, in default thereof, the said deposits shall be forfeited to The City of New York as liquidated damages.

JOHN McG. WOODBURY,

Commissioner of Street Cleaning.

j18,29

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

TUESDAY, JUNE 26, 1906,

Borough of Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING FORAGE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 30, 1906.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price per hundred pounds of each article contained in the specifications or schedules herein contained or hereto annexed, 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 award will be 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 Brooklyn, Nos. 13-21 Park row.

JOHN McG. WOODBURY,

Commissioner of Street Cleaning.

Dated JUNE 11, 1906.

j14,26

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13 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

TUESDAY, JUNE 26, 1906,

Boroughs of Manhattan, The Bronx and Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING CEMENT, FIRE CLAY, FIRE BRICKS, LIME AND PULVERIZED SLATE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 31, 1906.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item contained in the specifications or schedules herein contained or hereto annexed, per barrel, per thousand, per ton, or other unit of measure by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item and awards made to the lowest bidder on each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13-21 Park row.

F. M. GIBSON,

Deputy and Acting Commissioner of Street Cleaning.

Dated JUNE 13, 1906.

j14,26

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13 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

TUESDAY, JUNE 26, 1906,

Boroughs of Manhattan and The Bronx.

CONTRACT FOR FURNISHING AND DELIVERING FORAGE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 30, 1906.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price per hundred pounds of each article contained in the specifications or schedules herein contained or hereto annexed, 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 award will be 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 Boroughs of Manhattan and The Bronx.

JOHN McG. WOODBURY,

Commissioner of Street Cleaning.

MUNICIPAL CIVIL SERVICE COMMISSION, NO. 51  
LAFAYETTE STREET, NEW YORK CITY, May 18,  
1906.

PUBLIC NOTICE IS HEREBY GIVEN  
that applications for the following position  
in the labor class will be received on and after  
May 28, 1906, viz:

LABOR CLASS—PART 2.

THERMOSTAT REPAIRER.  
WILLIAM F. BAKER,  
President;  
R. ROSS APPLETON,  
ALFRED J. TALLEY,  
Civil Service Commissioners.  
FRANK A. SPENCER,  
Secretary.

m21

MUNICIPAL CIVIL SERVICE COMMISSION, NO.  
299 BROADWAY, NEW YORK CITY, February 23,  
1906.

PUBLIC NOTICE IS HEREBY GIVEN  
that applications for the following positions  
in the labor class will be received on and after  
March 5, 1906, viz:

LABOR CLASS—PART 2.

CORE MAKER (Fire Department), MOLDER  
(Fire Department), CARRIAGE BODY MAKER  
(Fire Department), RUBBER TIRE REPAIRER  
(Fire Department), PATTERN MAKER.

LABOR CLASS—PART 1.  
STABLEMAN (Department of Street Cleaning).

WILLIAM F. BAKER,  
President;  
R. ROSS APPLETON,  
ALFRED J. TALLEY,  
Civil Service Commissioners.  
FRANK A. SPENCER,  
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, NO. 61  
ELM STREET, CITY OF NEW YORK.

PUBLIC NOTICE WILL BE GIVEN OF  
all competitive examinations two weeks in  
advance of the date upon which the receipt of  
applications for any scheduled examination will  
close. Applications will be received for only  
such examinations as are scheduled.

When an examination is advertised, a person  
desiring to compete in the same may obtain an  
application blank upon request made in writing  
or by personal application at the office of the  
Commission.

All notices of examinations will be posted in  
the office of the Commission, City Hall, Municipal  
Building, Brooklyn, and advertised in the  
CITY RECORD for two weeks in advance of the date  
upon which the receipt of applications will  
close for any stated position.

Public notice will also be given by advertisement  
in most of the City papers.

Wherever an examination is of a technical  
character, due notice is given by advertisement  
in the technical journals appertaining to the particular  
profession for which the examination is called.

Such notices will be sent to the daily papers as  
matters of news, and to the General Post-  
office and stations thereof. The scope of the  
examination will be stated, but for more general  
information application should be made at the  
office of the Commission.

Unless otherwise specifically stated, the minimum  
age requirement for all positions is 21.

WILLIAM F. BAKER,  
President;  
R. ROSS APPLETON,  
ALFRED J. TALLEY,  
Commissioners.

FRANK A. SPENCER,  
Secretary.

12-24-03

## DEPARTMENT OF HEALTH.

DEPARTMENT OF HEALTH OF THE CITY OF NEW  
YORK, SOUTHWEST CORNER OF FIFTY-FIFTH STREET  
AND SIXTH AVENUE, BOROUGH OF MANHATTAN,  
THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE  
received by the Board of Health of the  
Department of Health until 10 o'clock a. m. on

TUESDAY, JULY 3, 1906,

FOR FURNISHING AND DELIVERING  
GALVANIZED IRON PIPE, CAST IRON  
PIPE, COUPLINGS, BRANCHES, VITRIFIED  
PIPE, TILE DRAINS, PORTLAND CEMENT  
AND WOODEN TANKS AS REQUIRED, TO  
THE SANATORIUM FOR CARE AND  
TREATMENT OF PERSONS AFFECTION  
WITH TUBERCULOSIS FROM THE CITY  
OF NEW YORK, LOCATED AT OTISVILLE,  
TOWN OF MOUNT HOPE, ORANGE  
COUNTY, N. Y., DURING THE YEAR 1906.

Delivery will be made, freight prepaid, to the  
Otisville, N. Y., Station, on the Erie Railroad, in  
such quantities and in such manner as may be re-  
quired by the Board of Health during the year  
1906; any changes in the time or place of de-  
livery, however, may be made in writing by the  
Board of Health.

The time for the completion of the work and  
the full performance of the contract is during the  
year 1906.

The amount of security required is fifty per  
cent. (50%) of the amount of the bid.

Bids will be compared and the contract  
awarded to the lowest bidder for each class, as  
indicated by the specifications.

Blank forms and further information may be  
obtained at the office of the Chief Clerk of the  
Department of Health, southwest corner of Fifty-  
fifth street and Sixth avenue, Borough of Man-  
hattan.

THOMAS DARLINGTON, M. D.,  
President;

ALVAN H. DOTY, M. D.,  
THEODORE A. BINGHAM,  
Board of Health.

Dated JUNE 20, 1906.

j20,jy3

See General Instructions to Bidders  
on the last page, last column, of  
the "City Record."

DEPARTMENT OF HEALTH OF THE CITY OF NEW  
YORK, SOUTHWEST CORNER OF FIFTY-FIFTH STREET  
AND SIXTH AVENUE, BOROUGH OF MANHATTAN,  
OFFICE OF THE SECRETARY, NEW YORK, June 18,  
1906.

AT A MEETING OF THE BOARD OF  
Health of the Department of Health, held  
June 13, 1906, the following resolution was  
adopted:

Resolved, That section 70 of the Sanitary Code  
of this Department be and the same is hereby  
amended so as to read as follows:

Sec. 70. No cattle, swine or sheep shall be  
driven through any public street or avenue in  
the Borough of Brooklyn without a permit from  
the Board of Health, in writing, and subject to  
the conditions thereof.

EUGENE W. SCHEFFER,  
Secretary.

j20,27

## FIRE DEPARTMENT.

HEADQUARTERS OF THE FIRE DEPARTMENT OF  
THE CITY OF NEW YORK, NOS. 157 AND 159 EAST  
SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN,  
THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE  
received by the Fire Commissioner at the  
above office until 10:30 o'clock a. m. on

THURSDAY, JUNE 28, 1906,

Borough of Manhattan.

NO. 1. FOR FURNISHING AND DELIVER-  
ING HAY, STRAW, OATS, BRAN, OIL MEAL  
AND SALT FOR COMPANIES LOCATED IN  
THE BOROUGH OF MANHATTAN.

The time for the delivery of the articles, ma-  
terials and supplies and the performance of the  
contract is by or before February 1, 1907.

The amount of security required is Fourteen  
Thousand Five Hundred Dollars (\$14,500).

Borough of The Bronx.

NO. 2. FOR FURNISHING AND DELIVER-  
ING HAY, STRAW, OATS, BRAN, OIL MEAL  
AND SALT FOR COMPANIES LOCATED IN  
THE BOROUGH OF THE BRONX.

The time for the delivery of the articles, ma-  
terials and supplies and the performance of the  
contract is by or before February 1, 1907.

The amount of security required is Four Thou-  
sand Five Hundred Dollars (\$4,500).

Borough of Richmond.

NO. 3. FOR FURNISHING AND DELIVER-  
ING HAY, STRAW, OATS, BRAN, OIL MEAL  
AND SALT FOR COMPANIES LOCATED IN  
THE BOROUGH OF RICHMOND.

The time for the delivery of the articles, ma-  
terials and supplies and the performance of the  
contract is by or before February 1, 1907.

The amount of security required is One Thou-  
sand Seven Hundred and Fifty Dollars (\$1,750).

Boroughs of Brooklyn and Queens.

NO. 4. FOR FURNISHING AND DELIVER-  
ING HAY, STRAW, OATS AND BRAN FOR  
COMPANIES LOCATED IN THE BOROUGHS OF  
BROOKLYN AND QUEENS.

The time for the delivery of the articles, ma-  
terials and supplies and the performance of the  
contract is by or before February 1, 1907.

The amount of security required is Ten Thou-  
sand Five Hundred Dollars (\$10,500).

NO. 5. FOR FURNISHING AND DELIVER-  
ING HAY, STRAW, OATS AND BRAN FOR  
COMPANIES LOCATED AT ROCKAWAY  
BEACH, FAR ROCKAWAY AND ARVERNE,  
BOROUGH OF QUEENS.

The time for the delivery of the articles, ma-  
terials and supplies and the performance of the  
contract is by or before February 1, 1907.

The amount of security required is Eight Hun-  
dred Dollars (\$800).

The bidder will state the price of each item  
or article contained in the specifications or sched-  
ules 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 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, Man-  
hattan.

JOHN H. O'BRIEN,  
Fire Commissioner.

Dated JUNE 16, 1906.

j18,28

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

THURSDAY, JUNE 28, 1906,

Boroughs of Manhattan and The Bronx.

NO. 1. FOR FURNISHING ALL THE  
LABOR AND MATERIALS REQUIRED FOR  
THE ERECTION AND COMPLETION OF A  
NEW BUILDING FOR A HOOK AND LAD-  
DER COMPANY, TO BE LOCATED ON THE  
SOUTHERN SIDE OF SIXTY-THIRD  
STREET, ONE HUNDRED AND SEVENTY-  
FIVE FEET EAST OF AMSTERDAM AVE-  
NUE.

The time for the completion of the work and  
the full performance of the contract is two hun-  
dred and thirty days.

The amount of security required is Thirty-two  
Thousand Dollars.

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 Fire Department, Nos.  
157 and 159 East Sixty-seventh street, Man-  
hattan.

JOHN H. O'BRIEN,  
Fire Commissioner.

Dated JUNE 16, 1906.

j18,28

See General Instructions to Bidders  
on the last page, last column, of  
the "City Record."

BOROUGH OF MANHATTAN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF  
MANHATTAN, CITY HALL, THE CITY OF NEW  
YORK.

SEALED BIDS OR ESTIMATES WILL BE  
received by the President of the Borough of  
Manhattan, at the City Hall, Room 16, until  
3 o'clock p. m. on

MONDAY, JULY 9, 1906,

NO. 1. FOR REGULATING AND GRADING,  
CURBING AND FLAGGING ONE HUNDRED  
AND FIFTY-THIRD STREET, FROM BROAD-  
WAY TO RIVERSIDE DRIVE EXTENSION.

Engineer's estimate of amount of work to be  
done:

10,380 cubic yards of earth excavation.

14,500 cubic yards of rock excavation.

2,900 cubic yards of cement masonry for re-  
taining walls and culverts.

400 cubic yards of concrete for foundation.

310 linear feet of guard rail.

1,650 linear feet new curbstone, furnished and  
set.

6,500 square feet new flagstone, furnished and  
laid.

Time allowed for doing and completing above  
work is 200 working days.

Amount of security required is Twelve Thou-  
sand Dollars (\$12,000).

NO. 2. FOR REGULATING AND GRADING,  
CURBING AND FLAGGING ONE HUNDRED  
AND SIXTY-SEVENTH STREET, FROM AM-  
STERDAM AVENUE TO AUDUBON AVE-  
NUE.

Engineer's estimate of amount of work to be  
done:

3,790 cubic yards excavation (for parkways).

14,265 linear feet new curbstone.

4,200 linear feet old curbstone redressed, re-  
joined and reset.

5,000 cubic yards concrete.

49,943 square yards asphalt block pavement.

3,248 cubic yards loam for filling (in park-  
ways).

58,468 square feet sod, including pinning and  
watering (in parkways).

542 cubic yards manure (for parkways).

16 noiseless covers, complete, for sewer man-  
holes.

9 noiseless covers, complete, for water man-  
holes.

30,761 square feet of walk pavement (for park-  
ways) of rock asphalt mastic with concrete  
base and rubble stone foundation, including all  
excavating and regulating of bed for same.

Time allowed for doing and completing above  
work is 200 working days.

Amount of security required is Thirty-five  
Thousand Dollars (\$35,000).

The contracts must be bid for separately and  
the bids will be compared and the contracts  
awarded at a lump or aggregate sum for each  
contract.

The bidder will state the price of each item or  
article contained in the specifications or sched-  
ules herein contained or hereto annexed, per foot,  
yard or other unit of measure, or article, by  
which the bids will be tested. The extensions  
must be made and footed up, as the bids will be  
read from the total.

Blank forms may be had and the plans and  
drawings may be seen at the office of the Com-  
missioner of Public Works, Nos. 13 to 21 Park  
row, Bureau of Highways, Borough of Man-  
hattan.

JOHN F. AHEARN,  
Borough President.

THE CITY OF NEW YORK, June 25, 1906.

j

FROM OAK STREET TO CYPRESS AVENUE; AND IN CYPRESS AVENUE, FROM SEVENTEENTH STREET TO SIXTEENTH STREET; AND IN QUEENS AVENUE, FROM SEVENTEENTH STREET TO TWENTIETH STREET; AND THE CONSTRUCTION OF FOURTEEN CATCH BASINS IN CONNECTION THEREWITH, INGLESDIDE, THIRD WARD.

The Engineer's estimate for quantities required is as follows:

725 linear feet of re-enforced concrete sewer, 9 feet, including the portal at outlet.  
1,580 linear feet of re-enforced concrete sewer, 8 feet 9 inches.  
1,007 linear feet of re-enforced concrete sewer, 8 feet.  
774 linear feet of re-enforced concrete sewer, 6 feet 6 inches.  
810 linear feet of re-enforced concrete sewer, 6 feet.  
1,830 linear feet of re-enforced concrete sewer, 5 feet 3 inches.  
245 linear feet of re-enforced concrete sewer, 2 feet 6 inches.  
7,000 linear feet of 12-inch vitrified salt-glazed sewer pipe for sub-drain.  
350 linear feet of 12-inch vitrified salt-glazed culvert pipe.  
14 domes, complete.  
43 manholes, complete.  
14 receiving basins, complete.  
1,000 cubic yards of rock excavated and removed.  
100 cubic yards of concrete not shown on plan.  
10,000 pounds steel for re-enforcement not shown on plan.  
800,000 feet, B. M., timber for foundation.  
650,000 feet, B. M., timber for bracing and sheet piling.  
20,000 linear feet of piles below caps, furnished, driven and cut off.

Time for the delivery of material and the performance of contract is three hundred working days.

The amount of security required will be One Hundred Thousand Dollars.

No. 2. TO CONSTRUCT SEWER AND APPURTENANCES IN DITMARS AVENUE, FROM LAWRENCE STREET TO CRESCENT STREET; AND IN CRESCENT STREET, FROM DITMARS AVENUE TO POTTER AVENUE, IN THE FIRST WARD.

The Engineer's estimate for quantities required is as follows:

880 linear feet of re-enforced concrete sewer, 2 feet 6 inches.  
1,040 linear feet of 24-inch vitrified salt-glazed sewer pipe.  
440 linear feet of 12-inch vitrified salt-glazed culvert pipe.  
2,260 linear feet of 6-inch vitrified salt-glazed sewer pipe for house connections.  
14 manholes, complete.  
11 receiving basins, complete.  
80 cubic yards of rock excavated and removed.  
25 cubic yards of concrete in place.  
30,000 feet, B. M., timber for foundation.  
50,000 feet, B. M., timber for bracing and sheet piling.

The time for the completion of the work and the full performance of the contract is by or before 125 working days.

The amount of security required is Ten Thousand Dollars.

No. 3. TO CONSTRUCT A SEWER AND APPURTENANCES IN NINTH AVENUE, FROM FLUSHING AVENUE TO THE CROWN 200 FEET SOUTH OF VANDEVENTER AVENUE, IN THE FIRST WARD.

The Engineer's estimate of the quantities required is as follows:

1,554 linear feet of 12-inch vitrified salt glazed sewer pipe.  
1,600 linear feet of 6-inch vitrified salt glazed sewer pipe, for house connections.  
11 manholes, complete.  
15 cubic yards of rock, excavated and removed.  
1,600 feet B. M. timber, for foundation.  
5,000 feet B. M. timber, for bracing and sheet piling.

The time for the completion of the work and the full performance of the contract is by or before 60 working days.

The amount of security required is Three Thousand Dollars (\$3,000).

No. 4. TO CONSTRUCT A SEWER AND APPURTENANCES IN THE CRESCENT, BETWEEN GRAND AVENUE AND JAMAICA AVENUE, IN THE FIRST WARD.

The Engineer's estimate of the quantities required is as follows:

670 linear feet of 12-inch vitrified salt glazed sewer pipe.  
400 linear feet of 15-inch vitrified salt glazed sewer pipe.  
30 linear feet of 12-inch vitrified salt glazed culvert pipe.  
1,400 linear feet of 6-inch vitrified salt glazed sewer pipe, for house connections.  
8 manholes, complete.  
15 cubic yards of rock, excavated and removed.  
2,500 feet B. M. timber, for foundation.  
10,000 feet B. M. timber, for bracing and sheet piling.

The time for the completion of the work and the full performance of the contract is by or before 60 working days.

The amount of security required is Two Thousand Five Hundred Dollars (\$2,500).

No. 5. TO CONSTRUCT SEWER AND APPURTENANCES IN FIFTH AVENUE, FROM FLUSHING AVENUE TO VANDEVENTER AVENUE, AND IN VANDEVENTER AVENUE, FROM FIFTH AVENUE TO TENTH AVENUE, IN THE FIRST WARD.

The Engineer's estimate of the quantities required is as follows:

1,177 linear feet of reinforced concrete sewer, 2 feet 6 inches.  
435 linear feet of 12-inch vitrified salt-glazed sewer pipe.  
260 linear feet of 15-inch vitrified salt-glazed sewer pipe.  
260 linear feet of 18-inch vitrified salt-glazed sewer pipe.  
280 linear feet of 12-inch vitrified salt-glazed culvert pipe.  
2,710 linear feet of 6-inch vitrified salt-glazed sewer pipe for house connections.  
16 manholes, complete.  
9 receiving basins, complete.  
50 cubic yards of rock excavated and removed.  
100 cubic yards of concrete in place.

The time for the completion of the work and the full performance of the contract is by or before 150 working days.

The amount of security required is Ten Thousand Dollars.

No. 6. TO CONSTRUCT A SEWER AND APPURTENANCES IN EIGHTEENTH AVENUE, FROM WILSON AVENUE TO JACKSON AVENUE, IN THE FIRST WARD.

The Engineer's estimate of the quantities required is as follows:

1,010 linear feet of reinforced concrete sewer, 4 feet 6 inches.

1,062 linear feet of reinforced concrete sewer, 4 feet, including reducer.  
1,940 linear feet of 12-inch vitrified salt-glazed sewer pipe.  
5 linear feet of 18-inch vitrified salt-glazed sewer pipe.  
700 linear feet of 24-inch vitrified salt-glazed sewer pipe.  
360 linear feet of 12-inch vitrified salt-glazed culvert pipe.  
3,820 linear feet of 6-inch vitrified salt-glazed sewer pipe, for house connections.  
34 manholes, complete.  
11 receiving basins, complete.  
100 cubic yards of rock, excavated and removed.  
125 cubic yards of concrete, in place.  
12,000 feet (B. M.) timber, for foundation.  
60,000 feet (B. M.) timber, for bracing and sheet piling.

The time for the completion of the work and the full performance of the contract is by or before 200 working days.

The amount of security required is Twenty Thousand Dollars (\$20,000).

No. 7. TO CONSTRUCT A SEWER AND APPURTENANCES IN GRAND AVENUE, FROM ELEVENTH AVENUE TO EIGHTEENTH AVENUE, IN THE FIRST WARD.

The Engineer's estimate of the quantities required is as follows:

260 linear feet of reinforced concrete sewer, 2 feet 6 inches.  
520 linear feet of reinforced concrete sewer, 3 feet.  
280 linear feet of reinforced concrete sewer, 3 feet 6 inches.  
255 linear feet of 12-inch vitrified salt glazed sewer pipe.  
260 linear feet of 15-inch vitrified salt glazed sewer pipe.  
260 linear feet of 18-inch vitrified salt glazed sewer pipe.  
630 linear feet of 12-inch vitrified salt glazed culvert pipe.  
2,500 linear feet of 6-inch vitrified salt glazed sewer pipe, for house connections.  
15 manholes, complete.  
15 receiving basins, complete.  
150 cubic yards of rock, excavated and removed.  
50 cubic yards of concrete, in place.  
68,000 feet (B. M.) timber, for foundation.  
25,000 feet (B. M.) timber, for bracing and sheet piling.

The time for the completion of the work and the full performance of the contract is by or before 180 working days.

The amount of security required is Thirteen Thousand Dollars.

No. 8. TO CONSTRUCT A SEWER AND APPURTENANCES IN BUCHANAN PLACE, FROM A POINT 150 FEET NORTH OF GRAND AVENUE TO NEWTOWN AVENUE, IN THE FIRST WARD.

The Engineer's estimate of the quantities required is as follows:

330 linear feet of 12-inch vitrified salt glazed sewer pipe.  
480 linear feet of 6-inch vitrified salt glazed sewer pipe for house connections.  
3 manholes, complete.  
10 cubic yards of rock excavated and removed.  
1,000 feet, B. M., timber for foundation.  
2,000 feet, B. M., timber for bracing and sheet piling.

The time for the completion of the work and the full performance of the contract is by or before 30 working days.

The amount of security required is Eight Hundred Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereafter annexed, per square yard, linear foot or other unit of measure, by which the bids will be tested.

The extensions must be made and footed up, as the bids will be read from a total.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained and the plans and drawings may be seen at the office of the President of the Borough of Queens.

JOSEPH BERMEL,

President of the Borough of Queens.

Dated LONG ISLAND CITY, June 21, 1906.

j22,jy9

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, THIRD FLOOR OF THE BOROUGH HALL, FIFTH STREET AND JACKSON AVENUE, LONG ISLAND CITY, BOROUGH OF QUEENS, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Queens at the above office until 11 o'clock a. m. on

MONDAY, JULY 9, 1906.

No. 10. TO GRADE WASHINGTON AVENUE, FROM ACADEMY STREET TO VERNON AVENUE; AND TO REGULATE, CURB, LAY CROSSWALKS AND FLAG WASHINGTON AVENUE, BETWEEN ACADEMY STREET AND ELY AVENUE; AND ALSO BETWEEN HOPKINS AVENUE AND VERNON AVENUE, FIRST WARD, BOROUGH OF QUEENS; TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work will be one hundred and twenty-five (125) working days.

The amount of security required will be Thirty Thousand Dollars (\$30,000).

The Engineer's estimate of the quantities required is as follows:

1,000 cubic yards rock excavation.  
9,000 cubic yards earth excavation.  
80,000 cubic yards of earth filling furnished.  
5,000 linear feet of concrete curb.  
4,300 square feet of new flagstone.

No. 11. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS AND CROSSWALKS ON FIRST AVENUE (LOCKWOOD WOOD STREET), FROM WASHINGTON AVENUE TO WEBSTER AVENUE, FIRST WARD; TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work will be thirty-five (35) working days.

The amount of security required will be Two Thousand Dollars (\$2,000).

The Engineer's estimate of the quantities required is as follows:

5,000 cubic yards excavation.  
1,250 linear feet concrete curb.  
6,300 square feet new flagstone.  
230 square feet new bluestone bridging.

No. 12. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS AND CROSSWALKS ON FREEMAN AVENUE, FROM ACADEMY STREET TO THE CENTRE, FIRST WARD; TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work will be thirty-five (35) working days.

The amount of security required is as follows:

1,010 linear feet of reinforced concrete sewer, 4 feet 6 inches.

The amount of security required will be Two Thousand Dollars (\$2,000).

The Engineer's estimate of the quantities required is as follows:

1,500 linear feet new bluestone curbstone furnished and set.  
1,400 cubic yards of earth excavation.  
6,600 square feet of new flagstone.

No. 13. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS AND CROSSWALKS ON ACADEMY STREET, FROM PAYNTAR AVENUE TO WILBUR AVENUE, FIRST WARD, TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities required is as follows:

4,000 cubic yards excavation.  
1,050 linear feet concrete curb.  
5,000 square feet of new flagstone.

240 square feet new bluestone bridging.

The time allowed for doing and completing the above work will be thirty-five (35) working days.

The amount of security required will be Two Thousand Dollars (\$2,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereafter annexed, per square yard, linear foot or other unit of measure, by which the bids will be tested.

The extensions must be made and footed up, as the bids will be read from a total.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained and the plans and drawings may be seen at the office of the President of the Borough of Queens.

Dated LONG ISLAND CITY, June 15, 1906.

j22,jy9

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

#### OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."

Evening—"The Globe," "The Evening Mail."

Weekly—"Irish-American," "Real Estate Record and Guide."

German—"Staats-Zeitung."

Designated by the Board of City Record, January 22, 1906. Amended March 1, 1906.

j22,jy9

OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."

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Designated by the Board of City Record, January 22, 1906. Amended March 1, 1906.

j22,jy9

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j22,jy9

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Designated by the Board of City Record, January 22, 1906. Amended March 1, 1906.

j22,jy9

OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."

Evening—"The Globe," "The Evening Mail."

Weekly—"Irish-American," "Real Estate Record and Guide."

German—"Staats-Zeitung."

OF PUTNAM AVENUE, FROM BROADWAY TO HAMBURG AVENUE, AND FROM 200 FEET EAST OF HAMBURG AVENUE TO KNICKERBOCKER AVENUE.

The Engineer's estimate of the quantities is as follows:

9,510 square yards of asphalt pavement.

30 square yards of old stone pavement to be relaid.

1,600 cubic yards of concrete.

4,710 linear feet of new curbstone.

1,000 linear feet of old curbstone to be reset.

25 noiseless covers and heads complete for sewer manholes.

Time for the completion of the work and the full performance of the contract is forty (40) working days.

The amount of security required is Seven Thousand Dollars (\$7,000).

No. 12. FOR REGULATING, GRADING, CURBING, GUTTERING AND LAYING SIDEWALKS ON SIXTY-SECOND STREET, FROM FIFTH AVENUE TO SIXTH AVENUE.

The Engineer's estimate of the quantities is as follows:

332 square yards of brick gutters, to be set in concrete.

1,492 linear feet of new curbstones, to be set in concrete.

1,332 cubic yards of earth excavation.

14,338 cubic yards of earth filling, to be furnished.

110 cubic yards of concrete, not to be bid for.

7,360 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is fifty (50) working days.

The amount of security required is Two Thousand Five Hundred Dollars (\$2,500).

No. 13. FOR REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT AS A FOUNDATION THE ROADWAY OF SOUTH ELLIOTT PLACE, FROM DEKALB AVENUE TO HANSON PLACE.

The Engineer's estimate of the quantities is as follows:

5,120 square yards of asphalt pavement.

5,120 square yards of old stone pavement to be relaid.

1,750 linear feet of new curbstone.

950 linear feet of old curbstone to be reset.

13 noiseless covers and heads complete for sewer manholes.

Time for the completion of the work and the full performance of the contract is Thirty (30) working days.

The amount of security required is Two Thousand Eight Hundred Dollars (\$2,800).

No. 14. FOR REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF TROUTMAN STREET, FROM MYRTLE AVENUE TO EVERGREEN AVENUE.

The Engineer's estimate of the quantities is as follows:

2,700 square yards of asphalt pavement.

10 square yards of old stone pavement to be relaid.

480 cubic yards of concrete.

1,610 linear feet of new curbstone.

420 linear feet of old curbstone to be reset.

10 noiseless covers and heads, complete, for sewer manholes.

Time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Two Thousand Two Hundred Dollars.

No. 15. FOR REGULATING AND REPAVING WITH GRANITE PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF WILSON STREET, FROM WYTHE AVENUE TO KENT AVENUE.

The Engineer's estimate of the quantities is as follows:

1,940 square yards of granite block pavement with tar and gravel joints.

10 square yards of old stone pavement to be relaid.

370 cubic yards of concrete.

920 linear feet of new curbstone.

120 linear feet of old curbstone to be reset.

195 square feet of new granite bridgestone.

Time for the completion of the work and the full performance of the contract is twenty-five (25) working days.

The amount of security required is Two Thousand Five Hundred Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per linear foot, foot B. M., square yard, cubic yard, or other unit of measure, by which the bids will be tested.

The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Assistant Commissioner of Public Works of the Borough of Brooklyn, No. 15 Municipal Building, Borough of Brooklyn.

BIRD S. COLER,  
President.

Dated JUNE 18, 1906.

j21,jy6

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, 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

**FRIDAY, JULY 6, 1906.**

No. 1. FOR FURNISHING AND DELIVERING ENGINEERS' AND DRAUGHTSMEN'S SUPPLIES FOR USE BY THE BUREAU OF HIGHWAYS AND TOPOGRAPHICAL BUREAU.

The time allowed for the delivery of the articles, materials and supplies for the full performance of the contract is thirty (30) 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 box, dozen, roll, each, 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.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Assistant Commissioner of Public Works, the Borough of Brooklyn, Room 15, Municipal Building, Borough of Brooklyn.

BIRD S. COLER,  
President.

Dated JUNE 2, 1906.

j19,jy6

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

**FRIDAY, JULY 6, 1906.**

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWERS IN EIGHTY-FIFTH STREET, FROM SIXTEENTH AVENUE TO SEVENTEENTH AVENUE, ETC., ETC.

The Engineer's estimate of the quantities is as follows:

710 linear feet 54-inch brick sewer.

530 linear feet 36-inch brick sewer, Section "A"

1,160 linear feet 36-inch brick sewer, Section "B"

1,110 linear feet 24-inch pipe sewer.

140 linear feet 15-inch pipe sewer.

305 linear feet 12-inch pipe sewer.

32 manholes.

4 sewer basins.

37,000 feet, B. M., foundation planking.

20,000 feet, B. M., pile capping.

9,700 linear feet piles.

1,200 linear feet 12-inch pipe subdrain.

The time allowed for the completion of the work and full performance of the contract is 175 working days.

The amount of security required is Fifteen Thousand Dollars.

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER IN BROOKLYN AVENUE, FROM AVENUE G (GLENWOOD ROAD) TO AVENUE H.

The Engineer's estimate of the quantities is as follows:

775 linear feet 12-inch pipe sewer.

8 manholes.

200 feet, B. M., foundation planking.

The time allowed for the completion of the work and full performance of the contract is 20 working days.

The amount of security required is Two Thousand Dollars.

No. 3. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER IN FIFTY-NINTH STREET, FROM SEVENTH AVENUE TO EIGHTH AVENUE.

The Engineer's estimate of the quantities is as follows:

45 linear feet 15-inch pipe sewer.

700 linear feet 12-inch pipe sewer.

8 manholes.

1 sewer basin.

200 feet, B. M., foundation planking.

1,120 linear feet 6-inch house connection drain.

The time allowed for the completion of the work and full performance of the contract is 30 working days.

The amount of security required is Twelve Hundred Dollars.

No. 4. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER IN FORTY-SECOND STREET, FROM SEVENTH AVENUE TO EIGHTH AVENUE.

The Engineer's estimate of the quantities is as follows:

815 linear feet 12-inch pipe sewer.

12 sewer basins.

7 manholes.

175 feet, B. M., foundation planking.

1,080 linear feet 6-inch house connection drain.

The time allowed for the completion of the work and full performance of the contract is 30 working days.

The amount of security required is Fifteen Hundred Dollars.

No. 5. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER BASINS AT THE SOUTHEAST AND SOUTHWEST CORNERS OF JEROME STREET AND BELMONT AVENUE, ETC.

The Engineer's estimate of the quantities is as follows:

12 sewer basins.

The time allowed for the completion of the work and full performance of the contract is 50 working days.

The amount of security required is Thirteen 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 linear foot, foot B. M., square yard, cubic yard, or other unit of measure, by which the bids will be tested.

The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Assistant Commissioner of Public Works, the Borough of Brooklyn, Room 15, Municipal Building, Borough of Brooklyn.

BIRD S. COLER,  
President.

Dated JUNE 1, 1906.

j19,jy6

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

The amount of security required is Three Thousand Dollars.

No. 3. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON EAST FIFTEENTH STREET, FROM BEVERLEY ROAD TO CORTELYOU ROAD.

The Engineer's estimate of the quantities is as follows:

746 linear feet of new curbstone furnished and set in concrete.

310 cubic yards of earth excavation.

40 cubic yards of earth filling to be furnished.

37 cubic yards of concrete, not to be bid for.

1,300 square feet of cement sidewalk.

The time for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is Five Hundred Dollars.

No. 4. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF EAST FIFTEENTH STREET, FROM BEVERLEY ROAD TO CORTELYOU ROAD.

The Engineer's estimate of the quantities is as follows:

785 linear feet of new curbstone, furnished and set in concrete.

776 cubic yards of earth excavation.

580 cubic yards of earth filling, not to be bid for.

44 cubic yards of concrete, not to be bid for.

3,800 square feet of cement sidewalk.

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 Nine Hundred Dollars.

No. 5. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON EAST FIFTEENTH STREET, FROM CORTELYOU ROAD TO DORCHESTER ROAD.

The Engineer's estimate of the quantities is as follows:

1,284 linear feet of new curbstone, furnished and set in concrete.

28 cubic yards of earth excavation.

465 cubic yards of earth filling, to be furnished.

## POLICE DEPARTMENT—CITY OF NEW YORK.

**O**WNERS WANTED BY THE PROPERTY Clerk of the Police Department of The City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,  
Police Commissioner.

POLICE DEPARTMENT—CITY OF NEW YORK,  
BOROUGH OF BROOKLYN.

**O**WNERS WANTED BY THE DEPUTY Property Clerk of the Police Department of The City of New York—Office, No. 400 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.

## BELLEVUE AND ALLIED HOSPITALS.

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**S**EALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 o'clock p. m. on

MONDAY, JULY 2, 1906,

## FOR COAL.

The surety required shall be not less than fifty per cent. (50%) of the amount of the bid.

The time for the delivery of the articles and the completion of the work is as required, and the full performance of the contract is by or before December 31, 1906.

The bidder will state the price of each article contained in the specification or schedule herein contained or hereto annexed, per pound, gram, dozen, yard or other unit of measure, by which the bids will be tested. The extension must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each class, line or item, as stated in the specifications.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms may be obtained at the office of the General Medical Superintendent, No. 411 East Twenty-sixth street, Borough of Manhattan.

JOHN W. BRANNAN,  
President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated JUNE 20, 1906.

j21,jy2

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**S**EALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 o'clock p. m. on

MONDAY, JULY 2, 1906,

## FOR POTATOES.

The security required shall be not less than fifty per cent. (50%) of the amount of the bid.

The time for the delivery of the articles and the completion of the work is as required, and the full performance of the contract is by or before December 31, 1906.

The bidder will state the price of each article contained in the specification or schedule herein contained or hereto annexed, per pound, gram, dozen, yard or other unit of measure, by which the bids will be tested. The extension must be made, as the bids will be read from the total for each item, and award made to the lowest bidder.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms may be obtained at the office of the General Medical Superintendent, No. 411 East Twenty-sixth street, Borough of Manhattan, where bids and deposits are also delivered.

JOHN W. BRANNAN,  
President, Board of Trustees, Bellevue and Allied Hospitals.

Dated JUNE 20, 1906.

j21,jy2

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**S**EALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 o'clock p. m. on

MONDAY, JULY 2, 1906,

FOR ALL LABOR AND MATERIALS REQUIRED FOR THE EXCAVATION, MASON, CONCRETE, STEEL AND OTHER WORK FOR THE CONSTRUCTION OF A RETAINING WALL AND A COAL VAULT AT THE AMBULANCE STATION AND POWER HOUSE FOR THE NEW HARLEM HOSPITAL, SITUATED ON LENOX AVENUE, AND BOUNDED BY ONE HUNDRED AND THIRTY-SIXTH AND ONE HUNDRED AND THIRTY-SEVENTH STREETS, THE CITY OF NEW YORK.

The surety required shall be Four Thousand Dollars (\$4,000).

The time for the completion of the work and the full performance of the contract is within 15 consecutive working days.

The bids will be compared and the contract awarded at a lump or aggregate sum to the lowest bidder.

Blank forms may be obtained at the office of the General Medical Superintendent, No. 411 East Twenty-sixth street, Borough of Manhattan.

JOHN W. BRANNAN,  
President, Board of Trustees, Bellevue and Allied Hospitals.

Dated JUNE 20, 1906.

j21,jy2

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**S**EALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 o'clock p. m. on

MONDAY, JULY 2, 1906,

FOR UNIFORMS.

The surety required shall be not less than fifty per cent. (50%) of the amount of the bid.

The time for the delivery of the articles and the completion of the work is as required, and the full performance of the contract is by or before December 31, 1906.

The bidder will state the price of each article contained in the specification or schedule herein contained or hereto annexed, per pound, gram, dozen, yard or other unit of measure, by which the bids will be tested. The extension must be made, as the bids will be read from the total for each item, and award made to the lowest bidder.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms may be obtained at the office of the General Medical Superintendent, No. 411 East Twenty-sixth street, Borough of Manhattan.

JOHN W. BRANNAN,  
President, Board of Trustees, Bellevue and Allied Hospitals.

Dated JUNE 20, 1906.

ARCHEES, DRAW SPANS AND APPROACHES OF PELHAM BRIDGE OVER EASTCHESTER BAY, IN PELHAM BAY PARK, BOROUGH OF THE BRONX.

The contractor will be required to begin work within five days of the date of certification of the contract by the Comptroller, and the entire contract shall be completed on or before the expiration of four hundred consecutive working days.

The amount of security to guarantee the faithful performance of the work will be One Hundred Thousand Dollars (\$100,000.)

No bid will be received or considered which is not accompanied by either a certified check upon a State or National bank of The City of New York, or money to the amount of 5 per cent. of the amount of the bond required for the faithful performance of the contract. Said check or money must not be inclosed in the envelope containing the bid, but must be handed to the official of the department who receives the bid for examination and approval before receiving bid. All such deposits, except that of the successful bidder, will be returned by the Comptroller to the owners within three days after the contract is awarded.

The right is reserved by the Commissioner to reject all bids should he deem it to the interest of the City so to do.

Blank forms, plans and specifications may be obtained at the office of the Department of Bridges.

JAMES W. STEVENSON,  
Commissioner of Bridges.

Dated JUNE 20, 1906.

j21,jy2

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

## DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**S**EALED 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

TUESDAY, JULY 3, 1906,

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING 80,100 GROSS TONS OF ANTHRACITE COAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is until May 1, 1907.

The amount of security will be Fifty Thousand Dollars (\$50,000).

The bids will be compared on the basis of the Engineer's approximate estimate of the amount of coal required at each point of delivery, which is as follows:

One thousand one hundred (1,100) gross tons of broken coal, to be delivered at the Norwood avenue yard, East New York, or alongside the Long Island Railroad Company's dock, Long Island City.

Five thousand five hundred (5,500) gross tons of No. 2 buckwheat coal, to be delivered at the Norwood avenue yard, East New York, or alongside the Long Island Railroad Company's dock, Long Island City.

Eleven thousand (11,000) gross tons of broken coal, to be delivered at the old or new Ridgewood Pumping Station, or alongside the Long Island Railroad Company's dock, Long Island City.

Thirty-six thousand five hundred (36,500) gross tons of No. 1 buckwheat coal, to be delivered at the old or new Ridgewood Pumping Station switch, or alongside the Long Island Railroad Company's dock, Long Island City.

Nineteen thousand five hundred (19,500) gross tons of No. 2 buckwheat coal, to be delivered at the old or new Ridgewood Pumping Station switch, or alongside the Long Island Railroad Company's dock, Long Island City.

Two thousand (2,000) gross tons of No. 1 buckwheat coal, to be delivered at the Gravesend Pumping Station, or alongside the Long Island Railroad Company's dock, Long Island City.

Three thousand (3,000) gross tons of pea coal, to be delivered alongside Wallabout dock, foot of Clinton avenue, Brooklyn.

In comparing bids, charges of the Long Island Railroad Company for freight and hoisting will be considered and added to the prices submitted by the bidders for broken and buckwheat coal, delivered alongside the Long Island Railroad Company's dock, Long Island City. Charges of the Long Island Railroad Company for freight and hoisting are as follows:

To Ridgewood Pumping Station, East New York, 55 cents.

To Norwood avenue yard, East New York, 55 cents.

To Gravesend Pumping Station, 60 cents.

To switch near New Utrecht Pumping Station, 60 cents.

All the anthracite coal required shall be from one of the companies specified in paragraph 5 of the specifications, and the contractor in his bid must specify the company or companies from which he proposes to furnish the coal.

The bidder will state the price of each item or article contained in the specifications, per ton, by which the bids will be tested.

The bids will be compared and a contract awarded to the lowest bidder for all the articles, materials or supplies specified and contained in the annexed specifications and schedule.

Delivery will be required to be made from time to time and in such quantities and places as may be directed by the Commissioner or the Chief Engineer.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13 to 21 Park row, at Room 25, Municipal Building, Borough of Brooklyn.

WILLIAM B. ELLISON,  
Commissioner.

Dated JUNE 20, 1906.

j21,jy3

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

## DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

**S**EALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 2 o'clock p. m. on

TUESDAY, JULY 3, 1906,

FOR COMPLETING THE PIERS AND ABUTMENTS AND BUILDING THE

ARCHEES, DRAW SPANS AND APPROACHES OF PELHAM BRIDGE OVER EASTCHESTER BAY, IN PELHAM BAY PARK, BOROUGH OF THE BRONX.

The contractor will be required to begin work within five days of the date of certification of the contract by the Comptroller, and the entire contract shall be completed on or before the expiration of four hundred consecutive working days.

The amount of security to guarantee the faithful performance of the work will be One Hundred Thousand Dollars (\$100,000.)

No bid will be received or considered which is not accompanied by either a certified check upon a State or National bank of The City of New York, or money to the amount of 5 per cent. of the amount of the bond required for the faithful performance of the contract. Said check or money must not be inclosed in the envelope containing the bid, but must be handed to the official of the department who receives the bid for examination and approval before receiving bid. All such deposits, except that of the successful bidder, will be returned by the Comptroller to the owners within three days after the contract is awarded.

The amount of security to guarantee the faithful performance of the work will be One Hundred Thousand Dollars (\$100,000.)

No bid will be received or considered which is not accompanied by either a certified check upon a State or National bank of The City of New York, or money to the amount of 5 per cent. of the amount of the bond required for the faithful performance of the contract. Said check or money must not be inclosed in the envelope containing the bid, but must be handed to the official of the department who receives the bid for examination and approval before receiving bid. All such deposits, except that of the successful bidder, will be returned by the Comptroller to the owners within three days after the contract is awarded.

The amount of security to guarantee the faithful performance of the work will be One Hundred Thousand Dollars (\$100,000.)

No bid will be received or considered which is not accompanied by either a certified check upon a State or National bank of The City of New York, or money to the amount of 5 per cent. of the amount of the bond required for the faithful performance of the contract. Said check or money must not be inclosed in the envelope containing the bid, but must be handed to the official of the department who receives the bid for examination and approval before receiving bid. All such deposits, except that of the successful bidder, will be returned by the Comptroller to the owners within three days after the contract is awarded.

The amount of security to guarantee the faithful performance of the work will be One Hundred Thousand Dollars (\$100,000.)

No bid will be received or considered which is not accompanied by either a certified check upon a State or National bank of The City of New York, or money to the amount of 5 per cent. of the amount of the bond required for the faithful performance of the contract. Said check or money must not be inclosed in the envelope containing the bid, but must be handed to the official of the department who receives the bid for examination and approval before receiving bid. All such deposits, except that of the successful bidder, will be returned by the Comptroller to the owners within three days after the contract is awarded.

The amount of security to guarantee the faithful performance of the work will be One Hundred Thousand Dollars (\$100,000.)

No bid will be received or considered which is not accompanied by either a certified check upon a State or National bank of The City of New York, or money to the amount of 5 per cent. of the amount of the bond required for the faithful performance of the contract. Said check or money must not be inclosed in the envelope containing the bid, but must be handed to the official of the department who receives the bid for examination and approval before receiving bid. All such deposits, except that of the successful bidder, will be returned by the Comptroller to the owners within three days after the contract is awarded.

The amount of security to guarantee the faithful performance of the work will be One Hundred Thousand Dollars (\$100,000.)

No bid will be received or considered which is not accompanied by either a certified check upon a State or National bank of The City of New York, or money to the amount of 5 per cent. of the amount of the bond required for the faithful performance of

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, 30 per cent. of the estimated cost.

JOSEPH W. SAVAGE,  
Secretary.

### BOROUGH OF THE BRONX.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CORNER THIRD AVENUE AND ONE HUNDRED AND SEVENTY-SEVENTH STREET, CROTONA PARK, NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of The Bronx at the above office until 11 o'clock a. m. on

THURSDAY, JUNE 28, 1906,  
NO. 1. FOR CONSTRUCTING THE TRANSVERSE ROAD AT TREMONT AVENUE, IN CONNECTION WITH THE GRAND BOULEVARD AND CONCOURSE.

The Engineer's estimate of the work is as follows:

20,000 cubic yards of earth excavation.  
14,100 cubic yards of rock excavation.  
10,700 cubic yards of filling and back filling.  
60 cubic yards of cinder filling.  
125 cubic yards of selected surfacing material.

5,000 feet (B. M.) of lumber.  
400 cubic yards of dry rubble masonry.  
25 cubic yards of rubble masonry in mortar.

700 cubic yards of Class "A" concrete.  
6,850 cubic yards of Class "B" concrete.  
20 cubic yards of cinder concrete.

12,100 square feet of waterproofing.  
300 cubic feet of granite newels, fenders and coping.

1,525 linear feet of vitrified stoneware pipe drain, 12 inches in diameter.  
210 linear feet of vitrified stoneware pipe drain, 10 inches in diameter.

56 spurs for house connections.  
15 manholes.  
4 standard receiving basins.

4 Type "A" inlets.  
2 Type "B" inlets.  
60 square yards of paved gutters.

381,000 pounds of steel and iron (exclusive of railings).

1,600 square feet of woven wire fabric.  
120 linear feet of standard water pipe, 12 inches in diameter.

120 linear feet of standard water pipe, 16 inches in diameter.  
60 linear feet of standard water pipe, 20 inches in diameter.

4,675 linear feet of new bluestone curb.  
90 linear feet of new granite curb.  
100 linear feet of old bluestone curb.

31,000 square feet of cement flagging.  
200 square feet of old bluestone flagging.  
3,500 square feet of new bridgestone.

11,000 square yards of asphalt block pavement.  
1,475 square yards of new granite block pavement.

1,200 square yards of macadam pavement.

95 linear feet of Type "A" railing.

1,575 linear feet of Type "B" railing.

705 linear feet of Type "C" railing.

The time allowed for the completion of the work will be 300 consecutive working days.

The amount of security required will be Fifty Thousand Dollars.

No. 2. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN EAST TWO HUNDRED AND EIGHTH STREET, FROM RESERVOIR OVAL WEST TO JEROME AVENUE.

The Engineer's estimate of the work is as follows:

1,800 cubic yards of earth excavation.  
600 cubic yards of rock excavation.

9,000 cubic yards of filling.

3,150 linear feet of new curbstone, furnished and set.

12,000 square feet of new flagging, furnished and laid.

2,300 square feet of new bridgestone for crosswalks, furnished and laid.

100 cubic yards of dry rubble masonry, in retaining walls, culverts and gutters.

The time allowed for the completion of the work will be 75 working days.

The amount of security required will be Five Thousand Dollars.

No. 3. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN EAST ONE HUNDRED AND SEVENTY-EIGHTH STREET, FROM CROTONA AVENUE TO SOUTHERN BOULEVARD.

The Engineer's estimate of the work is as follows:

1,500 cubic yards of earth excavation.  
1,000 cubic yards of rock excavation.

4,800 cubic yards of filling.

2,700 linear feet of new curbstone, furnished and set.

11,230 square feet of new flagging, furnished and laid.

400 square feet of new bridgestone for crosswalks, furnished and laid.

250 cubic yards of dry rubble masonry, in retaining walls, culverts and gutters.

1,000 feet, B. M., of lumber, furnished and laid.

The time allowed for the completion of the work will be 90 working days.

The amount of security required will be Five Thousand Dollars.

No. 4. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS AND LAYING CROSSWALKS ON WEST ONE HUNDRED AND EIGHTY-EIGHTH STREET, FROM SEDGWICK AVENUE TO AQUEDUCT AVENUE, WHERE NOT ALREADY DONE.

The Engineer's estimate of the work is as follows:

1,000 cubic yards of excavation of all kinds.

4,800 cubic yards of filling.

3,050 linear feet of new curbstone, furnished and set.

11,150 square feet of new flagging, furnished and laid.

1,050 square feet of new bridgestone for crosswalks, furnished and laid.

300 cubic yards of dry rubble masonry in retaining walls, culverts and gutters.

50 linear feet of vitrified stoneware pipe, 12 inches in diameter.

The time allowed for the completion of the work will be 125 working days.

The amount of security required will be Three Thousand Dollars.

No. 5. FOR PAVING WITH MEDINA PAVING BLOCKS AND ASPHALT BLOCKS ON A CONCRETE FOUNDATION THE ROADWAY OF EAST ONE HUNDRED AND SIXTY-THIRD STREET, FROM THIRD AVE-

### NUE TO STEBBINS AVENUE, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

9,675 square yards of completed asphalt block pavement, and keeping the same in repair for five years from date of acceptance.

2,590 cubic yards of concrete, including mortar bed.

4,850 linear feet of old curbstone, rejoined, recut on top, and reset in concrete.

6,500 square yards of medina sandstone block pavement, laid with paving cement joints, and keeping the same in repair for five years from date of acceptance.

The time allowed for the completion of the work will be 60 consecutive working days.

The amount of security required will be Twenty Thousand Dollars.

No. 6. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN TAYLOR STREET, FROM MORRIS PARK AVENUE TO WEST FARMS ROAD.

The Engineer's estimate of the work is as follows:

300 cubic yards of earth excavation.

2,400 cubic yards of rock excavation.

11,000 cubic yards of filling.

2,500 linear feet of new curbstone, furnished and set.

9,900 square feet of new flagging, furnished and laid.

570 square feet of new bridgestone for crosswalks, furnished and laid.

1,350 cubic yards of dry rubble masonry, in retaining walls, culverts and gutters.

25 cubic yards of rubble masonry in mortar.

150 linear feet of vitrified stoneware pipe, 12 inches in diameter.

10 cubic yards of brick masonry.

5,000 pounds of cast iron in inlets, frames and covers.

The time allowed for the completion of the work will be 125 working days.

The amount of security required will be Six Thousand Dollars.

No. 7. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN VALENTINE AVENUE, FROM EAST ONE HUNDRED AND NINETY-FOURTH STREET TO EAST TWO HUNDRED AND FOURTH STREET.

The Engineer's estimate of the work is as follows:

5,150 cubic yards of earth excavation.

1,600 cubic yards of rock excavation.

62,000 cubic yards of filling.

7,630 linear feet of new curbstone, furnished and set.

30,100 square feet of new flagging, furnished and laid.

1,925 square feet of new bridgestone for crosswalks, furnished and laid.

1,000 cubic yards of dry rubble masonry in retaining walls, culverts and gutters.

100 linear feet of vitrified stoneware pipe, 12 inches in diameter.

1,000 feet, B. M., of lumber, furnished and laid.

The time allowed for the completion of the work will be 300 working days.

The amount of security required will be Eighteen Thousand Dollars.

No. 8. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN BRONX STREET, FROM TREMONT AVENUE TO EAST ONE HUNDRED AND EIGHTIETH STREET.

The Engineer's estimate of the work is as follows:

13,000 cubic yards of filling.

1,700 linear feet of new curbstone, furnished and set.

6,825 square feet of new flagging, furnished and laid.

300 square feet of new bridgestone for crosswalks, furnished and laid.

1,450 cubic yards of dry rubble masonry in retaining walls, culverts and gutters.

The time allowed for the completion of the work will be 100 working days.

The amount of security required will be Four Thousand Dollars.

No. 9. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN BELMONT STREET, FROM FEATHERBED LANE TO THE APPROACH TO THE GRAND BOULEVARD AND CONCOURSE AT WALTON AVENUE.

The Engineer's estimate of the work is as follows:

150 cubic yards of earth excavation.

100 cubic yards of rock excavation.

30,850 cubic yards of filling.

2,000 linear feet of new curbstones, furnished and set.

8,300 square feet of new flagging, furnished and laid.

400 square feet of new bridgestone for crosswalks, furnished and laid.

375 cubic yards of dry rubble masonry in retaining walls, culverts and gutters.

The time allowed for the completion of the work will be 200 working days.

The amount of security required will be Five Thousand Five Hundred Dollars.

No. 10. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN WHITLOCK AVENUE, FROM LONGWOOD AVENUE TO HUNT'S POINT ROAD.

The Engineer's estimate of the work is as follows:

2,100 cubic yards of earth excavation.

750 cubic yards of rock excavation.

3,000 cubic yards of filling.

3,575 linear feet of new curbstone, furnished and set.

14,400 square feet of new flagging, furnished and laid.

575 square feet of new bridgestone for crosswalks, furnished and laid.

The time allowed for the completion of the work will be 200 working days.

The amount of security required will be Five Thousand Five Hundred Dollars.

No. 11. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN MORRIS PARK AVENUE, FROM WEST FARMS ROAD TO BEAR SWAMP ROAD.

The Engineer's estimate of the work is as follows:

11,000 cubic yards of earth excavation.

14,500 cubic yards of rock excavation.

48,500 cubic yards of filling.

9,550 linear feet of new curbstone, furnished and set.

34,500 square feet of new flagging, furnished and laid.

The time allowed for the completion of the work will be 125 working days.

The amount of security required will be Three Thousand Dollars.

No. 12. FOR PAVING WITH GRANITE BLOCK PAVEMENT ON A SAND FOUNDATION THE ROADWAY OF EAST ONE HUNDRED AND SIXTY-EIGHTH STREET, FROM MOTT AVENUE TO THE APPROACH TO THE BRIDGE OVER THE HARLEM RIVER, AND SETTING CURB AND LAYING FLAGGING AND CROSSWALKS WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

12,800 square feet of new bridgestone for crosswalks, furnished and laid.

800 cubic yards of dry rubble masonry, in retaining walls, culverts and gutters.</

25 linear feet of 12-inch drain pipe, furnished and laid.  
The time allowed for the completion of the work will be 200 working days.

The amount of security required will be Thirteen Thousand Five Hundred Dollars.

No. 22, FOR REGULATING AND GRADING, BUILDING STEPS, ETC., AND ERECTING RAILINGS WHERE NECESSARY, AND LAYING DRAINS, IN WEST ONE HUNDRED AND SIXTY-FIRST STREET, BETWEEN SUMMIT AVENUE AND SEDGWICK AVENUE, IN THE BOROUGH OF THE BRONX, CITY OF NEW YORK.

The Engineer's estimate of the work is as follows:

600 cubic yards of earth excavation.  
1,000 cubic yards of rock excavation.  
100 cubic yards of filling.  
335 cubic feet of new granite steps, furnished and set.  
190 cubic feet of new granite coping and newels, furnished and set.  
10 cubic yards of reinforced concrete in place.  
35 cubic yards of rubble masonry in mortar.  
30 linear feet of new curbstone.  
320 linear feet of new railing in place.  
100 square yards of cement pavement.  
100 linear feet of vitrified stoneware 8-inch pipe, including four spurs and connections, in place.  
50 linear feet of cast iron gutter, with grating cover, furnished and set.  
10 cubic yards of broken range ashlar.  
200 linear feet of gas main, 2 inches in diameter.  
4 lamp posts and lamps.

The time allowed for the completion of the work will be 100 working days.

The amount of security required will be Fifteen 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 foot, yard or other unit of measure or article, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total.

Blank forms can be obtained upon application therefor, and the plans and specifications may be seen and other information obtained at said office.

LOUIS F. HAFFEN,  
President.

j16,28

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

#### BOARD OF ESTIMATE AND APPORTIONMENT.

##### PUBLIC NOTICE.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment will give a hearing on Friday, June 29, 1906, in the Old Council Chamber, City Hall, Borough of Manhattan, in the matter of discontinuing proceedings to open West Two Hundred and Nineteenth street, between Broadway and Isham street, in the Borough of Manhattan.

JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Franklin.

j26,29

##### PUBLIC NOTICE.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment will give a hearing on Friday, June 29, 1906, in the Old Council Chamber, City Hall, Borough of Manhattan, in the matter of discontinuing proceedings for opening West Two Hundred and Twentieth street, between Broadway and Seaman avenue, in the Borough of Manhattan.

JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Franklin.

j26,29

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 Carroll street, between Rogers avenue and Nostrand avenue, in the 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 July 6, 1906, 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 June 22, 1906, 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 Carroll street, between Rogers avenue and Nostrand avenue, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at a point on the easterly side of Rogers avenue distant 255 feet 7 inches southerly from the corner formed by the intersection of the easterly side of Rogers avenue with the southerly side of President street; thence easterly parallel with President street 700 feet to the westerly side of Nostrand avenue, which point is distant 255 feet 7 inches southerly from the corner formed by the intersection of the westerly side of Nostrand avenue with the southerly side of President street; thence southerly at right angles with the last mentioned line and along the westerly side of Nostrand avenue as now laid out 70 feet, which point is distant 255 feet 7 inches northerly from the corner formed by the intersection of the westerly side of Nostrand avenue and the northerly side of Crown street; thence westerly and parallel with Crown street 700 feet to a point 255 feet 7 inches from the corner formed by the intersection of the easterly side of Rogers avenue with the northerly side of Crown street; and thence northerly along the easterly side of Rogers avenue as now laid out 70 feet to the point or place of beginning.

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 6th day of July, 1906, 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 6th day of July, 1906.

JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Franklin.

j23,25

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 Fairfield avenue (Westchester avenue), from Kappock street to West Two Hundred and Twenty-seventh street, in the 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 June 29, 1906, 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 June 1, 1906, 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 so as to close and discontinue Fairfield avenue (Westchester avenue), from Kappock street to West Two Hundred and Twenty-seventh street, in the 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 June 29, 1906, 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 June 1, 1906, 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 so as to close and discontinue Fairfield avenue (Westchester avenue), from Kappock street to West Two Hundred and Twenty-seventh street, in the 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 June 29, 1906, 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 June 1, 1906, notice of the adoption of which is hereby given, viz.:

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 29th day of June, 1906.

JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Franklin.

j16,27

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 Seventy-fourth street, from Narrows avenue to the Shore road, in the 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 June 29, 1906, 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 June 1, 1906, 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 so as to lay out Seventy-fourth street, from Narrows avenue to the Shore road, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Seventy-fourth street, from Narrows avenue to the Shore road, to be laid down by prolonging westerly the lines of Seventy-fourth street as the same are laid down on the map of the City east of Narrows avenue.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Jerome street, from Dumont avenue to New Lots avenue; Livonia avenue, from Barbey street to Warwick street; New Lots avenue, from Jerome street to Warwick street, in the 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 June 29, 1906, 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 June 1, 1906, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Jerome street, from Dumont avenue to New Lots avenue; Livonia avenue, from Barbey street to Warwick street; New Lots avenue, from Jerome street to Warwick street, in the Borough of Brooklyn, City of New York, more particularly described as follows:

*Jerome Street.*

Beginning at the intersection of Jerome street and Dumont avenue, the elevation to be 18.00 feet, as heretofore;

Thence southerly to the intersection of Livonia avenue, the elevation to be 15.05 feet;

Thence southerly to a summit distant 112.00 feet from the southerly building line of Livonia avenue, the elevation to be 15.49 feet;

Thence southerly to the intersection of New Lots avenue, the elevation to be 15.00 feet.

*Livonia Avenue.*

Beginning at the intersection of Livonia avenue and Barbey street, the elevation to be 16.95 feet, as heretofore;

Thence easterly to the intersection of Jerome street, the elevation to be 15.05 feet;

Thence easterly to the intersection of Warwick street, the elevation to be 16.55 feet, as heretofore.

*New Lots Avenue.*

Beginning on the prolongation of the centre line of Jerome Street South where it intersects New Lots avenue, the elevation to be 15.65 feet, as heretofore;

Thence easterly along New Lots avenue 65.00 feet to a point opposite the centre line of Jerome Street North, the elevation to be 15.00 feet;

Thence easterly to the intersection of Warwick Street South, the elevation to be 15.65 feet, as heretofore.

Note—All elevations refer to mean high-water datum as established by the Bureau of Highways, 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 29th day of June, 1906, 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 29th day of June, 1906.

Dated JUNE 11, 1906.

JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Franklin.

j16,27

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 an extension of Crotona Park, bounded on the north and west by Crotona Park, on the south by Crotona Park East and on the east by the Southern Boulevard, in the 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 June 29, 1906, 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 June 1, 1906, 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 an extension of Crotona Park, bounded on the north and west by Crotona Park, on the south by Crotona Park East and on the east by the Southern Boulevard, in the 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 June 29, 1906, 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 June 1, 1906, 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 so as to lay out a public place bounded by West Farms road, East One Hundred and Sixty-seventh street and Hoe avenue, in the 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 June 29, 1906, 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 June 1, 1906, 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 so as to lay out a public place bounded by West Farms road, East One Hundred and Sixty-seventh street and Hoe avenue, in the 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 June 29, 1906, 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 June 1, 1906, 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 so as to lay out a public place bounded by West Farms road, East One Hundred and Sixty-seventh street and Hoe avenue, in the 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 June 29, 1906, 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 June 1, 1906, 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 so as to lay out a public place bounded by West Farms road, East One Hundred and Sixty-seventh street and Hoe avenue, in the 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 June 29, 1906, 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 June 1, 1906, 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 so as to lay out a public place bounded by West Farms road, East One Hundred and Sixty-seventh street and Hoe avenue, in the 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 June 29, 1906, 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 June 1, 1906, 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 so as to lay out a public place bounded by West Farms road, East One Hundred and Sixty-seventh street and Hoe avenue, in the 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 June 29, 1906, 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 June 1, 1906, 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 so as to lay out a public place bounded by West Farms road, East One Hundred and Sixty-seventh street and Hoe avenue, in the 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 June 29, 1906, 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 June 1, 1906, 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 so as to lay out a public place bounded by West Farms road, East One Hundred and Sixty-seventh street and Hoe avenue, in the 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 June 29, 1906, 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 June 1, 1906, notice of the adoption of which is hereby given, viz.

tion newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 29th day of June, 1906.

Dated JUNE 15, 1906.

JOSEPH HAAG,  
Secretary.  
No. 277 Broadway, Room 805.  
Telephone, 3454 Franklin.

j16,26

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Bath avenue, between Seventeenth avenue and Bay Seventeenth street, and of Bay Sixteenth street, between Cropsey and Benson avenues, in the 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 June 29, 1906, 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 June 15, 1906, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by changing the grade of Bath avenue, between Seventeenth avenue and Bay Seventeenth street, and of Bay Sixteenth street, between Cropsey and Benson avenues, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Bath Avenue.

Beginning at the intersection of Bath avenue and Seventeenth avenue, the elevation to be 27.05 feet as heretofore;

Thence southeasterly to the intersection of Bay Sixteenth street, the elevation to be 26 feet;

Thence southeasterly to the intersection of Bay Seventeenth street, the elevation to be 26.05 feet as heretofore.

Bay Sixteenth Street.

Beginning at the intersection of Bay Sixteenth street and Cropsey avenue, the elevation to be 21.50 feet as heretofore;

Thence northeasterly to the intersection of Bath avenue, the elevation to be 26 feet;

Thence northeasterly to the intersection of Rutherford place, the elevation to be 27.48 feet;

Thence northeasterly to the intersection of Benson avenue, the elevation to be 28.05 feet as heretofore.

Note—All elevations refer to mean high-water datum as established by the Bureau of Highways, 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 29th day of June, 1906, 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 29th day of June, 1906.

Dated JUNE 15, 1906.

JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Franklin.

j16,26

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 discontinue and close an old lane, running from Avenue M, between East Ninety-third street and East Ninety-fourth street, to Rockaway avenue, between Rockaway parkway and Sea View avenue, in the 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 June 29, 1906, 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 June 15, 1906, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grades of Newkirk avenue, East Seventeenth street and East Eighteenth street, in the 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 June 29, 1906, 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 June 15, 1906, notice of the adoption of which is hereby given, viz.:

Newkirk Avenue.

Beginning at the intersection of Newkirk avenue and East Sixteenth street, the elevation to be 26.10 feet, as heretofore;

Thence easterly to the intersection of East Seventeenth street, the elevation to be 22.62 feet;

Thence easterly to the intersection of East Eighteenth street, the elevation to be 23.86 feet;

Thence easterly to the intersection of East Nineteenth street, the elevation to be 24.60 feet, as heretofore.

East Seventeenth Street.

Beginning at the intersection of East Seventeenth street and Foster avenue, the elevation to be 26.00 feet, as heretofore;

Thence northerly to the intersection of Newkirk avenue, the elevation to be 22.62 feet;

Thence northerly to the intersection of Ditmas avenue, the elevation to be 25.65 feet, as heretofore.

East Eighteenth Street.

Beginning at the intersection of East Eighteenth street and Foster avenue, the elevation to be 24.50 feet, as heretofore;

Thence northerly to a summit distant 161 feet from the northerly building line of Foster avenue, the elevation to be 25.41 feet;

Thence northerly to the intersection of Newkirk avenue, the elevation to be 23.86 feet;

Thence northerly to a summit distant 305 feet from the northerly building line of Newkirk avenue, the elevation to be 26.35 feet;

Thence northerly to the intersection of Ditmas avenue, the elevation to be 25.65 feet, as heretofore.

Note—The elevations refer to mean high-water datum as established by the Bureau of Highways, 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 29th day of June, 1906, 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 29th day of June, 1906.

Parcel "A."

Beginning at a point on the southeastern line of Avenue M distant 49.08 feet northeast of the northeastern line of East Ninety-third street:

1. Thence northeasterly along the southeastern line of Avenue M 36.86 feet;

2. Thence easterly along the northern line of the old lane 81.35 feet to an angle point;

3. Thence easterly 159.21 feet to a point on the southwestern line of East Ninety-fourth street distant 211.73 feet southeasterly from the southeastern line of Avenue M;

4. Thence southeasterly along the southwestern line of East Ninety-fourth street 67.50 feet;

5. Thence westerly along the southern line of the old lane 218.91 feet to an angle point;

6. Thence westerly 98.58 feet to the point of beginning.

Parcel "B."

Beginning at a point on the northeastern line of East Ninety-fourth street distant 313.75 feet northwest of the northwestern line of Avenue N:

1. Thence northwesterly along the northeastern line of East Ninety-fourth street 67.50 feet;

2. Thence easterly 409.10 feet to a point on the southwestern line of East Ninety-fifth street distant 675.63 feet southeast from the southeastern line of Avenue M;

3. Thence southeasterly along the southwestern line of East Ninety-fifth street 24.37 feet to the northwestern line of Avenue N;

4. Thence southwesterly along the northwestern line of Avenue N 24.17 feet;

5. Thence westerly 359.66 feet to the point of beginning.

Parcel "C."

Beginning at a point on the northeastern line of East Ninety-fifth street distant 629.81 feet northwest from the northwestern line of Sea View avenue:

1. Thence northwesterly along the northeastern line of East Ninety-fifth street 67.50 feet;

2. Thence easterly 252.01 feet to a point on the southwestern property line of the Brooklyn and Rockaway Beach Railroad distant 222.58 feet southeast from the southeastern line of Avenue N;

3. Thence southeasterly along the southwestern property line of said railroad 70.01 feet;

4. Thence westerly 254.87 feet to the point of beginning.

Parcel "D."

Beginning at a point on the southwestern line of East Ninety-sixth street distant about 414 feet southeast of the southeastern line of Avenue N:

1. Thence southeasterly along the southwestern line of East Ninety-sixth street about 49 feet;

2. Thence westerly along the southern line of the old lane about 135 feet to an angle point;

3. Thence westerly about 10 feet to a point on the northeastern property line of Brooklyn and Rockaway Beach Railroad distant 342.76 feet northwest of the northwestern line of Sea View avenue;

4. Thence northwesterly along the northeastern property line of said railroad 70.01 feet;

5. Thence easterly along the northern line of the old lane 62.03 feet to an angle point;

6. Thence easterly about 100 feet to the point of beginning.

Parcel "E."

Beginning at a point on the northeastern line of East Ninety-sixth street distant about 171 feet northwest from the northwestern line of Sea View avenue:

1. Thence northwesterly along the northeastern line of East Ninety-sixth street about 49 feet;

2. Thence easterly about 245 feet to a point on the western line of Rockaway avenue distant about 104.83 feet south from the southwestern line of Rockaway avenue, as legally opened;

3. Thence southerly along the western line of Rockaway avenue about 33 feet;

4. Thence westerly about 192 feet to the point of beginning.

Parcel "F."

Beginning at a point on the northwestern line of East Ninety-sixth street distant about 171 feet northwest from the northwestern line of Sea View avenue:

1. Thence northwesterly along the northeastern line of East Ninety-sixth street about 49 feet;

2. Thence easterly about 245 feet to a point on the western line of Rockaway avenue distant about 104.83 feet south from the southwestern line of Rockaway avenue, as legally opened;

3. Thence southerly along the western line of Rockaway avenue about 33 feet;

4. Thence westerly about 192 feet to the point of beginning.

Parcel "G."

Beginning at a point on the northwestern line of East Ninety-sixth street distant about 171 feet northwest from the northwestern line of Sea View avenue:

1. Thence northwesterly along the northeastern line of East Ninety-sixth street about 49 feet;

2. Thence easterly about 245 feet to a point on the western line of Rockaway avenue distant about 104.83 feet south from the southwestern line of Rockaway avenue, as legally opened;

3. Thence southerly along the western line of Rockaway avenue about 33 feet;

4. Thence westerly about 192 feet to the point of beginning.

Parcel "H."

Beginning at a point on the northwestern line of East Ninety-sixth street distant about 171 feet northwest from the northwestern line of Sea View avenue:

1. Thence northwesterly along the northeastern line of East Ninety-sixth street about 49 feet;

2. Thence easterly about 245 feet to a point on the western line of Rockaway avenue distant about 104.83 feet south from the southwestern line of Rockaway avenue, as legally opened;

3. Thence southerly along the western line of Rockaway avenue about 33 feet;

4. Thence westerly about 192 feet to the point of beginning.

Parcel "I."

Beginning at a point on the northwestern line of East Ninety-sixth street distant about 171 feet northwest from the northwestern line of Sea View avenue:

1. Thence northwesterly along the northeastern line of East Ninety-sixth street about 49 feet;

2. Thence easterly about 245 feet to a point on the western line of Rockaway avenue distant about 104.83 feet south from the southwestern line of Rockaway avenue, as legally opened;

3. Thence southerly along the western line of Rockaway avenue about 33 feet;

4. Thence westerly about 192 feet to the point of beginning.

Parcel "J."

Beginning at a point on the northwestern line of East Ninety-sixth street distant about 171 feet northwest from the northwestern line of Sea View avenue:

1. Thence northwesterly along the northeastern line of East Ninety-sixth street about 49 feet;

2. Thence easterly about 245 feet to a point on the western line of Rockaway avenue distant about 104.83 feet south from the southwestern line of Rockaway avenue, as legally opened;

3. Thence southerly along the western line of Rockaway avenue about 33 feet;

4. Thence westerly about 192 feet to the point of beginning.

Parcel "K."

Beginning at a point on the northwestern line of East Ninety-sixth street distant about 171 feet northwest from the northwestern line of Sea View avenue:

1. Thence northwesterly along the northeastern line of East Ninety-sixth street about 49 feet;

2. Thence easterly about 245 feet to a point on the western line of Rockaway avenue distant about 104.83 feet south from the southwestern line of Rockaway avenue, as legally opened;

3. Thence southerly along the western line of Rockaway avenue about 33 feet;

4. Thence westerly about 192 feet to the point of beginning.

Parcel "L."

Beginning at a point on the northwestern line of East Ninety-sixth street distant about 171 feet northwest from the northwestern line of Sea View avenue:

1. Thence northwesterly along the northeastern line of East Ninety-sixth street about 49 feet;

2. Thence easterly about 245 feet to a point on the western line of Rockaway avenue distant about 104.83 feet south from the southwestern line of Rockaway avenue, as legally opened;

3. Thence southerly along the western line of Rockaway avenue about 33 feet;

4. Thence westerly about 192 feet to the point of beginning.

Parcel "M."

Beginning at a point on the northwestern line of East Ninety-sixth street distant about 171 feet northwest from the northwestern line of Sea View avenue:

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Sale Nos. 1 to 42, in the Block No. 1305, bounded by Montgomery street, Nostrand avenue, Sullivan street and Rogers avenue, —the appraised value of each lot, in accordance with the act, being written thereon, which will be the minimum or upset price at which each lot is sold. By direction of the Comptroller, the sale of the property, which is within the area of Sullivan street, Rogers avenue, President street and Nostrand avenue, in the Borough of Brooklyn, will take place on

TUESDAY, JULY 17, 1906.

at 12 m., at the Real Estate Exchange Salesroom, situated at No. 189 Montague street, in the Borough of Brooklyn, and will be sold for the highest marketable price at public auction on the following

## TERMS AND CONDITIONS.

The highest bidder will be required to pay ten per cent. of the amount of his bid, together with the auctioneer's fees, at the time of the sale; the balance of the purchase price to be paid upon the delivery of the deed, which shall be thirty (30) days from the date of the sale. The purchaser may, at his option, have remain on the property two-thirds of the purchase price on bond and mortgage for five years, with interest at the rate of five per cent. per annum, payable semi-annually, the mortgage to contain the customary thirty days' interest and ninety days' tax and assessment and insurance clauses. The bond and mortgage may be paid off at any time within the term thereof on giving thirty days' notice to the Comptroller. The bond and mortgage will be prepared by the Corporation Counsel, and the sum of \$12,50 will be charged for drawing, acknowledging and recording the same.

The Comptroller may, at his option, resell the property if the successful bidder shall fail to comply with the terms of the sale, and the person failing to comply therewith will be held liable for any deficiency which may result from such sale. The right is reserved to reject any and all bids.

Said land, with buildings thereon, is sold subject to the use by the Kings County Penitentiary free of rental or other charges of any nature until April 11, 1907.

H. A. METZ,  
Comptroller.CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, June 21, 1906.  
j23,jy17

## NOTICE TO PROPERTY OWNERS.

## NOTICE OF ASSESSMENT 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 Assessments for OPENING AND ACQUIRING TITLE to the following named street in the BOROUGH OF BROOKLYN.

EIGHTY-SEVENTH STREET—OPENING, from Fifth avenue to Narrows avenue. Confirmed March 22, 1906; entered June 22, 1906. 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:

Beginning at a point on the easterly side of Narrows avenue, where the same is intersected by the centre line of the block between Eighty-seventh and Eighty-sixth street; running thence easterly and along the centre line of the block between Eighty-seventh and Eighty-sixth streets to the westerly side of Fifth avenue; running thence southerly and along the westerly side of Fifth avenue to a point distant 100 feet southerly from the southerly side of Eighty-seventh street; running thence westerly and parallel with Eighty-seventh street to the easterly side of Narrows avenue; running thence northerly and along the easterly side of Narrows avenue to the point or place of beginning.

The above entitled assessment was 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. 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 that, "If any assessment shall remain unpaid for a 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 assessments to charge, collect and receive interest thereon at the rate of seven per centum per annum from the date when such assessments became liens, 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, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before August 20, 1906, 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, COMPTROLLER'S OFFICE, June 22, 1906.  
j23,jy17

## NOTICE TO PROPERTY OWNERS.

## NOTICE OF ASSESSMENT 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 Assessments for OPENING AND ACQUIRING TITLE to the following-named place in the BOROUGH OF BROOKLYN:

## THIRTIETH WARD, SECTION 18.

SILLIMAN PLACE—OPENING, from Second avenue to Third avenue. Confirmed June 8, 1906; entered June 21, 1906. 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 northerly side of Seventy-first street, where the same is intersected by a line drawn parallel with the westerly side of Second avenue and distant 100 feet westerly therefrom; running thence northeasterly and parallel with Second avenue to the southerly side of Seventieth street; running thence southeasterly and along the southerly side of Seventieth street and its prolongation to the easterly side of Second avenue; running thence northeasterly along the easterly side of Second avenue to the centre line of the block between Silliman place and Bay Ridge avenue; running thence easterly and parallel with Silliman place to the westerly side of Third avenue; running thence southerly along the westerly side of Third avenue to a line drawn parallel with the northerly side of Ovington avenue and distant 100 feet northerly therefrom; running thence southeasterly and parallel with Ovington avenue to a line drawn parallel with the easterly side of Third avenue and distant 100 feet easterly therefrom; running thence southerly and parallel with Third avenue to a line drawn parallel with the southerly side of Ovington avenue and distant 100 feet southerly therefrom; running thence westerly and parallel with Ovington avenue to the westerly side of Third avenue; running thence southerly along the westerly side of Third avenue to the northerly side of Seventy-first street; running thence westerly and along the northerly side of Seventy-first street to the point or place of beginning.

The above-entitled assessment was 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. 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 that "If any assessment shall remain unpaid for a 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, 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 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, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before August 20, 1906, 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, J  
COMPTROLLER'S OFFICE, June 21, 1906.  
j22,jy6

## 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.

ELM STREET—REGULATING, GRADING, CURBING AND FLAGGING, between Sherman and Academy streets. Area of assessment: Both sides of Elm street, from Sherman street to Academy street and to the extent of half the block at the intersecting streets and avenues, —that the same was confirmed by the Board of Revision of Assessments on June 21, 1906, and entered on June 21, 1906, 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 1019 of said Greater New York Charter.

Said section provides that, "If any assessment shall remain unpaid for a 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 assessments 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 August 20, 1906, 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, J  
COMPTROLLER'S OFFICE, June 21, 1906.  
j22,jy6

## NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF The Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

## TWENTY-THIRD WARD, SECTION 10.

JACKSON AVENUE—PAVING AND CURBING, from East One Hundred and Fifty-sixth street to East One Hundred and Fifty-eighth street. Area of assessment: Both sides of

Jackson avenue, from One Hundred and Fifty-sixth street to a point distant about 177 feet north of One Hundred and Fifty-eighth street, and to the extent of half the block at the intersecting streets.

DONGAN STREET—REGULATING, GRADING, CURBING AND FLAGGING, from Westchester avenue to Intervale avenue. Area of assessment: Both sides of Dongan street, from Westchester avenue to Intervale avenue, and to the extent of half the block at the intersecting avenues.

## TWENTY-FOURTH WARD, SECTION 11.

GRAND BOULEVARD AND CONCOURSE—SEWERS AND APPURTENANCES, from East One Hundred and Eighty-ninth street to Kingsbridge road. Area of assessment: Both sides of the Grand Boulevard and Concourse, from One Hundred and Eighty-ninth street to Kingsbridge road, and both sides of Fordham road and One Hundred and Ninety-second street, from Ballantine avenue to the Concourse.

## TWENTY-FOURTH WARD, SECTIONS 11 and 12.

BELMONT AVENUE—REGULATING, GRADING, SETTING CURBSTONE, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES, PLACING FENCES AND LAYING MACADAM PAVEMENT, from Tremont avenue to the lands of St. John's College. Area of assessment: Both sides of Belmont avenue, from Tremont avenue to the lands of St. John's College, and to the extent of half the block at the intersecting and terminating streets and avenues.

## TWENTY-FOURTH WARD—SECTION 12.

WEBSTER AVENUE—PAVING AND CURBING, from Mosholu parkway to Gun Hill road. Area of assessment: Both sides of Webster avenue, from Mosholu parkway to Gun Hill road, and to the extent of half the block at the intersecting and terminating streets and avenues.

—that the same were confirmed by the Board of Revision of Assessments June 21, 1906, and entered on June 21, 1906, 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 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, 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 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 August 20, 1906, 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, as provided by section 1019 of said Greater New York Charter.

HERMAN A. METZ,  
Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE, J  
COMPTROLLER'S OFFICE, June 21, 1906.  
j22,jy6

## 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:

NINETEENTH WARD, SECTION 5. SIXTIETH STREET—ALTERATION AND IMPROVEMENT TO SEWER, between Madison and Fifth avenues, and in Fifth avenue, east side, between Sixtieth and Sixty-first streets. Area of assessment: Both sides of Sixtieth street, from Madison avenue to Fifth avenue; both sides of Fifth avenue, from Sixtieth to Sixty-first street; —that the same was confirmed by the Board of Revision of Assessments on June 21, 1906, and entered on June 21, 1906, 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 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 assessments 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 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before August 20, 1906, 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, J  
COMPTROLLER'S OFFICE, June 21, 1906.  
j22,jy6

## NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF The Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

## TWENTY-THIRD WARD, SECTION 10.

JACKSON AVENUE—PAVING AND CURBING, from East One Hundred and Fifty-sixth street to East One Hundred and Fifty-eighth street. Area of assessment: Both sides of

buildings, parts of buildings, etc., standing upon property owned by The City of New York, acquired for school purposes, in the

## Borough of Manhattan.

All the buildings, parts of buildings, etc., situated and erected upon property owned by The City of New York and acquired for school purposes, bounded and described as follows: Beginning at a point on the southerly line of West Forty-eighth street distant 325 feet westerly from the westerly line of Eighth avenue, and running thence southerly and parallel with Eighth avenue 100 feet 5 inches to the northerly line of the lands of Public School 17; thence westerly along the northerly line of the lands of Public School 17 150 feet; thence northerly and again parallel with Eighth avenue 100 feet 5 inches to the southerly line of West Forty-eighth street 150 feet to the point or place of beginning.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance. The sale will take place on

MONDAY, JULY 16, 1906,

at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction on the following

## TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must give either a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description, within the described area, are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be

removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description, within the described area, are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area wall shall be torn down to the same level. All tin from roofs, cornices, sides of buildings or partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken lath and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove the said buildings and appurtenances, or any portion thereof within said period, will work forfeiture of ownership of such buildings or appurtenances, or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against any and from all damages and costs to which it, they or any of them, be put by reason of injury to the person or property of another resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliance used in the removal of the said buildings by the said successful bidder, and the bidder's assent and agreement to the above conditions are understood to be implied by the act of bidding.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beamholes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water tight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,  
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, }  
COMPTROLLER'S OFFICE, June 20, 1906. }  
j21, jy3

**I**N 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 BROOKLYN:

**TWENTY-EIGHTH WARD, SECTION 11.**  
ST. NICHOLAS AVENUE—GRADING, CURBING AND PAVING, from Gates avenue to Kings County line. Area of assessment: Both sides of St. Nicholas avenue, from Gates avenue to Ralph avenue and to the extent of half the block at the intersecting and terminating streets.—that the same was confirmed by the Board of Assessors on June 12, 1906, and entered June 12, 1906, in the Record of Titles of Assessments kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of entry of the assessments, interest will be collected thereon as provided for in section 1019 of the Greater New York Charter.

Said section provides in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the time when such assessments became liens, as provided in section 159 of this act."

Section 159 of this act provides, \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessment and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents in the Municipal Building, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays till 12 m. and all payments made thereon on or before August 11, 1906, 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, June 12, 1906. }  
j21, jy3

NOTICE TO PROPERTY OWNERS.

**I**N PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons owners of property affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN:

**EIGHTH WARD, SECTION 3, AND THIRTIETH WARD, SECTION 18.**  
SIXTIETH STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS between Second and Third avenues. Area of assessment: Both sides of Sixtieth street, from Second to Third avenue, and to the extent of half the block at the terminating avenues.

**TWENTY-SECOND WARD, SECTION 4.**  
SHERMAN STREET—REGULATING, GRADING AND CURBING, from Tenth to Eleventh avenues. Area of assessment: Both sides of Sherman street, from Tenth to Eleventh avenues, and to the extent of half the block at the terminating avenues.

**TWENTY-SIXTH WARD, SECTION 12.**  
AMES STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between East New York avenue and Sutter avenue. Area of assessment: Both sides of Ames street, from East New York avenue to Sutter avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

**CHRISTOPHER AVENUE—REGULATING, GRADING AND CURBING, between Riverdale avenue and New Lots road.** Area of assessment: Both sides of Christopher avenue, from Riverdale avenue to New Lots road, and to the extent of half the block at the intersecting and terminating streets and avenues.

**TWENTY-SIXTH WARD, SECTION 16.**  
PINE STREET—REGULATING, GRADING, CURBING AND PAVING, between Glenmore and Pitkin avenues. Area of assessment: Both sides of Pine street, from Glenmore to Pitkin avenue, and to the extent of half the block at the terminating avenue.

**ASHFORD STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Liberty and Glenmore avenues.** Area of assessment: Both sides of Ashford street, from Liberty to Glenmore avenue and to the extent of half the block at the terminating avenues.

**TWENTY-SEVENTH WARD, SECTION 11.**  
STARR STREET—REGULATING, GRADING AND CURBING, between Irving and Knickerbocker avenues. Area of assessment: Both sides of Starr street, from Irving to Knickerbocker avenue and to the extent of half the block at the terminating avenue.

**TWENTY-NINTH WARD, SECTION 16.**  
SHERMAN STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Ocean Parkway and Reeve place. Area of assessment: Both sides of Sherman street, from Ocean Parkway to Reeve place and to the extent of half the block at the intersecting and terminating streets and avenues.

**TWENTY-NINTH WARD, SECTION 16.**  
NINETY-FIRST STREET—GRADING, between Second and Third avenues. Area of assessment: Both sides of Ninety-first street, from Second to Third avenue and to the extent of half the block at the terminating avenues.

**SIXTY-THIRD STREET—REGULATING, GRADING AND CURBING, between Third and Fourth avenues.** Area of assessment: Both sides of Sixty-third street, from Third to Fourth avenue and to the extent of half the block at the terminating avenues.

**SIXTY-THIRD STREET—REGULATING, GRADING, CURBING AND GUTTERING, between Fourth and Fifth avenues.** Area of assessment: Both sides of Sixty-third street, from Fourth to Fifth avenue and to the extent of half the block at the terminating avenues.

**SEVENTY-SEVENTH STREET—REGULATING, GRADING, CURBING, GUTTERING AND LAYING CEMENT SIDEWALKS, between Second and Fourth avenues.** Area of assessment: Both sides of Seventy-seventh street, from Second to Fourth avenue and to the extent of half the block at the intersecting and terminating streets and avenues.

**THIRTIETH WARD, SECTION 19.**  
BAY SEVENTEENTH STREET—REGULATING, GRADING, CURBING, LAYING CROSSWALKS, GUTTERING AND PAVING, between Cropsey avenue and Eighty-sixth street. Area of assessment: Both sides of Bay Seventeenth street, from Cropsey avenue to Eighty-sixth street and to the extent of half the block at the intersecting and terminating streets and avenues.

**BAY TWENTY-THIRD STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Benson and Cropsey avenues.** Area of assessment: Both sides of Bay Twenty-third street, from Benson avenue to Cropsey avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

**THIRTY-SECOND WARD.**  
EAST THIRTY-FIFTH STREET—REGULATING, GRADING AND CURBING, between Glenwood road and Avenue H. Area of assessment: Both sides of East Thirty-fifth street, from Glenwood road to Avenue H, and to the extent of half the block at the intersecting and terminating streets and avenues.

**THIRTY-SECOND WARD.**  
EAST THIRTY-FIFTH STREET—REGULATING, GRADING AND CURBING, between Avenue A and Avenue B. Area of assessment: Both sides of East Thirty-fifth street, from Avenue A to Avenue B, and to the extent of half the block at the intersecting and terminating streets and avenues.

**THIRTY-SECOND WARD.**  
EAST THIRTY-FIFTH STREET—REGULATING, GRADING AND CURBING, between Avenue A and Avenue B. Area of assessment: Both sides of East Thirty-fifth street, from Avenue A to Avenue B, and to the extent of half the block at the intersecting and terminating streets and avenues.

**THIRTY-SECOND WARD.**  
EAST THIRTY-FIFTH STREET—REGULATING, GRADING AND CURBING, between Avenue A and Avenue B. Area of assessment: Both sides of East Thirty-fifth street, from Avenue A to Avenue B, and to the extent of half the block at the intersecting and terminating streets and avenues.

**THIRTY-SECOND WARD.**  
EAST THIRTY-FIFTH STREET—REGULATING, GRADING AND CURBING, between Avenue A and Avenue B. Area of assessment: Both sides of East Thirty-fifth street, from Avenue A to Avenue B, and to the extent of half the block at the intersecting and terminating streets and avenues.

**THIRTY-SECOND WARD.**  
EAST THIRTY-FIFTH STREET—REGULATING, GRADING AND CURBING, between Avenue A and Avenue B. Area of assessment: Both sides of East Thirty-fifth street, from Avenue A to Avenue B, and to the extent of half the block at the intersecting and terminating streets and avenues.

**THIRTY-SECOND WARD.**  
EAST THIRTY-FIFTH STREET—REGULATING, GRADING AND CURBING, between Avenue A and Avenue B. Area of assessment: Both sides of East Thirty-fifth street, from Avenue A to Avenue B, and to the extent of half the block at the intersecting and terminating streets and avenues.

**THIRTY-SECOND WARD.**  
EAST THIRTY-FIFTH STREET—REGULATING, GRADING AND CURBING, between Avenue A and Avenue B. Area of assessment: Both sides of East Thirty-fifth street, from Avenue A to Avenue B, and to the extent of half the block at the intersecting and terminating streets and avenues.

**THIRTY-SECOND WARD.**  
EAST THIRTY-FIFTH STREET—REGULATING, GRADING AND CURBING, between Avenue A and Avenue B. Area of assessment: Both sides of East Thirty-fifth street, from Avenue A to Avenue B, and to the extent of half the block at the intersecting and terminating streets and avenues.

**THIRTY-SECOND WARD.**  
EAST THIRTY-FIFTH STREET—REGULATING, GRADING AND CURBING, between Avenue A and Avenue B. Area of assessment: Both sides of East Thirty-fifth street, from Avenue A to Avenue B, and to the extent of half the block at the intersecting and terminating streets and avenues.

**THIRTY-SECOND WARD.**  
EAST THIRTY-FIFTH STREET—REGULATING, GRADING AND CURBING, between Avenue A and Avenue B. Area of assessment: Both sides of East Thirty-fifth street, from Avenue A to Avenue B, and to the extent of half the block at the intersecting and terminating streets and avenues.

**TWENTY-FOURTH WARD, SECTIONS 11 AND 12.**  
BRIGGS AVENUE—OPENING, from East One Hundred and Ninety-fourth street to Kingsbridge road. Confirmed January 15, 1906; entered June 19, 1906. 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 line of Webster avenue with the northeasterly line of East One Hundred and Eighty-ninth street; running thence northwesterly along said last-mentioned line to its intersection with the southeasterly line of the Grand Boulevard and Concourse; thence northwesterly along said last-mentioned line to its intersection with the southwesterly line of Kingsbridge road; thence easterly in a straight line to a point formed by the intersection of the northeasterly line of East One Hundred and Ninety-fourth street with a line parallel to and 100 feet northwesterly from the northwesterly line of Valentine avenue; thence northeasterly along said parallel line to its intersection with a line parallel to and 100 feet northeasterly from the north-easterly line of East One Hundred and Ninety-fourth street; thence southeasterly along said last-mentioned parallel line to its intersection with the northwesterly line of Webster avenue; thence southwesterly along said northwesterly line to the point or place of beginning.

Beginning at a point formed by the intersection of the northwesterly line of Webster avenue with the northeasterly line of East One Hundred and Eighty-ninth street; running thence northwesterly along said last-mentioned line to its intersection with the southeasterly line of the Grand Boulevard and Concourse; thence northwesterly along said last-mentioned line to its intersection with the southwesterly line of Kingsbridge road; thence easterly in a straight line to a point formed by the intersection of the northeasterly line of East One Hundred and Ninety-fourth street with a line parallel to and 100 feet northwesterly from the northwesterly line of Valentine avenue; thence northeasterly along said parallel line to its intersection with a line parallel to and 100 feet northeasterly from the north-easterly line of East One Hundred and Ninety-fourth street; thence southeasterly along said last-mentioned parallel line to its intersection with the northwesterly line of Webster avenue; thence southwesterly along said northwesterly line to the point or place of beginning.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls shall be taken down or removed. The walls shall be made permanently self-supporting, without the aid of braces, the beam holes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operation of the contractor.

The above-entitled assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments interest will be collected thereon, as provided in section 1009 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."

HERMAN A. METZ,  
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, }  
COMPTROLLER'S OFFICE, June 19, 1906. }  
j20, jy3

INTEREST ON BONDS AND STOCK OF THE CITY OF NEW YORK.

Failure to remove the said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances, or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal shall be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them, be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliance used in the removal of the said buildings by the said successful bidder, and the bidder's assent and agreement to the above conditions are understood to be implied by the act of bidding.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls shall be taken down or removed. The walls shall be made permanently self-supporting, without the aid of braces, the beam holes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,  
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, }  
COMPTROLLER'S OFFICE, June 4, 1906. }  
j5, jy3

INTEREST ON BONDS AND STOCK OF THE CITY OF NEW YORK.

THE INTEREST DUE ON JULY 1, 1906, on the Registered Bonds and Stock of The City of New York will be paid on that day by the Comptroller, at his office, Room 37, Stewart Building, corner of Broadway and Chambers street.

The transfer books thereof will be closed from June 15, 1906, to July 1, 1906.

The interest due on July 1, 1906, on the Coupon Bonds of the late City of Brooklyn will be paid on that day by the Nassau National Bank of Brooklyn, No. 26 Court street.

The interest due July 1, 1906, on the Coupon Bonds of Corporations in Queens and Richmond Counties will be received on that day for payment, by the Comptroller at his office, Room 37, Stewart Building, corner of Broadway and Chambers street.

H. A. METZ,  
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, }  
COMPTROLLER'S OFFICE, June 1, 1906. }  
j1, jy1

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:

WENTH-THIRD WARD, SECTION 9.  
GRANT AVENUE—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS, from East One Hundred and Sixty-first street to East One Hundred and Sixty-fifth street. Area of assessment: Both sides of Grant avenue, from One Hundred and Sixty-first street to One Hundred and Sixty-fifth street, and to the extent of half the block at the intersecting and terminating streets and avenues.

WENTH-THIRD WARD, SECTION 10.  
AVENUE ST. JOHN—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS, from Dawson street to Timpson street. Area of assessment: Both sides

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 August 11, 1906, 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, JUNE 12, 1906. }

j14,27

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 8.

WEST ONE HUNDRED AND EIGHTY-FIRST STREET—PAVING, with asphalt blocks, between Broadway and Fort Washington avenue. Area of assessment: Both sides of One Hundred and Eighty-first street, from Broadway to Fort Washington avenue, and to the extent of half the block at the intersecting and terminating avenues.

—that the same was confirmed by the Board of Assessors on June 12, 1906, and entered on June 12, 1906, 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 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, Room 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before August 11, 1906, 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, JUNE 12, 1906. }

j14,27

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 BROOKLYN:

THIRTY-SECOND WARD.

AVENUE G—GRADING, PAVING, CURBING AND SODDING OVALS in centre, between Ocean avenue and Flatbush avenue. Area of assessment: Both sides of Avenue G, from Ocean avenue to Flatbush avenue, and to the extent of half the block at the intersecting and terminating avenues.

—that the same was confirmed by the Board of Assessors on June 12, 1906, and entered June 12, 1906, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of entry of the assessments, interest will be collected thereon, as provided for in section 1019 of the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof 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 time when such assessments became liens, 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, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays till 12 m., and all payments made thereon on or before August 11, 1906, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessment became a lien to the date of payment.

HERMAN A. METZ,  
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, }  
COMPTROLLER'S OFFICE, JUNE 12, 1906. }

j14,27

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.

EIGHTH AVENUE—PAVING with asphalt block pavement from Broadway to Graham avenue. Area of assessment: Both sides of Eighth avenue, from Broadway to Graham avenue, and to the extent of half the block at the intersecting avenues.

FLUSHING STREET—REGULATING, GRADING, CURBING, FLAGGING AND PAVING from Front street to West avenue. Area of assessment: Both sides of Flushing street, from Front street to about 306 feet east of West avenue, and to the extent of half the block at the intersecting street and avenue.

POMEROY STREET—REGULATING, GRADING AND FLAGGING from Graham avenue to Broadway. Area of assessment: Both sides of Pomeroy street, from Graham avenue to Broadway, and to the extent of half the block at the intersecting streets.

NINTH STREET—PAVING with granite blocks, CURBING, FLAGGING AND LAYING CROSSWALKS from West avenue to Vernon avenue. Area of assessment: Both sides of Ninth street, from Vernon avenue to West avenue, and to the extent of half the block at the intersecting avenues.

TEMPLE STREET—REGULATING, GRADING, CURBING AND LAYING SIDEWALKS from Boulevard to Crescent street. Area of assessment: Both sides of Temple street, from Boulevard to Crescent street, and to the extent of half the block at the intersecting streets and avenues.

NOTT AVENUE—REGULATING, GRADING, CURBING, FLAGGING AND PAVING from Van Alst to Jackson avenue. Area of assessment: Both sides of Nott avenue, from Van Alst avenue to Jackson avenue, and to the extent of half the block at the intersecting avenues.

SECOND WARD.

ST. NICHOLAS AVENUE—GRADING, CURBING AND PAVING from Gates avenue to Kings County line. Area of assessment: Both sides of St. Nicholas avenue, from Gates avenue to Ralph avenue, and to the extent of half the block at the intersecting streets and avenues.

—that the same were confirmed by the Board of Assessors on June 12, 1906, and entered on June 12, 1906, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of entry of the assessments interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessments 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 assessments 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. until 12 m., and all payments made thereon on or before August 11, 1906, 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, JUNE 12, 1906. }

j14,27

DEPARTMENT OF FINANCE, CITY OF NEW YORK, January 2, 1906.

UNTIL FURTHER NOTICE AND UNLESS otherwise directed in any special case, one surety company will be accepted as sufficient upon all contracts for supplies for furniture, and for gas and electric lighting to any amount, and upon the following contracts to the amounts named:

For supplies and furniture with patented articles.....	\$5,000
Regulating, grading, paving (other than asphalt).....	15,000
Over 2 years.....	5,000
School building repairs.....	10,000
Heating and lighting apparatus.....	5,000
New Buildings—New docks.....	25,000
Sewers—Dredging and water-mains—	
Not over 2 years.....	10,000
Over 2 years.....	5,000

HERMAN A. METZ,  
Comptroller.

SUPREME COURT—FIRST DEPARTMENT.

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title whenever 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-FOURTH STREET (although not yet named by proper authority), from Broadway to Fort Washington avenue, 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 and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 17th day of July, 1906, 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 18th day of July, 1906, at 3 o'clock p. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, City of New York.

in said City, there to remain until the 18th day of July, 1906.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the westerly prolongation of a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-third street with a line parallel to and distant 100 feet westerly from the westerly line of Fort Washington avenue; running thence northerly along said last mentioned 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-fifth street; thence easterly along said line parallel to West One Hundred and Sixty-fifth street to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said line parallel to Broadway to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-fourth street; thence easterly along said line parallel to West One Hundred and Sixty-fourth street and its easterly prolongation to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said line parallel to Broadway to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Edgewcombe avenue; thence southerly along said line parallel to Edgewcombe avenue to its intersection with the easterly prolongation of a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-fourth street; thence westerly along said line parallel to West One Hundred and Sixty-third street and its westerly prolongation to the point or place of beginning, excepting from said area all streets, avenues and roads or portions thereof heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 28th day of June, 1906, at 10:30 o'clock in the 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.

NOTICE IS HEREBY GIVEN THAT THE final supplemental and amended report of the Commissioners of Estimate and Assessment in the above entitled matter will be presented for confirmation to the Supreme Court of the State of New York, 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 June, 1906, at 10:30 o'clock in the 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, June 21, 1906.

JOHN DE WITT WARNER,  
HENRY ILLWITZER,  
WM. J. BROWNE,  
JOHN P. DUNN,  
Clerk.

j21,26

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, to the lands, tenements and hereditaments required for the opening and extending of the strip of land on the east side of BOULEVARD LA-FAYETTE, 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.

JOSEPH P. CASEY,  
Chairman;  
MOSES BARNETT,  
JOHN J. MACKIN,  
Commissioners.

JOHN P. DUNN,  
Clerk.

j26,jy14

FIRST DEPARTMENT.

In 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 LA-FAYETTE, 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.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 28th day of May, 1906, 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 29th day of May, 1906, a copy of which order was duly filed in the office of the Register of the County of New York, and indexed in the Index of Conveyances, Block 2179, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, as the case may be, 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 the above-mentioned public park, 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 29th day of May, 1906; and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken 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 the said public park, 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, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within ten days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 11th day of July, 1906, at 10:30 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, NEW YORK, July 12, 1906.

DAN'L P. HAYS,  
ALEXANDER SCHLESINGER,  
LEONARD J. WYETH, JR.,  
Commissioners.

JOHN P. DUNN,  
Clerk.

j23,jy6

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







All parties and persons interested in the real estate taken or to be taken for the purpose of opening the 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, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within ten days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 28th day of June, 1906, 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, NEW YORK CITY, June 15, 1906.

RALPH HICKOX,  
MARK LOEWENTHAL,  
JAMES HAY,

Commissioners.

JOHN P. DUNN,  
Clerk.

j15,26

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, to the lands, tenements and hereditaments required for the opening and extending of THE PARKWAY (although not yet named by proper authority), between the Grand Boulevard and Concourse and Claremont Park, at Weeks avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 13th day of April, 1906, 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 30th day of April, 1906, a copy of which order was duly filed in the office of the Register of the County of New York, and indexed in the Index of Conveyances, Blocks 2793, 2794, 2820, 2821, 2823 and 2824, Commissioners of Estimate and Assessment, for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose of opening the above mentioned street or avenue or parkway, 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 30th day of April, 1906; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue or parkway, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, 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 the said street or avenue or parkway, 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, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within ten days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 28th day of June, 1906, at 3 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, 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, NEW YORK CITY, June 15, 1906.

T. CHANNON PRESS,  
FRANK A. SPENCER, JR.,  
STANISLAUS J. VANECEK,

Commissioners.

JOHN P. DUNN,  
Clerk.

j15,26

FIRST DEPARTMENT.

In matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the widening of THIRD AVENUE, opposite East One Hundred and Fifty-ninth street, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 13th day of April, 1906, 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 30th day of April, 1906, a copy of which order was duly filed in the office of the Register of the County of New York, and indexed in the Index of Conveyances, Block No. 2364, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose of and in consequence of widening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of New York on the 30th day of April, 1906.

April, 1906; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be widened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of widening, laying out and forming the same, but benefited thereby, 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 widening the 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, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within ten days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 28th day of June, 1906, at 12:30 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the 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, NEW YORK CITY, June 15, 1906.

JOHN P. COHALAN,  
WALTER MULLER,  
PIERRE G. CARROLL,

Commissioners.

JOHN P. DUNN,  
Clerk.

j15,26

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, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SIXTY-THIRD STREET (although not yet named by proper authority), from Fort Washington avenue to Riverside drive, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date of the 14th day of April, 1906, 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 30th day of April, 1906, a copy of which order was duly filed in the office of the Register of the County of New York, and indexed in the Index of Conveyances, Block No. 2136, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose of and in consequence of opening the above mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of New York on the 30th day of April, 1906; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, 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 the 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, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within ten days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 28th day of June, 1906, at 12 o'clock noon 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, NEW YORK CITY, June 15, 1906.

EDWARD J. McGEEAN,  
JAMES M. TULLY,  
WALTER LINDNER,

Commissioners.

JOHN P. DUNN, Clerk.

j15,26

SUPREME COURT—SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of EIGHTEENTH STREET (although not yet named by proper authority), from Cypress avenue to Broadway, in the Third Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, Second Department,

April, 1906; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be widened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of widening, laying out and forming the same, but benefited thereby, 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 the above mentioned 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, No. 252 Jackson avenue, in the Borough of Queens, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within ten days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 28th day of June, 1906, at 12:30 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the 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, NEW YORK CITY, June 15, 1906.

WILLIAM W. GILLEN,  
JAMES W. TREADWELL,  
JOSEPH HOGAN,

Commissioners.

JOHN P. DUNN,  
Clerk.

j26,jy9

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 STARR STREET (although not yet named by proper authority), from Brooklyn Borough line to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by orders of the Supreme Court, Second Department, bearing date the 1st day of July, 1905, and the 24th day of January, 1906, and duly entered in the office of the Clerk of the County of Queens, at his office in Jamaica in the Borough of Queens, City of New York, on the 29th day of September, 1905, and the 9th day of May, 1906, copies of which orders were duly filed in the office of the Clerk of the County of Queens, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose of opening, laying out and forming the same, but benefited thereby, 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 the above mentioned 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, No. 252 Jackson avenue, in the Borough of Queens, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within ten days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 12th day of July, 1906, at 2 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine 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, NEW YORK CITY, June 26, 1906.

A. VAN DEWATER,  
MORRIS L. STRAUSS,  
WM. J. HAMILTON,

Commissioners.

JOHN P. DUNN,  
Clerk.

j26,jy9

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 CASSEL AVENUE (although not yet named by proper authority), from Washington avenue to Jay avenue, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, Second Department, bearing date the 24th day of January, 1906, and duly entered in the office of the Clerk of the County of Queens, at his office in Jamaica in the Borough of Queens, City of New York, on the 9th day of May, 1906, a copy of which order was duly filed in the office of the Clerk of the County of Queens, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose of opening the above mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of Queens, on the 9th day of May, 1906; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose of opening, laying out and forming the same, but benefited thereby, 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 the 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, No. 252 Jackson avenue, in the Borough of Queens, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within ten days after the date of this notice.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the 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, No. 252 Jackson avenue, in the Borough of Queens, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within ten days after the date of this notice.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, Second Department, bearing date the 24th day of January, 1906, and duly entered in the office of the Clerk of the County of Queens, at his office in Jamaica in the Borough of Queens, City of New York, on the 9th day of May, 1906, a copy of which order was duly filed in the office of the Clerk of the County of Queens, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose of opening, laying out and forming the same, but benefited thereby, 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 the above mentioned 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, No. 252 Jackson avenue, in the Borough of Queens, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within ten days after the date of this notice.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, Second Department, bearing date the 24th day of January, 1906, and duly entered in the office of the Clerk of the County of Queens, at his office in Jamaica in the Borough of Queens, City of New York, on the 9th day of May, 1906, a copy of which order was duly filed in the office of the Clerk of the County of Queens, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or







along said parallel line to the point or place of beginning; as such streets are shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, 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 5th day of September, 1906, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated BOROUGH OF MANHATTAN, NEW YORK, April 20, 1906.

JAMES BURKE, JR.,  
Chairman;  
ANDREW J. HINTON,  
HENRY P. MORRISON,  
Commissioners.

JOHN P. DUNN,  
Clerk.

j12,29

#### SECOND JUDICIAL DISTRICT.

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 LAFAYETTE AVENUE (although not yet named by proper authority), from Hatfield avenue to Blackford avenue, in the Third Ward, Borough of Richmond, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 2d day of July, 1906, 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 5th day of July, 1906, at 4 o'clock p.m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 3d day of July, 1906.

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 Richmond, in The City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at a point in the northerly line of Richmond terrace where the northerly prolongation of a line parallel to and distant 100 feet westerly from the westerly line of Lafayette avenue intersects the same; running thence northerly along a line at right angles with said Richmond terrace to its intersection with a line parallel to and distant 100 feet northerly from the said northerly line of Richmond terrace; running thence easterly along said parallel line to its intersection with a line drawn at right angles to the northerly line of Richmond terrace from a point where a line parallel to and distant 100 feet easterly from the easterly line of Lafayette avenue intersects the same; running thence southerly along said right angular line to the northerly line of Richmond terrace; thence southerly along the northerly prolongation and line parallel to and distant 100 feet easterly from the easterly line of Lafayette avenue to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of Hatfield avenue; thence easterly along said parallel line to the middle line of the block between Sharpe avenue and Elm street; thence southerly along said middle line and its southerly prolongation to the middle line of the blocks between Lafayette avenue and Richmond avenue; thence southerly along said middle line between Lafayette avenue and Richmond avenue and its prolongation southwardly to its intersection with a line parallel to and distant 100 feet southerly from the southerly line of Blackford avenue; thence westerly along said parallel line to its intersection with a line drawn midway between the westerly line of Lafayette avenue and the easterly boundary line of the lots abutting on Nicholas avenue; thence northerly along said said prolongation and last mentioned line to its intersection to a line parallel to and distant 100 feet southerly from the southerly line of Hatfield place; thence westerly along said parallel line to its intersection with the southerly prolongation of a line parallel to and distant 100 feet westerly from the westerly line of Woodland place; thence northerly along said parallel line and its northerly prolongation to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of Hatfield avenue; thence easterly along said parallel line to its intersection with a line parallel to and distant 100 feet westerly from the northerly line of Woodland place; thence easterly along said parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Lafayette avenue; thence northerly along said parallel line and its northerly prolongation to the point or place of beginning, as such streets are shown upon our benefit maps, deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, 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 5th day of September, 1906, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

cation 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, April 20, 1906.

FREDERICK W. CLIFFORD,  
Chairman;  
DANIEL CAMPBELL,  
ANDREW J. HINTON,  
Commissioners.

JOHN P. DUNN,  
Clerk.

j12,29

#### SECOND JUDICIAL DISTRICT.

In the matter of the application of The City of New York, acting by and through the Commissioner of Docks, relative to acquiring right and title to and possession of certain lands, premises, rights and property necessary to be taken for the improvement of the water front of The City of New York for ferry purposes, between the southerly line of Thirty-eighth street prolonged, the southerly line of Thirty-ninth street prolonged, the westerly line of Second avenue and the pier head line established by the Secretary of War in 1890, in the Borough of Brooklyn, in The City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 8th day of June, 1906, and filed and entered in the office of the Clerk of the County of Kings on the 8th day of June, 1906, William Berri, Everett Greene and Henry F. Cochrane were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said William Berri, Everett Greene and Henry F. Cochrane will attend and appear before a Justice of the Supreme Court, at a Special Term thereof for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, City of New York, on the 29th day of June, 1906, at 10:30 o'clock in the forenoon of that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in the said proceeding, as to their qualifications to act as such Commissioners of Estimate and Assessment in this proceeding.

Dated JUNE 12, 1906.

JOHN J. DELANY,  
Corporation Counsel,  
No. 2 Tryon Row,  
Borough of Manhattan,  
New York City.

j16,27

#### 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 a NARROW EASEMENT for the purpose of a sewer outlet over and in the private property at the foot of Nautilus street, in the Fourth Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN, THAT BY an order of the Supreme Court, Second Department, of the State of New York, bearing date the 24th day of January, 1906, and filed in the office of the Clerk of the County of Richmond on the 29th day of May, 1905, Arthur D. Greenfield, John J. Kenney and Russell Bleecker were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said Arthur D. Greenfield, John J. Kenney and Russell Bleecker will attend at a Special Term of said Court, for the hearing of motions, to be held in and for the County of Kings, in the County Court House, in the Borough of Brooklyn, City of New York, on the 28th day of June, 1906, at 2 o'clock p.m. on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or any person having an interest in the said proceeding, as to their qualifications to act as such Commissioners of Estimate and Assessment in this proceeding.

Dated JUNE 12, 1906.

JOHN J. DELANY,  
Corporation Counsel,  
No. 2 Tryon Row,  
Borough of Manhattan,  
New York City.

j13,27

#### 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 HOUSMAN AVENUE (although not yet named by proper authority), from the southwesterly line of Richmond terrace to the pier and bulkhead line, in the Third Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court, Second Department, of the State of New York, bearing date the 29th day of May, 1906, and filed in the office of the Clerk of the County of Richmond on the 29th day of May, 1906, Albert E. Hadlock, Lot C. Alston and Stephen D. Stephens were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said Albert E. Hadlock, Lot C. Alston and Stephen D. Stephens will attend at a Special Term of said Court, for the hearing of motions, to be held in and for the County of Kings, in the County Court House, in the Borough of Brooklyn, City of New York, on the 28th day of June, 1906, at 2 o'clock p.m. on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or any person having an interest in the said proceeding, as to their qualifications to act as such Commissioners of Estimate and Assessment in this proceeding.

Dated JUNE 12, 1906.

JOHN J. DELANY,  
Corporation Counsel,  
No. 2 Tryon Row,  
Borough of Manhattan,  
New York City.

j13,27

#### 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 HIGH STREET (although not yet named by proper authority), from Biebley street to Maspeth avenue, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court, Second Department, of the State of New York, bearing date the 24th day of January, 1906, and filed in the office of the Clerk of the County of Queens on the 29th day of May, 1906, William E. Stewart, Andrew J. Van Siclen and Charles A. Brombach were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said William E. Stewart, Andrew J. Van Siclen and Charles A. Brombach will attend at a Special Term of the said Court, for the hearing of motions, to be held in and for the County of Kings, in the County Court House, in the Borough of Brooklyn, City of New York, on the 28th day of June, 1906, at 2 o'clock p.m. on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or any person having an interest in the said proceeding, as to their qualifications to act as such Commissioners of Estimate and Assessment in this proceeding.

Dated JUNE 12, 1906.

JOHN J. DELANY,  
Corporation Counsel,  
No. 2 Tryon Row,  
Borough of Manhattan,  
New York.

j13,27

#### 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 BLEECKER STREET (although not yet named by proper authority), from Brooklyn Borough line to Forest avenue, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN, THAT BY an order of the Supreme Court, Second Department, of the State of New York, bearing date the 24th day of January, 1906, and filed in the office of the Clerk of the County of Queens on the 29th day of May, 1906, Edward A. Maher, Jr., Leonard Ruoff, Jr. and Frank E. Losee were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said Edward A. Maher, Jr., Leonard Ruoff, Jr. and Frank E. Losee will attend at a Special Term of said Court, for the hearing of motions, to be held in and for the County of Kings, in the County Court House, in the Borough of Brooklyn, City of New York, on the 28th day of June, 1906, at 2 o'clock p.m. on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or any person having an interest in the said proceeding, as to their qualifications to act as such Commissioners of Estimate and Assessment in this proceeding.

Dated JUNE 12, 1906.

JOHN J. DELANY,  
Corporation Counsel,  
No. 2 Tryon Row,  
Borough of Manhattan,  
New York.

j13,27

#### 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 GREENE AVENUE (although not yet named by proper authority), from Forest avenue to Grand View avenue, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court, Second Department, of the State of New York, bearing date the 24th day of January, 1906, and filed in the office of the Clerk of the County of Queens on the 29th day of May, 1906, William S. Cogswell, Henry P. Huling and William Smithwick were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said William S. Cogswell, Henry P. Huling and William Smithwick will attend at a Special Term of said Court, for the hearing of motions, to be held in and for the County of Kings, in the County Court House, in the Borough of Brooklyn, City of New York, on the 28th day of June, 1906, at 2 o'clock p.m. on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or any person having an interest in the said proceeding, as to their qualifications to act as such Commissioners of Estimate and Assessment in this proceeding.

Dated JUNE 12, 1906.

JOHN J. DELANY,  
Corporation Counsel,  
No. 2 Tryon Row,  
Borough of Manhattan,  
New York.

j13,27

#### 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 FOURTEENTH STREET (although not yet named by proper authority), from Broadway to Mitchell avenue, in the Third Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN, THAT BY an order of the Supreme Court, Second Department, of the State of New York, bearing date the 24th day of January, 1906, and filed in the office of the Clerk of the County of Queens on the 29th day of May, 1906, Harrison S. Moore, Gaston F. Livett and John W. Lee were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said Harrison S. Moore, Gaston F. Livett and John W. Lee will attend at a Special Term of the said Court, for the hearing of motions, to be held in and for the County of Kings, in the County Court House, in the Borough of Brooklyn, City of New York, on the 28th day of June, 1906, at 2 o'clock p.m. on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or any person having an interest in the said proceeding, as to their qualifications to act as such Commissioners of Estimate and Assessment in this proceeding.

Dated JUNE 12, 1906.

JOHN J. DELANY,  
Corporation Counsel,  
No. 2 Tryon Row,  
Borough of Manhattan,  
New York.

j13,27

#### SECOND DEPARTMENT.

#### SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of CYPRESS AVENUE (although not yet named by proper authority), from Brooklyn Borough line to Cooper street, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court, Second Department, of the State of New York, bearing date the 24th day of January, 1906, and filed in the office of the Clerk of the County of Queens on the 29th day of May, 1906, John J. Trapp, Daniel Bradley and Joseph K. Murray were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said John J. Trapp, Daniel Bradley and Joseph K. Murray will attend at a Special Term of said Court, for the hearing of motions, to be held in and for the County of Kings, in the County Court House, in the Borough of Brooklyn, City of New York, on the 28th day of June, 1906, at 2 o'clock p.m. on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or any person having an interest in the said proceeding, as to their qualifications to act as such Commissioners of Estimate and Assessment in this proceeding.

Dated JUNE 12, 1906.

JOHN J. DELANY,  
Corporation Counsel,  
No. 2 Tryon Row,  
Borough of Manhattan,  
New York.

j13,27

#### BOARD MEETINGS.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Friday, at 10:3