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## THE CITY RECORD.

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### BOARD OF CITY RECORD.

GEORGE B. McCLELLAN, Mayor.

WILLIAM B. ELLISON, CORPORATION COUNSEL.

HERMAN A. METZ, COMPTROLLER.

PATRICK J. TRACY, SUPERVISOR.

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## BOARD OF ESTIMATE AND APPORTIONMENT.

### EXTRACT FROM

MINUTES, BOARD OF ESTIMATE AND APPORTIONMENT, CITY OF NEW YORK, FEBRUARY 1, 1907.

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

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

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

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

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

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

Which was ordered filed.

### *Fort George and Eleventh Avenue Railroad Company.*

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

As the service has been restored the communications were ordered filed.

### *Loop Between Brooklyn and Williamsburg Bridges.*

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

Which were ordered filed.

### *Fort George Street Railway Company.*

A communication was received from R. E. Simon and resolutions adopted by the Washington Heights Taxpayers' Association in favor of the grant of a franchise to the Fort George Street Railway Company, to construct, maintain and operate a street

surface railroad by the overhead trolley system from the Dyckman Street Station of the subway along St. Nicholas avenue to One Hundred and Ninetieth street, Borough of Manhattan.

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

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

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

### *Manhattan Refrigerating Company.*

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

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

The Secretary presented the following:

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

*Board of Estimate and Apportionment:*

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

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

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

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

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

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

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

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

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

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

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

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

"Resolved, That the Secretary be directed to serve a copy of these resolutions upon the said company, and also to furnish a copy of the entire proceedings relative to the application of the Manhattan Refrigerating Company to the Corporation Counsel, in order that he may institute such suits as may to him appear proper to protect the interests of the City, and recover such sums as may be due it; and to forward a copy of these resolutions to the Department of Docks and Ferries, with a request that the permit issued by said department on October 23, 1903, be canceled and revoked."

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

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

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

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

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

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

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

"Subsequently, at the meeting of July 6, resolutions were passed \* \* \*. Rather than contest the point, as the business of public supply in the disputed district has been continued by the company rather as matter of convenience to its old customers

than as profit to itself, the company, after withdrawal of its application, immediately took steps to notify such customers that it could no longer supply them. After the passage of the resolutions the company, as soon as possible, without serious inconvenience to its customers, discontinued the use of the said pipes and removed a number of them from the streets. With the acquiescence of the Borough President, however, in order to avoid tearing up the streets, the other pipes were abandoned to the City, and no use was thereafter made of them. Before the first of November, 1906, therefore, the company had practically complied fully with the requirements of the resolution, and has not since that time used such pipes in any way."

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"On October 23, 1903, the Commission of Docks and Ferries, having jurisdiction over a certain portion of West street adjoining the new bulkhead line, issued a permit to the company to run a pipe to the river for the purpose of obtaining water for its refrigerating plant for cooling purposes, and the Borough President of Manhattan granted the necessary permit to take up the pavement and install said pipe, the pipe being thus entirely within the old franchise limits of the company and the portion of the street under the control of the Dock Department. For this privilege the company paid the Department of Docks \$300 per year, as provided by the permit, which

was the usual charge made to all concerns along the North river for like permits. No notification was served on the company attempting to annul or affect this permit until the resolution of July 6, above referred to.

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

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

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

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

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

Respectfully yours,

G. L. STERLING, Acting Corporation Counsel.

The following was offered:

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

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

Which was adopted by the following vote:

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

The following was offered:

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

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

Which was adopted by the following vote:

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

*Quinroy Construction Company.*

The Secretary presented the following:

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

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

GENTLEMEN—The Quinroy Construction Company, a duly organized corporation, respectfully makes application to your Board for the consent of the City of New York to construct, maintain and operate a single track railroad at grade for the purpose of facilitating the transportation of materials from its quarry at Elm Park, in the Third Ward of the Borough of Richmond, City and State of New York: The said track beginning at a point on the south side of Innis street, opposite the centre of Newark avenue, and running thence across Innis street and in and along Newark avenue to connect with the Staten Island Rapid Transit Railroad, a distance of five hundred and fifteen (315) feet, more or less, as shown on the accompanying plan entitled "Map showing proposed track in Newark avenue and Innis street in the Borough of Richmond, City of New York, to accompany the application of the Quinroy Construction Company to the Board of Estimate and Apportionment."

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

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

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

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

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

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

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

Respectfully,

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

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

*Kings County Refrigerating Company.*

At the meeting of December 21, 1906, by resolution duly adopted the Board tentatively approved the terms and conditions to govern the proposed grant of a franchise to the Kings County Refrigerating Company to construct, maintain and operate a pipe line under and along Washington, Park and Flushing avenues and Hall street, in the Borough of Brooklyn, for the purpose of furnishing cold air to various business

enterprises in the vicinity of its plant and in Wallabout Market, and the matter was referred to the Corporation Counsel to draw a contract in accordance with the proposed terms and conditions and to incorporate therein such matter as in his opinion would seem advisable to fully protect the interests of the City.

The Secretary presented the following:

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

**Board of Estimate and Apportionment:**

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

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

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

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

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

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

Paragraph twelfth provides:

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

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

"In case of any drafts so made upon this security fund, the said company shall, upon thirty days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of three thousand dollars (\$3,000), and in default thereof, the grant hereby made may be canceled and annulled at the option of the Comptroller of The City of New York, acting on behalf of said City."

Paragraph sixteenth contains the following omnibus clause:

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

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

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

Respectfully yours,

G. L. STERLING, Acting Corporation Counsel.

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

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

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

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

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

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

The Kings County Refrigerating Company, has, however, submitted a new application to the Board, which is printed in the minutes of December 21, 1906, and was at that meeting referred to the Bureau of Franchises for investigation and suggestions. This application is solely for a pipe line in Hall street, from its plant through and along Hall street to Flushing avenue, and thence across Flushing avenue to the Wallabout Market lands; in other words, it now intends to confine its business exclusively to the tenants of Wallabout Market, with the exception of what refrigerant might be supplied from its pipe line in Hall street, between its plant and the southerly side of Flushing avenue; thus the company, instead of using 3,900 feet of the public streets and being enabled to supply refrigerant to a district outside of the market, will now require but about 300 feet of pipes in the streets.

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

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

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

Section 2—Third:

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

Section 2—Seventh. To read as follows:

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

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

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

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

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

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

**KINGS COUNTY REFRIGERATING COMPANY.**

**Proposed Form of Contract.**

This contract, made this \_\_\_\_\_ day of \_\_\_\_\_, 190\_\_\_\_, by and between The City of New York, party of the first part, by the Mayor of said City acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City, and Kings County Refrigerating Company, a domestic corporation of the State of New York, hereinafter called the Company, party of the second part, witnesseth:

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

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

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

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

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

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

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

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

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

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

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

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

Fourth—The annual charges or payments shall continue throughout the whole term of the privilege hereby granted, whether original or renewal, as hereinbefore provided, notwithstanding any clause in any statute or in the charter of any other company, providing for payments for refrigerating rights or franchises at a different rate, and no assignments, lease or sublease of the rights or privileges hereby granted, whether

original or renewal, or of any part thereof, or of any of the routes mentioned herein, or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this grant; and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said condition as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise, exemption from liability to perform each and all of the conditions of this grant. Nothing herein contained shall apply to any mortgagee or mere lienor, but shall apply to any purchaser upon foreclosure, or under or by virtue of any provision of a mortgage or lien.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[SEAL.]

THE CITY OF NEW YORK,

By..... Mayor.

THE KINGS COUNTY REFRIGERATING COMPANY,

By..... President.

Attest:

[SEAL.]

..... Secretary.

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

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

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

The Secretary presented the following:

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

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

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

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

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

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

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

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

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

The reports made by this Bureau contained no suggestions as to the conditions which should be incorporated in the contracts between the City and the companies for the rights sought, but they were rather discussions upon the routes, as to whether it was advisable to grant a franchise to the applicants in the streets asked, whether the streets selected were the best adapted for railroad purposes, and whether they were those on which railroads would be of the greatest use to the traveling public, and at the same time cause the least damage to property owners.

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

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

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

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

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

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

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

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

in order to evade streets in which rights were already held by the competing company.

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

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

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

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

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

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

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

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

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

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

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

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

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

#### CHANGES IN ROUTE APPLIED FOR BY THE INTERBOROUGH COMPANY.

##### Old Change 1 (Change 1 in Contract).

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

Route Proposed—From the intersection of Sedgwick avenue and Perot street, north on Sedgwick avenue to the intersection of Boston avenue and Sedgwick avenue; thence westerly on Boston avenue to Fort Independence street. Length of route, 800 feet.

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

##### Old Change 2 (Change 2 in Contract).

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

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

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

##### Old Change 5 (Change 3 in Contract).

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

I, the Proposed—From the intersection of Boston road and East One Hundred and Seventy-eighth street, north on Boston road to East One Hundred and Eighty-eighth

street; thence westerly on East One Hundred and Eighty-eighth street to the Southern boulevard. Length of route, 2,800 feet.

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

##### Old Change 4 (Change 4 in Contract).

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

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

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

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

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

##### New Change 1 (Change 5 in Contract).

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

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

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

##### New Route 2 (Change 6 in Contract).

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

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

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

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

##### New Change 3 (Change 7 in Contract).

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

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

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

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

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

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

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

#### PROPOSED EXTENSIONS OF THE INTERBOROUGH COMPANY.

##### New Extension 2 (Route 1 in Contract).

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

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

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

The present application omits that portion which was originally applied for on McClellan street, Shakespeare avenue and One Hundred and Sixty-eighth street, and substitutes One Hundred and Sixty-seventh street, from River avenue to Jerome avenue, and eliminates Home street, and the company has substituted the continuation

of One Hundred and Sixty-eighth street to One Hundred and Sixty-seventh street; One Hundred and Sixty-seventh street to Westchester avenue, thence upon the tracks of the Union Company on Westchester avenue to Edgewater road, and Edgewater road to West Farms road.

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

#### EXTENSIONS OLD 1 AND NEW 3

##### Old Extension 1 (Route 2 in Contract).

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

##### New Extension 3 (Route 3 in Contract).

From the existing tracks of the Interborough Company on Wilkins place, at Boston road; on Boston road upon the tracks of the Union Company, to East One Hundred and Seventieth street; on East One Hundred and Seventieth street, to Third avenue; on Third avenue, upon the tracks of the Union Company to Wendover avenue. Length of route, double track, Bronx, 4,300 feet.

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

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

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

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

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

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

##### New Extension 1 (Route 4 in Contract).

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

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

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

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

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

##### Old Extension 4 (Route 5 in Contract).

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

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

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

##### New Extension 5 (Route 6 in Contract).

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

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

#### OTHER EXTENSIONS WHICH SHOULD BE APPLIED FOR.

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

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

##### New Extension 5 (Route 7 in Contract).

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

##### New Extension 6 (Route 8 in Contract).

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

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

##### New Extension 7 (Route 9 in Contract).

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

#### PROPOSED EXTENSIONS OF THE UNION COMPANY.

##### New Extension (Route 1 in Contract).

From Willis avenue at East One Hundred and Thirty-fourth street south on the approach of the Willis Avenue Bridge, over the bridge and the southerly approach to First avenue; south on First avenue to East One Hundred and Twenty-third street; east on East One Hundred and Twenty-third street to Pleasant avenue; north on Pleasant avenue to East One Hundred and Twenty-fourth street; west on East One Hundred and Twenty-fourth street to First avenue. That portion of First avenue between West One Hundred and Twenty-third street and East One Hundred and Twenty-fourth street, and the portion on East One Hundred and Twenty-third street, Pleasant avenue and East One Hundred and Twenty-fourth street, to be a single track. Length of route, double track, The Bronx, 1,670 feet; double track, Manhattan, 1,145 feet; single track, Manhattan, 1,950 feet.

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

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

##### New Extension 4 and a Portion of Old Extension 20.

##### New Extension 4 (Route 2 in Contract).

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

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

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

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

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

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

Chapter 419 of the Laws of 1901, the City had the right to grant a franchise only as far west as Eighth avenue.

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

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

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

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

#### *New Extension 5 and Old Extension 15.*

##### *New Extension 5 (Route 4 in Contract).*

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

##### *Old Extension 15 (Route 5 in Contract).*

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

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

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

##### *Old Extension 21 (Route 6 in Contract).*

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

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

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

##### *New Extension 3 (Route 7 in Contract).*

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

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

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

##### *Old Extension 5 (Route 8 in Contract).*

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

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

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

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

##### *New Extension 2 (Route 9 in Contract).*

From the tracks of the Union Company on Jerome avenue at an unnamed street adjacent to the southwesterly side and parallel to Mosholu parkway; on said unnamed street to Sedgwick avenue; on Sedgwick avenue to Van Cortlandt avenue; on Van Cortlandt avenue to Albany road; on Albany road to West Two Hundred and Thirty-eighth street; on West Two Hundred and Thirty-eighth street to Broadway.

The unnamed street and Sedgwick avenue above described are to be, or are being, constructed by the Aqueduct Commissioners, and are under their supervision. Length of route, double track, The Bronx, 6,150 feet.

##### *Old Extension 13 (Route 10 in Contract).*

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

##### *New Extension 6 (Route 11 in Contract).*

From the tracks of the Union Company on White Plains road at Gun Hill road; easterly on Gun Hill road to the intersection of Stillwell avenue and Baychester avenue; thence a single track loop in Baychester avenue at that point. Length of route, double track, The Bronx, 12,500 feet; single track, The Bronx, 650 feet.

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

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

I see, therefore, no objection to the City giving a right as proposed.

Gun Hill road (New Extension 6) is not physically opened, but I understand that the City is about to take title to the property acquired.

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

##### *Old Extension 16 and a Portion of Old Extension 22.*

##### *Old Extension 16 (Route 12 in Contract).*

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

##### *Portion of Extension 22 (Route 13 in Contract).*

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

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

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

##### *New Extension 7 (Route 14 in Contract).*

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

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

##### *New Extension 8 (Route 15 in Contract).*

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

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

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

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

##### *Union Company.*

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

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

##### *Interborough Company.*

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

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

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

##### *Union Company.*

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

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

##### *Interborough Company.*

Length of routes, 71,320 feet, or 2.1 miles.

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

##### *IDENTICAL ROUTES OF THE TWO COMPANIES.*

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

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

The present system of the Union Company consists largely of north and south lines, the only crosstown lines being those on One Hundred and Thirty-eighth street, from the East river to the Harlem river; thence across the Harlem river in the Borough of The Bronx as far west as Eighth avenue on West One Hundred and Thirty-

fifth street; a partial crosstown line on One Hundred and Sixty-first street, from Third avenue west to and across Macomb's Dam Bridge to Eighth avenue, in the Borough of Manhattan; a partial crosstown line on One Hundred and Seventy-seventh street and Burnside avenue, between Sedgwick avenue and Boston road, and a partial crosstown line on Fordham road, from Third avenue to the Harlem river.

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

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

#### UNUSED FRANCHISES CLAIMED BY THE UNION COMPANY.

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

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

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

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

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

#### RATE OF FARE AND TRANSFERS.

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

It is commonly understood that the Interborough Company is controlled by or in the interest of the Interborough Rapid Transit Company, though not by lease or ownership of stock. Nearly all of the Interborough Rapid Transit Company stock has been acquired by the Interborough-Metropolitan Company by interchange of stock. Thus it is seen that the Union Company, Interborough Company, Third Avenue Railroad Company and the Metropolitan Street Railway Company (name changed to the New York City Railway Company) are controlled by the same interests—namely, the Interborough-Metropolitan Company. This company was incorporated under the Business Corporations Law of New York State, and is not a railroad company, but a holding company for all the street railroads—elevated, surface or sub-surface—in the boroughs of Manhattan and The Bronx. It would seem, therefore, that a fair arrangement regarding the exchange of transfers could be entered into between these underlying companies, although by retaining their corporate existence they are enabled to avoid the law requiring exchange of free transfers, for a single fare of 5 cents.

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

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

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

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

#### UNDERGROUND AND OVERHEAD ELECTRIC SYSTEM.

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

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

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

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

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

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

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

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

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

#### TERMS OF GRANT.

The franchises of the Union Company are, with the exception of one, not for definite periods of time, the one exception being that of the extension of the Jerome avenue line into the Borough of Manhattan by the way of Macomb's Dam Bridge to Eighth avenue which was granted by an ordinance of the Board of Aldermen adopted September 8, 1903, and approved by the Mayor September 14, 1903, for a term of twenty-five years from that date, with the privilege of renewal of a further term of twenty-five years. All the rights of the Interborough Company are limited to a term of twenty-five years, with a privilege of renewal of twenty-five years. They were granted by an ordinance of the Board of Aldermen adopted March 16, 1903, and approved by the Mayor March 31, 1903. By the terms of the present Charter of the City, a period of twenty-five years, with a renewal of twenty-five years, is the maximum period for which a franchise can be granted for a street surface railway. It would seem desirable that the franchises which may be granted now to these companies should be coterminous with those limited franchises which have been heretofore granted; that is, that the grant to the Union Company should terminate on twenty-five years from March 31, 1903, and that a grant to the Interborough Company should terminate on twenty-five years from September 14, 1903; each company having the right of renewal for a further period of twenty-five years.

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

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

#### COMPENSATION.

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

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

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

Under its charter the Union Company paid to the City for the year 1905, \$27,099.27; during 1906, \$30,429.12, that being in each case 2 per cent. of the gross receipts. It is, therefore, seen that the Union Company pays to the City less than one-half the

amount now required by the Railroad Law, as the amount required under the present law would be 5 per cent. of the gross receipts. The Union Company pays for the extension granted in 1903 on Macomb's Dam Bridge \$4,000 per year for the first five years of the grant; this sum increasing \$500 each term of five years.

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

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

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

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

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

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

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

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

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

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

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

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

#### Other Conditions.

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

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

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

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

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

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

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

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

#### NEW YORK CITY INTERBOROUGH RAILWAY COMPANY.

##### Proposed Form of Agreement for Alterations.

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

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

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

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

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

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

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

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

#### Change First.

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

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

#### Change Second.

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

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

#### Change Third.

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

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

#### Change Fourth.

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

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

#### Change Fifth.

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

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

#### Change Sixth.

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

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

#### Change Seventh.

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

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

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

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

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

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

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

By....., President.

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

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

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

#### NEW YORK CITY INTERBOROUGH RAILWAY COMPANY.

##### Proposed Form of Contract.

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

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

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

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

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

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

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

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

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

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

erly on Broadway to West One Hundred and Forty-sixth street; thence easterly on West One Hundred and Forty-sixth street to Amsterdam avenue; thence southerly on Amsterdam avenue to West One Hundred and Forty-fifth street and there connecting with the tracks above described.

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

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

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

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

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

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

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

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

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

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

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

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

The intention of this paragraph is to fix an annual charge to be paid by the Interborough Company, its successors or assigns, to The City of New York for the rights

and franchise hereby granted, and it shall not be construed as providing for the payment by the Interborough Company, its successors or assigns of a percentage of gross receipts within the meaning of any general or special statute.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Twenty-eighth—This grant is upon the express condition that the Interborough Company within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of thirty thousand dollars (\$30,000), either in money or securities to be approved by him, which fund shall be security for the performance by the Interborough Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railroad; and in case of default in the performance by the Interborough Company of such terms and conditions the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same, with interest from the said fund after ten days' notice in writing to the Interborough

Company; or in case of failure to keep the said terms and conditions of this contract relating to the headway, heating and lighting of cars, fenders, wheel-guards and watering of street pavements, the Interborough Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation, and the further sum of ten dollars (\$10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel-guards, in case of the violation of the provisions relating to those matters.

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

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

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

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

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

#### UNION RAILWAY COMPANY OF NEW YORK CITY.

##### *Proposed Form of Contract.*

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

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

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

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

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

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

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

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

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

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

Baychester avenue to Pitman avenue; thence easterly in, upon and along Pitman avenue to the northerly line of New York City.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

the Union Company shall, upon thirty (30) days' notice from the Board, remove any and all of the tracks and other equipment constructed pursuant to this contract, and the said streets and highways shall be restored to their original condition, at the sole cost and expense of the Union Company.

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

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

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

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

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

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

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

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

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

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

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

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

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

On or before the expiration of the succeeding five years of this contract the Union Company shall have in operation fifteen miles of underground system, as above described, and during each succeeding five years the Union Company shall have

in operation ten additional miles by the said underground system, until all the railway of the Union Company shall be so operated.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The following was offered:

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

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

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

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

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

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

The Secretary presented the following:

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

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

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

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

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

Yours very truly,

ALFRED SKITT, President.

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

Long Island Railroad Company.

The Secretary presented the following:

In the Matter of

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

To the Board of Estimate and Apportionment:

The petition of the Long Island Railroad Company respectfully shows:

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

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

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

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

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

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

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

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

7. The Long Island Railroad Company between 1888 and 1890 purchased a block of land lying on the south side of Atlantic avenue extending to Pacific street, bounded on the east by Carlton avenue and on the west by Sixth avenue, which it has since used as a freight yard, its passenger depot being located on the north side of Atlantic avenue at the junction of Flatbush avenue. Both said freight and passenger depots were connected with the steam surface railroad of the said Long Island Railroad Company by turnouts or curves. Said Long Island Railroad Company also constructed an elevated connection from the said yard, which rose from its surface near Carlton avenue and then extended northward to the said strip or right of way, and over the same to a point near Flatbush avenue, whence it curved to the northward and connected with the elevated railroad tracks in Flatbush avenue. The right to

construct and maintain this connection was sustained by the Courts in *Gallagher vs. Keating*, 27 Misc. 131, affirmed by the Appellate Division, 40 Appellate Division, 81, 86, and in the Court of Appeals, 171 N. Y. 657. In *People vs. Brooklyn, Flatbush and Coney Island Railroad Company*, 89 N. Y. 85, it was also held by the Court of Appeals that a curve or turnout connecting the Brighton Beach Railroad at its terminal on the south side of Atlantic avenue, near Franklin avenue, with the line of the Long Island Railroad Company in the centre of Atlantic avenue was a mere "appendage" within the language of the charter of the latter company, and not a new franchise or use of the streets, and that the constitutional consents were not required.

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

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

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

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

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

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

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

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

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

Your petitioner further alleges that it is advised and believes that the construction of the said yard and of the said siding and connections, as prescribed by the said Board, are in no sense a franchise, and that it is entitled to construct the same without any other consent than that heretofore granted to it by the Commissioner of Public Works of the Borough of Brooklyn. That while the City is not the owner of the fee of the portions of the streets the subsurface of which will be occupied by the construction of the said connections and sidings, and your petitioner is the owner of the property abutting on such streets, there may be some subsurface rights belonging to the City in the land under said street to be occupied by the said connections and turnouts for which it is proper that it should receive compensation. That this company has always been and is willing to pay the City the fair value for such subsurface rights.

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

#### THE LONG ISLAND RAILROAD COMPANY.

By RALPH PETERS, President.

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

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

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

RALPH PETERS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Only one of the above connections is specifically provided for in the Atlantic Avenue Improvement Act, namely that at Carlton avenue. However, the Long Island Railroad Company, with the consent of the Board for the Atlantic Avenue Improve-

ment assumed the right to occupy the subsurface of Atlantic, Sixth, Carlton and Vanderbilt avenues by virtue of permit number 10,742 of the Bureau of Highways, Borough of Brooklyn. The said permit was issued December 27, 1905, to the Board for the Atlantic Avenue Improvement and granted permission "to open area bounded by Atlantic avenue, Fifth avenue, Pacific street and Vanderbilt avenue, for the purpose of making the necessary openings in the above named streets to carry out the construction of the freight terminal improvements, as shown on plans and specifications filed in the office of the Commissioner of Public Works, Brooklyn."

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

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

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

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

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

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

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

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

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

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

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

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

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

The subsurfaces of Carlton and Sixth avenues are to be occupied by ten tracks each, arranged in groups of two and three. Between these groups of tracks the streets are to be crossed by three driveways or roadways, as described in the specifications, so that the entire subsurface of these streets, between Atlantic avenue and Pacific street, is to be given over to the use of the railroad. In Atlantic avenue, in addition to the thirty feet in the centre thereof, occupied and used by its main line, the railroad will, in the block between Vanderbilt and Carlton avenues, occupy the entire subsurface area included between the south line of said thirty-foot strip and the south side of the avenue, and between Flatbush avenue and Fifth avenue will occupy practically the entire subsurface area of the avenue.

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

	Square Feet.
Atlantic avenue .....	96,181
Vanderbilt avenue .....	870
Carlton avenue .....	13,380
Sixth avenue .....	14,776
Fort Greene place .....	65
Pacific street .....	16,160
<b>A total of .....</b>	<b>141,441</b>

—equivalent to 56.6 city lots, or 3.25 acres.

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

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

For the first five years of the consent, \$10,400 per annum.  
For the second five years of the consent, \$10,920 per annum.  
For the third five years of the consent, \$11,466 per annum.

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

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

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

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

I transmit herewith resolution for adoption containing the customary provisions.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

The following was offered:

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

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

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

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

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

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

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

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

Such sums shall be paid into the treasury of The City of New York, annually in advance, on November 1 of each year, provided, however, that the first payment, which shall be made within thirty (30) days after the approval of this resolution by the Mayor, shall be for a whole year, and in addition thereto for that proportion of \$10,400 as the time between December 20, 1905, and November 1, 1906, shall bear to a whole year. Such compensation shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatever kind or description, now or hereafter to be paid by any ordinance of The City of New York, or by any law of the State of New York.

3. Upon the revocation or termination by limitation of this consent the said grantee, its successors or assigns, shall at its own cost cause its subsurface structures and appurtenances within the above-described areas to be removed, and all those portions of Atlantic avenue, Sixth avenue, Carlton avenue and Vanderbilt avenue affected by this permission to be restored to their proper and original condition if required so to do by The City of New York, or its duly authorized representatives.

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

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

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

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

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

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

(d) The replacing or restoring the pavement within the areas hereinbefore described which may be disturbed during such construction, and shall have and keep in permanent repair during the term of this consent that portion of the streets within the said areas, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe, and the City shall have the right to change the material or character of the pavement of any street within the said areas, and in that event the company, its successors or assigns, shall be bound to replace such pavement in the manner directed by the proper City officer, at its own expense, and the provision as to repairs herein contained shall apply to such renewed or altered pavement.

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

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

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

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

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

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

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

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

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

13. Said grantee, its successors or assigns, shall complete the work of construction within twelve (12) months from the date of the approval of this consent by the Mayor, otherwise this consent shall be forfeited forthwith, and without any proceedings either at law or otherwise for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding six (6) months.

14. This consent is upon the express condition that the said grantee, within thirty (30) days after its approval by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of twenty-five thousand dollars (\$25,000) either in money or in securities, to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the repairs of the street pavement, changes in sewer or other subsurface structures, and to the payment of the annual charge. In case of default in the performance by said grantee of any of such terms or conditions, The City of New York shall have the right to cause the work to be done and the materials to be furnished for making the necessary changes or repairs, after ten (10) days' notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings, or in case of default in the payment of the annual charges, shall collect the same with interest from such fund after ten (10) days' notice in writing to the said grantee.

In case of any draft so made upon the security fund, the grantee shall, upon thirty (30) days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of twenty-five thousand dollars (\$25,000), and in default of the payment thereof the consent hereby given may be canceled and annulled, at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or proceedings or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

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

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

Which motion was adopted.

#### *Mutual Life Insurance Company of New York.*

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

The Secretary presented the following:

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

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

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

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

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

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

"Petitioner further alleges that it thereafter complied with all conditions prescribed by said resolution of the Board of Estimate and Apportionment above set

forth, and the said President of the Borough of Manhattan duly granted a permit to this petitioner to construct and maintain said tunnel and vault in Liberty street as aforesaid.

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

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

"That it is still the owner of said properties.

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

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

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

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

[SEAL.]

"THE MUTUAL LIFE INSURANCE COMPANY  
OF NEW YORK.

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

"Attest:

"WM. J. EASTON, Secretary.

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

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

[SEAL.]

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

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

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

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

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

"JOSEPH HAAG, Secretary."

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

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

Dated, New York, January 28, 1907.

[SEAL.]

"THE MUTUAL LIFE INSURANCE COMPANY  
OF NEW YORK.

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

"Attest:

WM. J. EASTON, Secretary.

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

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

[SEAL.]

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

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

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

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

The Secretary presented the following:

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

*Board of Estimate and Apportionment, City of New York:*

GENTLEMEN—I transmit herewith an "Amended Joint Plan and Profile of Section No. 3 of the Bay Ridge Improvement and Section No. 3 of the Brighton Beach Im-

provement," dated December 27, 1906, and adopted by this Commission on December 28, 1906, in accordance with recommendations contained in resolution of your Board under date of December 21, 1906.

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

Very truly yours,  
JOHN S. GRIFFITH, Secretary.

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

New York Electric Music Company.

The Secretary presented the following:

January 29, 1907.

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

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

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

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

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

Very respectfully,  
OSCAR T. CROSBY, President.

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

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

The Secretary presented the following:

Board of Estimate and Apportionment, New York City:

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

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

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

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

Very truly yours,

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

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

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

[SEAL]

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

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

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

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

State and County of New York, ss.:

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

[SEAL]

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

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

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

Which was ordered filed.

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

JOSEPH HAAG, Secretary.

## DEPARTMENT OF HEALTH.

Week Ending Saturday, 12 M., January 19, 1907.

Boroughs.	Population State Census 1905.	Estimated Population Middle of Year 1906.	Deaths.			Births.	Marriages.	Still-births.	Death-rate.		
			1906.	1907.	*Cor- rected, 1907.				1906.	1907.	*Cor- rected, 1907.
Manhattan .....	2,112,697	2,232,828	810	845	786	1,206	650	72	10.43	10.75	18.37
The Bronx .....	271,629	271,629	121	124	123	136	23	14	21.76	20.99	20.89
Brooklyn .....	1,358,891	1,448,095	506	505	478	634	104	4	18.79	18.30	17.23
Queens .....	198,241	220,830	52	84	83	89	31	4	13.94	19.85	19.61
Richmond .....	72,846	75,420	25	28	26	45	14	2	17.52	19.37	17.99
City of New York .....	4,014,304	4,285,435	1,514	1,586	1,496	2,200	902	140	19.02	19.11	18.21

\* Non-residents and infants under one week old not included.  
† The presence of several large institutions, the great majority of whose inmates are residents of the other boroughs, increases considerably the death-rate of this borough.

### Cases of Infectious and Contagious Diseases Reported.

	Week Ending—												
	Oct. 27.	Nov. 3.	Nov. 10.	Nov. 17.	Nov. 24.	Dec. 1.	Dec. 8.	Dec. 15.	Dec. 22.	Dec. 29.	Jan. 5.	Jan. 12.	Jan. 19.
Tuberculosis Pulmo- nalis.....	336	387	319	373	307	319	356	354	320	311	342	440	450
Diphtheria and Croup.....	238	239	260	253	298	291	276	280	280	304	298	291	313
Measles.....	51	64	57	72	112	152	155	163	154	124	157	204	186
Scarlet Fever.....	90	73	84	115	119	130	149	182	184	205	225	234	239
Small-pox.....	..	..	..	1	2	..	13	5	6	1	5	3	..
Varicella.....	42	48	36	46	79	74	147	140	110	105	118	154	125
Typhoid Fever.....	127	99	138	108	115	87	72	51	62	37	49	43	34
Whooping Cough.....	38	47	31	90	86	55	52	71	101	71	66	60	68
Cerebro-Spinal Men- ingitis.....	11	6	10	21	9	10	8	3	6	5	9	21	16
Total.....	933a	957b	965c	1,079d	1,127e	1,124f	1,228g	1,267h	1,223j	1,163k	1,260l	1,456m	1,431n

- a. Includes 5 cases of measles and 1 scarlet fever from Ellis Island.  
b. Includes 2 cases of measles and 1 scarlet fever from Ellis Island.  
c. Includes 8 cases of measles, 5 scarlet fever and 1 diphtheria from Ellis Island.  
d. Includes 15 cases of measles and 5 scarlet fever from Ellis Island.  
e. Includes 14 cases of measles, 3 scarlet fever and 1 diphtheria from Ellis Island.  
f. Includes 40 cases of measles and 1 diphtheria from Ellis Island.  
g. Includes 23 cases of measles and 4 scarlet fever from Ellis Island.  
h. Includes 6 cases of measles, 1 diphtheria, 1 small-pox and 1 varicella from Ellis Island.  
i. Includes 14 cases of measles and 2 scarlet fever from Ellis Island.  
j. Includes 26 cases of measles and 1 scarlet fever from Ellis Island.  
k. Includes 7 cases of measles, 1 varicella and 1 scarlet fever from Ellis Island.  
l. Includes 9 cases of measles, 1 diphtheria and 1 scarlet fever from Ellis Island.  
m. Includes 9 cases of measles from Ellis Island.

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

Boroughs.	Contagious Dis- eases De- tailed Elsewhere.	Malarial Diseases.	Whooping Cough.	Cerebro-Spinal Meningitis.	Diarrhoeal Diseases.	Diarrhoeal Dis- eases under 5 Years.	Tuberculosis Pulmonalis.	Bronchitis.	Pneumonia.	Broncho- Pneumonia.	Suicides.	Homicides.	Accidents.	Under 1 Year.	Under 5 Years.	5-65 Years.	65 Years and Over.
Manhattan.....	26	1	8	20	18	100	4	104	82	4	1	45	138	201	516	128	
The Bronx.....	6	..	3	2	21	21	12	12	10	..	..	..	18	27	77	20	
Brooklyn.....	25	..	4	11	11	54	12	60	33	..	..	36	71	110	284	111	
Queens.....	6	..	1	6	5	5	17	5	5	..	..	1	18	26	42	16	
Richmond.....	1	..	..	..	..	1	..	6	3	..	..	..	..	..	18	10	
Total.....	64	1	9	39	35	181	22	199	133	4	2	81	245	364	937	285	

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

	Total Deaths.	Deaths in Corre- sponding Week of 1906.	Males.	Females.	Under 1 Year.	1 Year and Under 5.	2 and Under 5.	Under 5 Years.	5-15.	15-25.	25-45.	45-65.	65 and Over.
*Total, all causes.....	1,586	1,514	829	757	245	61	58	364	66	106	366	309	285
1. Typhoid Fever.....	12	5	8	4	..	..	..	..	1	4	5	2	..
2. Malarial Fever.....	1	1	..	1	..	..	..	..	..	..	..	1	..
3. Small-pox.....	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Measles.....	6	17	..	4	..	2	..	..	..	..	..	..	..
5. Scarlet Fever.....	9	10	3	6	1	..	..	..	..	..	..	..	..
6. Whooping Cough.....	9	11	2	3	..	..	..	..	..	..	..	..	..
7. Diphtheria and Croup.....	37	46	19	18	3	9	15	27	9	1	..	..	..
8. Influenza.....	32	6	14	18	2	..	..	..	..	3	6	9	12
9. Other Epidemic Diseases.....	13	7	7	6	8	..	..	8	..	1	..	3	1
10. Tuberculosis Pul- monalis.....	181	159	107	74	2	1	..	2	5	34	93	44	3
11. Tubercular Men- ingitis.....	9	16	5	4	1	2	3	6	2	..	1	..	..
12. Other forms of Tuberculosis.....	7	7	5	2	..	..	..	..	..	1	4	2	..
13. Cancer, Malignant Tumor.....	66	57	26	40	..	1	..	1	..	..	13	33	19
14. Simple Meningitis. Of which.....	10	10	9	7	3	3	2	8	3	2	2	1	..
15. Cerebro-Spinal Meningitis.....	9	15	5	4	1	2	2	5	1	1	2	..	..
16. Apoplexy, Conges- tion and Soften- ing of the Brain.....	65	63	29	36	1	..	1	2	..	2	7	28	26
17. Organic Heart Diseases.....	143	117	57	86	..	..	..	..	6	5	28	52	52
18. Acute Bronchitis.....	20	37	10	12	12	1	..	13	..	..	..	2	7
19. Chronic Bronchitis.....	10	3	6	4	..	..	..	..	..	..	1	2	7
20. Pneumonia (ex- cluding Broncho- Pneumonia).....	199	175	118	81	16	10	4	30	7	13	63	55	31
21. Broncho-Pneumonia.....	133	131	63	70	42	21	11	74	8	2	7	10	20
22. Diseases of the Stomach (Cancer excepted).....	4	9	1	3	1	..	..	1	..	..	..	1	2
23. Diarrhoeal diseases (under 5 years).....	35	25	16	19	32	2	1	35	..	..	..	..	..
24. Hernia, Intestinal Obstruction.....	12	10	6	6	2	1	..	3	1	..	3	3	2
25. Cirrhosis of Liver.....	23	19	13	10	..	..	..	..	1	1	10	10	1
26. Bright's Disease and Nephritis.....	134	142	77	57	1	1	..	2	1	4	36	55	30
27. Diseases of Women (not Cancer).....	6	5	..	6	..	..	..	..	..	..	4	2	..
28. Puerperal Septi- cemia.....	7	8	..	7	..	..	..	..	..	5	2	..	..
29. Other Puerperal Diseases.....	10	6	..	10	..	..	..	..	..	2	8	..	..
30. Congenital De- bility and Mal- formations.....	78	103	37	41	78	..	..	78	..	..	..	..	..
31. Old Age.....	18	13	7	11	..	..	..	..	..	..	..	..	18
32. Violent Deaths.....	87	85	65	22	1	3	5	7	6	12	28	26	8
a. Suicide.....	..	..	..	..	..	..	..	..	..	..	..	..	..
b. Sunstroke.....	81	87	60	21	1	1	5	7	6	11	26	24	7
c. Other Accidents.....	2	3	2	..	..	..	..	..	..	..	1	1	..
d. Homicide.....	4	15	3	12	..	..	..	..	..	..	1	1	1
33. All other causes.....	102	108	110	88	26	3	4	33	15	13	45	52	34
34. Ill-defined causes.....	10	10	3	7	10	..	..	..	..	..	..	..	..

\* Includes the following deaths of immigrants: two cerebro-spinal meningitis and one scarlet fever at Reception Hospital; one diphtheria, one measles and one scarlet fever at Kingston Avenue Hospital.

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

	Week Ending—												
	Oct. 27.	Nov. 3.	Nov. 10.	Nov. 17.	Nov. 24.	Dec. 1.	Dec. 8.	Dec. 15.	Dec. 22.	Dec. 29.	Jan. 5.	Jan. 12.	Jan. 19.
Total deaths	1,299	1,271	1,323	1,363	1,359	1,244	1,308	1,461	1,381	1,558	1,721	1,679	1,586
Annual death-rate	16.32	15.39	16.62	17.12	17.07	15.63	17.18	18.35	17.35	19.57	20.95	20.44	19.31
Typhoid Fever	27	24	20	14	20	20	15	15	10	12	9	8	12
Malarial Fevers	1	2	3	1	1	1	1	1	3	1	1	1	1
Small-pox	1	1	1	1	1	1	1	1	1	1	1	1	1
Measles	1	1	1	1	1	1	1	1	1	1	1	1	1
Scarlet Fever	1	1	1	1	1	1	1	1	1	1	1	1	1
Whooping Cough	1	1	1	1	1	1	1	1	1	1	1	1	1
Diphtheria and Croup	25	25	39	36	43	32	32	42	26	30	53	51	37
Influenza	2	1	4	2	3	4	4	10	6	8	32	44	32
Cerebro Spinal Meningitis	5	11	10	8	14	4	2	13	10	9	14	9	9
Tuberculosis Pulmonalis	159	176	163	176	158	162	179	171	183	181	162	181	181
Other Tuberculosis	23	16	10	23	16	18	25	26	23	30	15	19	16
Acute Bronchitis	11	14	15	20	22	24	33	23	20	28	35	40	22
Pneumonia	106	81	99	96	146	100	143	143	134	175	219	221	199
Broncho Pneumonia	81	68	96	94	91	84	91	100	98	120	139	165	133
Diarrhoeal Diseases	102	80	57	47	42	34	40	32	31	48	30	47	39
Diarrhoea under 5	92	76	50	36	36	29	34	28	26	40	28	41	35
Violent Deaths	72	94	103	93	87	78	98	111	72	106	100	91	87
Under one year	275	244	245	226	235	212	242	235	246	252	272	336	245
Under five years	391	339	349	345	343	334	350	366	365	367	417	476	364
Five to sixty-five	660	735	755	793	787	700	788	842	781	918	967	925	937
Sixty-five years and over	218	197	219	225	229	210	230	253	235	273	337	278	285
In Public and Private Institutions	424	417	412	436	419	404	416	451	447	450	520	513	509
Inquest cases	169	185	223	209	227	194	221	230	181	250	248	226	225
Mean barometer	29.044	30.014	30.012	30.636	30.622	30.016	30.917	30.169	30.009	29.873	30.087	29.950	30.128
Mean humidity	76.	67.	81.	82.	84.	80.	84.	93.	96.	89.	93.	73.	66.
Inches of rain and snow	.88	.15	.11	.04	.12	.01	.31	.68	1.21	1.79	2.02	1.13	1.13
Mean temperature (Fahrenheit)	61.4°	48.1°	45.4°	47.4°	52.2°	43.8°	50.8°	58.2°	56.1°	51.2°	45.6°	43.9°	33.7°
Maximum temperature (Fahrenheit)	72.0°	61.0°	55.0°	51.0°	65.0°	57.0°	50.0°	58.0°	52.0°	47.0°	60.0°	64.0°	48.0°
Minimum temperature (Fahrenheit)	50.0°	38.0°	36.0°	34.0°	39.0°	29.0°	12.0°	17.0°	17.0°	12.0°	38.0°	23.0°	14.0°

## Infectious and Contagious Diseases in Hospital.

	Willard Parker Hospital.			Riverside Hospital.					Kingston Avenue Hospital.				
	Scarlet Fever.	Diphtheria.	Total.	Diphtheria.	Measles.	Scarlet Fever.	Tuberculosis Pulmonalis.	Total.	Diphtheria.	Measles.	Scarlet Fever.	Small-pox.	Total.
Remaining Jan. 12, '07.	82	84	166	15	34	23	105	177	36	53	94	11	194
Admitted	43	34	77	4	7	11	105	127	16	10	10	6	42
Discharged	1	17	18	2	10	3	102	117	13	1	2	6	22
Died	1	6	7	1	1	1	102	105	1	1	1	1	4
Remaining Jan. 19, '07	86	95	181	17	30	31	102	180	27	55	109	5	196
Total treated	95	118	213	19	41	34	107	201	41	69	113	11	234

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

Borough.	Wards.	Sickness.					Deaths Reported.							
		Diphtheria and Croup.	Measles.	Scarlet Fever.	Small-pox.	Typhoid Fever.	Tuberculosis Pulmonalis.	Diphtheria and Croup.	Measles.	Scarlet Fever.	Small-pox.	Typhoid Fever.	Pneumonia.	All Causes.
Manhattan.	First	1	1	1	1	1	6	1	1	1	1	1	1	7
	Second	1	1	1	1	1	1	1	1	1	1	1	1	7
	Third	1	1	1	1	1	1	1	1	1	1	1	1	7
	Fourth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Fifth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Sixth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Seventh	1	1	1	1	1	1	1	1	1	1	1	1	7
	Eighth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Ninth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Tenth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Eleventh	1	1	1	1	1	1	1	1	1	1	1	1	7
	Twelfth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Thirteenth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Fourteenth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Fifteenth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Sixteenth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Seventeenth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Eighteenth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Nineteenth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Twentieth	1	1	1	1	1	1	1	1	1	1	1	1	7
The Bronx.	Twenty-first	1	1	1	1	1	1	1	1	1	1	1	1	7
	Twenty-second	1	1	1	1	1	1	1	1	1	1	1	1	7
	Twenty-third	1	1	1	1	1	1	1	1	1	1	1	1	7
	Twenty-fourth	1	1	1	1	1	1	1	1	1	1	1	1	7
	Total	155	136	112	19	33	21	1	5	5	121	116	92	969
Brooklyn.	First	1	1	1	1	1	1	1	1	1	1	1	1	9
	Second	1	1	1	1	1	1	1	1	1	1	1	1	9
	Third	1	1	1	1	1	1	1	1	1	1	1	1	9
	Fourth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Fifth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Sixth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Seventh	1	1	1	1	1	1	1	1	1	1	1	1	9
	Eighth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Ninth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Tenth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Eleventh	1	1	1	1	1	1	1	1	1	1	1	1	9
	Twelfth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Thirteenth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Fourteenth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Fifteenth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Sixteenth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Seventeenth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Eighteenth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Nineteenth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Twentieth	1	1	1	1	1	1	1	1	1	1	1	1	9
Queens.	Twenty-first	1	1	1	1	1	1	1	1	1	1	1	1	9
	Twenty-second	1	1	1	1	1	1	1	1	1	1	1	1	9
	Twenty-third	1	1	1	1	1	1	1	1	1	1	1	1	9
	Twenty-fourth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Twenty-fifth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Twenty-sixth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Twenty-seventh	1	1	1	1	1	1	1	1	1	1	1	1	9
	Twenty-eighth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Twenty-ninth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Thirtieth	1	1	1	1	1	1	1	1	1	1	1	1	9
	Thirty-first	1	1	1	1	1	1	1	1	1	1	1	1	9
	Thirty-second	1	1	1	1	1	1	1	1	1	1	1	1	9
	Total	142	119	105	14	108	11	4	4	6	54	60	33	505
	First	1	1	1	1	1	1	1	1	1	1	1	1	19
	Second	1	1	1	1	1	1	1	1	1	1	1	1	23
	Third	1	1	1	1	1	1	1	1	1	1	1	1	26
	Fourth	1	1	1	1	1	1	1	1	1	1	1	1	19
	Fifth	1	1	1	1	1	1	1	1	1	1	1	1	3
	Total	13	2	9	1	4	5	1	1	1	5	17	5	84

Rich- mond.	Borough.	Wards.	Sickness.						Deaths Reported.							
			Diphtheria and Croup.	Measles.	Scarlet Fever.	Small-pox.	Typhoid Fever.	Tuberculosis Pulmonalis.	Diphtheria and Croup.	Measles.	Scarlet Fever.	Small-pox.	Typhoid Fever.	Tuberculosis Pulmonalis.	Pneumonia.	Broncho- Pneumonia.
	First	.....	1	2	3	..	..	..	..	..	..	..	..	5	1	17
	Second	.....	2	1	2	..	..	..	..	..	..	1	..	..	..	17
	Third	.....	..	1	4	..	..	..	..	..	..	1	..	..	..	17
	Fourth	.....	..	..	1	..	..	..	..	..	..	..	..	1	..	17
	Fifth	.....	..	6	1	..	..	..	..	..	..	..	..	..	..	17
		Total.....	3	10	13	..	..	6	..	..	..	3	1	6	3	18

## BOARD OF ASSESSORS.

REPORT FOR THE QUARTER ENDED DECEMBER 31, 1906.

Office Board of Assessors,  
No. 320 Broadway,  
New York, January 15, 1907.

Hon. GEORGE B. McCLELLAN, Mayor:

Sir—We have the honor to submit herewith the report of the Board of Assessors for the quarter ended December 31, 1906.

## Summary.

## Number of Assessment Lists Received During the Quarter—

Borough of Manhattan	34	\$86,478 03
Borough of The Bronx	31	\$39,341 53
Borough of Brooklyn	67	\$98,560 64
Borough of Richmond	2	9,394 50
	134	\$233,774 70

## Number of Assessment Lists Confirmed by Board of Assessors During Quarter—

Borough of Manhattan	32	\$141,495 39
Borough of The Bronx	10	115,074 34
Borough of Brooklyn	22	107,023 24
	64	\$453,392 95

## Number of Assessment Lists Considered by Board of Assessors, Transmitted to Board of Revision of Assessments and Confirmed by That Board During Quarter—

Borough of Manhattan	1	\$5,810 54
Borough of The Bronx	12	149,397 00
Borough of Brooklyn	4	40,684 97
Borough of Queens	1	39,807 70
	18	\$255,300 30

## Number of assessment lists in Board of Revision awaiting action January 1, 1907 (Schedule A)

	6	\$75,726 17
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## Number of assessment lists in Law Department awaiting opinion January 1, 1907 (Schedule B)

	4	\$135,735 58
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## Number of assessment lists in the office of the President of the Borough of Queens for report, January 1, 1907 (Schedule C)

	1	\$4,712 36
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## Number of assessment lists in the Finance Department awaiting interest certificates, January 1, 1907 (Schedule D)

	81	\$428,797 42
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## Number of Assessment Lists in Office of Board of Assessors, January 1, 1907 (Schedule E)—

Apportioned and advertised	87	\$1,553,506 65
To be apportioned	113	2,108,629 12
	200	\$3,662,135 77

The following installment assessment lists under various special laws not included in the above statement were received from the Department of Finance during the quarter and acted upon as follows:

Eighth Ward Improvement (under chapter 365, Laws of 1889; chapter 452, Laws of 1890; chapter 520, Laws of 1895)	83	\$87,543 24
Prospect Park Assessment (for lands taken), Twenty-ninth Installment (under chapter 244, Laws of 1878)	1	\$32,521 92

## SCHEDULE A.

List in Office of the Board of Revision of Assessments, January 1, 1907.

No.	Location of Work.	Borough.	Nature of Work.	Amount.
8382	Ovington avenue, between Third avenue and Fifth avenue.	Brooklyn	Grading, paving, etc.	\$16,700 41
8436	Thirty-eighth street, from Third to Fifth avenue.	Brooklyn	Sewer	6,326 78
8451	Avenue St. Nicholas, west side, between One Hundred and Forty-ninth and One Hundred and Fifty-fifth streets, and east side, between One Hundred and Fiftieth and One Hundred and Fifty-first streets.	Manhattan	New sewer and alteration to sewer.	39,357 02
8456	St. Nicholas avenue, west side, between One Hundred and Eighty-first and One Hundred and Eighty-third streets.	Manhattan	Sewer	4,344 50
8462	One Hundred and Seventy-seventh street, between St. Nicholas avenue and Broadway.	Manhattan	Sewer	8,682 31
8463	Greenwich street, northeast corner of, and Charles street, etc.	Manhattan	Flagging and reflagging.	315 15

## SCHEDULE B.

Lists in Law Department Awaiting Opinion January 1, 1907.

No.	Location of Work.	Borough.	Nature of Work.	Amount.
8533	Park avenue, from Pelham avenue to Tremont avenue.	The Bronx	Regulating, grading, etc.	\$66,092 22
8741	Cypress avenue, from the Bronx Kill to East One Hundred and Forty-first street.	The Bronx	Regulating, grading, etc.	20,581 73
8757	Norwood (Decatur avenue), from Moshulu parkway to Woodlawn road; Hull avenue, from Moshulu parkway North to Woodlawn road, and Perry avenue, from Moshulu parkway North to Woodlawn road.	The Bronx	Regulating, grading, etc.	40,094 10
8824	Park avenue, east side, from East One Hundred and Seventy-seventh to East One Hundred and Eighty-third street.	The Bronx	Paving, etc.	28,157 43

## SCHEDULE C.

List in the Office of the President of the Borough of Queens, January 1, 1907.

No.	Location of Work.	Borough.	Nature of Work.	Amount.
8456	Crescent street, from Grand avenue to Newtown avenue.	Queens	Sewer	\$4,712 36

## SCHEDULE D.

Lists in Comptroller's Office Awaiting Interest Certificates January 1, 1907.

No.	Location of Work.	Borough.	Nature of Work.	Amount.
9128	Jennings street, from Stebbins avenue to West Farms road.	The Bronx	Regulating, grading, etc.	\$19,628 70
9132	One Hundred and Eighty-eighth street, from Park avenue to Beaumont avenue.	The Bronx	Regulating, grading, etc.	29,079 00
9153	Stebbins avenue, from Dawson street to Westchester avenue.	The Bronx	Paving and curbing.	7,093 22
9154	One Hundred and Thirty-ninth street, West, between Hamilton place and Amsterdam avenue.	Manhattan	Paving, curbing, etc.	4,063 49
9155	One Hundred and Fifty-third street, West, from Eighth avenue to Bradhurst avenue.	Manhattan	Paving, etc.	2,446 53
9156	One Hundred and Fifty-fourth street, West, from Eighth avenue to Macomb's Dam road.	Manhattan	Paving, etc.	5,277 02
9157	Two Hundred and Eleventh street, West, from Broadway to Tenth avenue.	Manhattan	Regulating, grading, etc.	5,578 51
9158	One Hundred and Thirty-sixth street, East, from west side of Cypress avenue to East river.	The Bronx	Paving, etc.	20,671 72
9159	One Hundred and Fifty-first street, East, from Mott avenue to River avenue.	The Bronx	Paving, etc.	8,518 51
9160	One Hundred and Fifty-seventh street, from Third avenue to St. Ann's avenue.	The Bronx	Paving, etc.	3,484 04
9167	One Hundred and Sixty-first street, from Elton avenue to Grand Boulevard and Concourse.	The Bronx	Regulating, reregulating, grading, etc.	14,339 64
9162	One Hundred and Eighty-third street, from Third to Webster avenue.	The Bronx	Paving, etc.	10,905 07
9163	St. Nicholas avenue, west side, from Amsterdam avenue to One Hundred and Sixty-seventh street; east side, from Amsterdam avenue to One Hundred and Sixty-ninth street.	Manhattan	Flagging and reflagging.	3,038 20
9165	Fortieth street, south side, between Third and Fourth avenues; Forty-first street, north side, between Third and Fourth avenues; Bainbridge street, etc.	Brooklyn	Fencing	766 48
9166	Rockaway avenue, between Blake avenue and Hegeman avenue.	Brooklyn	Regulating, grading, etc.	13,511 92
9167	Hatfield avenue, from Richmond avenue to Nicholas avenue; Lafayette avenue, etc., etc.	Richmond	Regulating, grading, paving, etc.	8,205 02
9168	Eightth street, between Eighth avenue and Prospect Park West, etc.	Brooklyn	Fencing	122 17

No.	Location of Work.	Borough.	Nature of Work.	Amount.
9169.	Forty-fourth street, between Fifth and Sixth avenues; Seventy-ninth street, etc.	Brooklyn.	Cement sidewalks.	3,211 75
9170.	One Hundred and Fortieth street, between Riverside drive and Broadway.	Manhattan.	Sewer.	7,271 90
9171.	One Hundred and Fortieth street, between Edgecombe and St. Nicholas avenues.	Manhattan.	Regulating, grading, etc.	1,595 64
9172.	Convent avenue, west side, between One Hundred and Fifty-first and One Hundred and Fifty-second streets.	Manhattan.	Sewer.	2,503 96
9173.	Corlandt street, northeast corner of, and Greenwich street.	Manhattan.	Flagging and reflagging.	283 70
9174.	First avenue, on the southeast corner of, and Forty-seventh street.	Manhattan.	Flagging and reflagging.	411 64
9175.	Fortieth street, south side, between First and Second avenues.	Manhattan.	Flagging.	66 63
9176.	Forty-seventh street, south side, between First and Second avenues.	Manhattan.	Flagging and reflagging.	88 28
9177.	Forty-seventh street, south side, between First and Second avenues.	Manhattan.	Flagging.	53 70
9178.	Lafayette street, west side, between Astor place and East Fourth street.	Manhattan.	Flagging.	415 50
9179.	Lexington avenue, on the northwest corner of, and East Fifty-fourth street.	Manhattan.	Flagging and reflagging.	357 95
9180.	Lexington avenue, on northeast corner of, and East Thirtieth street.	Manhattan.	Flagging.	493 70
9181.	West Broadway, on the southwest corner of, and Washington square.	Manhattan.	Flagging and reflagging.	260 22
9182.	Seventieth street, from the west line of Exterior street 150 feet west.	Manhattan.	Reregulating, regrading, paving, etc.	7,597 59
9183.	Seventy-fourth street, from west line of Exterior street 87.30 feet west.	Manhattan.	Reregulating, regrading, paving, etc.	1,170 81
9184.	Douglas street, from Underhill to Washington avenue, and Underhill avenue, between St. John's place and Sterling place.	Brooklyn.	Sewer.	4,561 10
9185.	Cortelyou road, southwest and northwest corners of, and Fourteenth street, and East Thirtieth street and East Eleventh street, etc.	Brooklyn.	Sewer basins.	1,117 13
9186.	Belmont avenue, between Warwick and Elton streets.	Brooklyn.	Regulating, grading, etc.	2,400 40
9187.	Starr street, between Irving avenue and Wyckoff avenue.	Brooklyn.	Grading, paving, etc.	6,101 35
9188.	Saratoga avenue, between Atlantic avenue and Pacific street; Forty-first street, etc., etc.	Brooklyn.	Cement sidewalks.	799 38
9189.	Logan street, between Jamaica and Atlantic avenues.	Brooklyn.	Paving.	12,937 01
9190.	Gates avenue, between Evergreen and Central avenues, etc., etc.	Brooklyn.	Cement sidewalks.	982 85
9191.	St. Mark's avenue, between Hopkinson and Rockaway avenues, etc.	Brooklyn.	Cement sidewalks.	2,560 67
9192.	Seventeenth street, between Prospect Park West and Tenth avenue, etc.	Brooklyn.	Cement sidewalks.	1,448 33
9193.	Seventh avenue, northwest corner of, and Fifty-eighth street, etc.	Brooklyn.	Cement sidewalks.	7,117 90
9194.	Linden street, between Bushwick and Evergreen avenues.	Brooklyn.	Grading lot.	451 50
9195.	Bay Ridge avenue, from Third to Fifth avenue, and from Sixth to Tenth.	Brooklyn.	Sewer and outlet sewer.	18,079 87
9196.	Burnside avenue, from Tremont avenue to Rye avenue.	The Bronx.	Regulating, grading, etc.	4,469 07
9197.	One Hundred and Fortieth street, from 150 feet west of Cypress avenue to Locust avenue.	The Bronx.	Regulating, grading, etc.	15,721 00
9198.	Villa avenue, from the Southern Boulevard to Van Courtlandt avenue.	The Bronx.	Regulating, grading, etc.	15,482 01
9199.	Butler street, from Bedford avenue to Rogers avenue.	Brooklyn.	Sewer.	3,803 27
9200.	East Fifteenth street, between Dorchester road and Ditmas avenue.	Brooklyn.	Paving.	3,634 90
9201.	Glen street, from Railroad avenue to Euclid avenue.	Brooklyn.	Paving.	4,091 90
9202.	Sixty-second street, between Fourth and Fifth avenues.	Brooklyn.	Paving.	3,882 40
9203.	Seventy-fourth street, between Third and Fourth avenues.	Brooklyn.	Paving.	3,353 00
9204.	Thirteenth avenue, between Eighty-second and Eighty-sixth streets.	Brooklyn.	Curbing, guttering, etc.	839 25
9205.	Fortieth street, southwest corner of, and First avenue.	Manhattan.	Flagging and reflagging.	433 12
9206.	Greenwich street, on the southwest corner of, and Charlton street.	Manhattan.	Flagging and reflagging.	195 90
9207.	Hudson street, between Perry and West Eleventh streets.	Manhattan.	Flagging and reflagging.	120 85
9208.	One Hundred and Thirty-third street, on the northwest corner of, and Lenox avenue.	Manhattan.	Receiving basins.	439 12
9209.	One Hundred and Fortieth street, on the northwest corner of, and Fifth avenue.	Manhattan.	Receiving basins.	489 59
9210.	One Hundred and Forty-fourth street, northwest corner of, and Convent avenue.	Manhattan.	Receiving basins.	484 07
9211.	One Hundred and Thirty-seventh street, between Riverside drive and Broadway.	Manhattan.	Curbing and flagging.	1,033 91
9212.	Lincoln road, between Rogers and Nostrand avenues.	Brooklyn.	Sewer.	1,515 02
9213.	Cheever place, between Girard avenue and Walton avenue.	The Bronx.	Sewer.	1,284 10
9214.	Dawson street, at the northwest corner of, and Rogers place, etc., etc.	The Bronx.	Receiving basins.	731 43
9215.	One Hundred and Sixty-third street, between Woodcrest and Ogden avenues.	The Bronx.	Sewer.	2,727 20
9216.	One Hundred and Seventy-fourth street, between Jerome avenue and Walton avenue, etc.	The Bronx.	Sewer.	4,661 56
9217.	One Hundred and Seventy-eighth street, from Grand Boulevard to existing sewer east of Grand Boulevard, etc.	The Bronx.	Sewers.	2,464 30
9218.	Franklin avenue, between Montgomery and Union streets, etc.	Brooklyn.	Sewer.	13,914 33
9219.	Forty-fourth street, from Sixth to Seventh avenue, etc.	Brooklyn.	Sewer and outlet.	5,004 53
9220.	Sixty-fifth street, from First to Fourth avenue, etc., etc.	Brooklyn.	Sewers and outlet sewers.	12,236 48
9221.	Eightieth street, between Third and Fifth avenues.	Brooklyn.	Regulating, grading, etc.	6,448 56
9222.	Fortieth street, between New Utrecht and Fort Hamilton avenues.	Brooklyn.	Paving.	5,747 50
9223.	Hopkinson avenue, between Eastern parkway extension and Blake avenue.	Brooklyn.	Paving.	15,161 21
9224.	Eighty-fifth street, between First and Fourth avenues.	Brooklyn.	Grading, etc.	12,173 90
9225.	One Hundred and Forty-fourth street, from Broadway to 271.44 feet west.	Manhattan.	Paving, etc.	3,993 34
9226.	One Hundred and Seventy-seventh street, between St. Nicholas avenue and Broadway.	Manhattan.	Regulating, grading, etc.	4,520 20
9227.	Jewett avenue, from Egbert avenue to Cherry lane.	Richmond.	Reregulating, regrading, etc.	1,089 48
9228.	Beverly road, from East Thirtieth to East Fifteenth street.	Brooklyn.	Sewer.	4,744 37
9229.	Seventy-sixth street, from Fourth to Sixth avenue.	Brooklyn.	Sewer.	3,558 17
9230.	Clarendon road, northwest corner of, and East Twenty-second street, etc., etc.	Brooklyn.	Sewer basins.	2,800 41
9231.	Dumont avenue, between Rockaway avenue and Powell street.	Brooklyn.	Paving.	8,521 66
9232.	Eighth avenue, between Bay Ridge and Seventh avenues.	Brooklyn.	Regulating, grading, etc.	5,082 82

## SCHEDULE E.

Lists in Office of Board of Assessors January 1, 1907.

No.	Location of Work.	Borough.	Nature of Work.	Apportioned and Advertised.	Amount.
7946.	Williamsbridge and South Mount Vernon.	The Bronx.	Sewers, etc.	Nov. 1, 1906	\$325,542 95
8178.	Third avenue (Lathrop street), from Jamaica avenue to Grand avenue.	Queens.	Regulating, grading, etc.	Feb. 1, 1906	7,827 09
8195.	Fifth avenue, between Fifteenth street and 80 feet south of Tenth street.	The Bronx.	Sewers.	Nov. 1, 1906	118,325 14
8380.	Warwick street, between Jamaica and Belmont avenues.	Brooklyn.	Regulating, grading, etc.	Jan. 25, 1906	38,522 16
8451.	Sixth avenue, between Arthur street and Fifth street, etc.	The Bronx.	Temporary sewers.	Nov. 1, 1906	5,228 67
8485.	Elm street (new), from City Hall place to Great Jones street, etc.	Manhattan.	Regulating, grading, etc.		28,613 29
8486.	Elm street (new), from City Hall place to Great Jones street, etc.	Manhattan.	Paving.		72,246 34
8494.	One Hundred and Eighty-second street, from Webster to Third avenue.	The Bronx.	Regulating, grading, etc.	Apr. 12, 1906	7,677 54
8509.	Sheridan avenue, between Glenmore and Atlantic avenues.	Brooklyn.	Grading, paving, etc.	Feb. 8, 1906	21,186 13
8510.	Furman avenue, between Bushwick avenue and Manhattan Beach Railroad.	Brooklyn.	Grading, paving, etc.	Feb. 8, 1906	2,281 60

No.	Location of Work.	Borough.	Nature of Work.	Apportioned and Advertised.	Amount.
8513.	Powell street, between East New York avenue and Dumont avenue.	Brooklyn.	Regulating, grading, paving.	Feb. 2, 1906	41,424 75
8524.	Railroad avenue, between Jamaica and Glenmore avenues.	Brooklyn.	Grading, paving, etc.	.....	50,366 45
8526.	Guntler place, from 45 feet north of Atlantic avenue to Atlantic avenue.	Brooklyn.	Grading and paving.	Nov. 29, 1905	849 65
8579.	Blake avenue, between Van Sicklen avenue and New Lots road.	Brooklyn.	Regulating, grading, etc.	Mar. 9, 1906	30,033 39
8588.	Rochester avenue, between St. Mark's and East New York avenues.	Brooklyn.	Regulating, grading, etc.	Mar. 1, 1906	13,798 14
8637.	Bristol street, between East New York avenue and Hunterly road.	Brooklyn.	Regulating, grading, etc.	Mar. 1, 1906	10,204 22
8650.	Livonia avenue, between Rockaway and Stone avenues.	Brooklyn.	Regulating, grading, etc.	Feb. 15, 1906	3,783 13
8653.	Sixteenth avenue, between Main street and Gravesend Bay.	Brooklyn.	Regulating, grading, etc.	Feb. 21, 1906	13,989 13
8697.	Crescent, from Grant to Newtown avenue.	Queens.	Grading, etc.	Apr. 12, 1906	9,599 28
8733.	Flower street, between Pleasant and Second avenues, etc.	The Bronx.	Temporary sewers	Nov. 1, 1906	145,777 37
8749.	Clay avenue, from Webster to East One Hundred and Seventy-sixth street.	The Bronx.	Regulating, grading, etc.	Nov. 8, 1906	33,086 26
8744.	One Hundred and Sixty-fifth street, from Jerome avenue to approach to Grand Boulevard and Concourse	The Bronx.	Regulating, grading, etc.	Nov. 28, 1906	31,829 25
8760.	Ryer avenue, from Burnside avenue to East One Hundred and Eighty-third street.	The Bronx.	Regulating, grading, etc.	Nov. 22, 1906	47,318 48
8762.	Two Hundred and Third street, from Grand Boulevard and Concourse to Briggs avenue.	The Bronx.	Regulating, grading, etc.	Sept. 12, 1906	10,912 89
8779.	Clarendon road, from Flatbush avenue to East Thirty-seventh street.	Brooklyn.	Regulating, grading, etc.	.....	16,600 20
8782.	East Twenty-eighth street, between Newkirk avenue and Clarendon road.	Brooklyn.	Regulating, grading, etc.	.....	5,107 38
8818.	Concord avenue, from East One Hundred and Forty-first to Kelly street.	The Bronx.	Regulating, grading, etc.	Oct. 18, 1906	39,896 33
8821.	One Hundred and Fiftieth street, from the Harlem river to River avenue.	The Bronx.	Regulating, grading, paving, etc.	Dec. 13, 1906	3,468 68
8823.	One Hundred and Eighty-second street, from Arthur avenue to Boston road.	The Bronx.	Regulating, grading, etc.	.....	43,881 94
8844.	Greenwood avenue, between Coney Island and Gravesend avenues.	Brooklyn.	Regulating, grading, etc.	June 13, 1906	10,266 37
8891.	Clay avenue, from Park avenue to Webster avenue.	The Bronx.	Regulating, grading, etc.	.....	33,935 78
8894.	One Hundred and Forty-seventh street, from Southern Boulevard to Austin place.	The Bronx.	Regulating, grading, etc.	.....	7,506 75
8895.	One Hundred and Sixty-fourth street, from Morris avenue to East One Hundred and Sixty-fifth street	The Bronx.	Regulating, grading, etc.	.....	10,418 29
8899.	Broadway, from Dyckman street to Spuyten Duyvil creek, etc.	Manhattan.	Paving, curbing, etc.	Nov. 22, 1906	109,323 77
8901.	Broad street, between East river and Wall street, and connecting sewers, etc.	Manhattan.	Alteration and improvement to sewer.	.....	91,464 46
8902.	Fairview avenue, from St. Nicholas avenue to Broadway.	Manhattan.	Regulating, grading, etc.	.....	37,699 18
8918.	Eighty-fourth street, between First and Third avenues.	Brooklyn.	Regulating, grading, etc.	.....	5,449 30
8922.	Coney Island avenue, south of Plaza to Kings Highway.	Brooklyn.	Regulating, grading, etc.	.....	41,440 13
8924.	Seventy-fifth street, between Second avenue and Shore road.	Brooklyn.	Regulating, grading, etc.	.....	9,277 87
8925.	Ninety-fourth street, between Fourth avenue and Shore road.	Brooklyn.	Grading, etc.	.....	14,303 59
8926.	Ninety-seventh street, between Fourth avenue and Shore road.	Brooklyn.	Grading, etc.	.....	10,043 34
8932.	Fort Washington avenue, from Kingsbridge road to unnamed street, etc.	Manhattan.	Paving	Nov. 15, 1906	18,419 97
8941.	One Hundred and Eighty-ninth street, from Park avenue to Southern Boulevard.	The Bronx.	Regulating, grading, etc.	.....	31,799 04
8952.	Morris avenue, from east side of New York and Harlem Railroad to Grand Boulevard and Concourse	The Bronx.	Regulating, grading, etc.	Dec. 24, 1906	231,757 95
8958.	One Hundred and Eighty-first street, from Third avenue to Boston road.	The Bronx.	Regulating, grading, etc.	.....	45,238 19
8959.	Prospect avenue, from Crotona Park North to East One Hundred and Eighty-ninth street.	The Bronx.	Regulating, grading, etc.	.....	44,212 08
8966.	Two Hundred and Thirty-third street, between Webster and Napier avenues, etc., etc.	The Bronx.	Drains or sewers.	.....	141,901 51
8967.	Two Hundred and Thirty-third street, between Broadway and Bailey avenue, etc.	The Bronx.	Sewer	.....	35,873 40
8968.	Buchanan place, from Jerome avenue to Aqueduct Avenue East.	The Bronx.	Regulating, grading, etc.	Dec. 13, 1906	18,271 59
8969.	Briggs avenue, from Kingsbridge road to Southern Boulevard.	The Bronx.	Regulating, grading, etc.	.....	36,850 53
8970.	One Hundred and Sixty-second street, from Morris avenue to Sherman avenue.	The Bronx.	Regulating, grading, etc.	.....	2,808 23
8971.	Bay Twenty-sixth street, between Cropsey avenue and Eighty-sixth street.	Brooklyn.	Regulating, grading, etc.	.....	9,930 13
8976.	Lincoln avenue, Boulevard to high-water mark, Fourth Ward.	Richmond.	Regulating, grading, etc.	.....	18,127 64
8977.	Jumel place, from West One Hundred and Sixty-seventh street to Edgcombe road.	Manhattan.	Regulating, grading, etc.	.....	5,118 99
8985.	Morris avenue, from East One Hundred and Sixty-fourth street to East One Hundred and Seventieth street.	The Bronx.	Sewer	Dec. 13, 1906	65,537 04
8986.	Ryer avenue, between Burnside avenue and East One Hundred and Eighty-third street, etc.	The Bronx.	Sewer	Dec. 24, 1906	58,197 05
8988.	Eightieth street, between First and Second avenues.	Brooklyn.	Regulating, grading, etc.	.....	4,672 11
8990.	Hausman street, from Nassau avenue to Meeker avenue.	Brooklyn.	Regulating, grading, etc.	.....	3,547 10
8991.	Eighth street, between Eighth avenue and Prospect Avenue West.	Brooklyn.	Regulating and paving.	.....	3,479 01
8992.	East Eighteenth street, between Beverley and Cortelyou roads.	Brooklyn.	Regulating and paving.	.....	3,049 81
8993.	Edgcombe avenue, from One Hundred and Forty-seventh to One Hundred and Fifty-fourth street	Manhattan.	Reregulating, regrading, etc.	.....	181,480 40
8994.	Kingsbridge avenue, from Terrace View avenue South to Van Corlear place.	Manhattan.	Paving	Nov. 22, 1906	5,712 45
8995.	Delancey street, from Clinton street to the Bowery.	Manhattan.	Paving	.....	61,774 48
8996.	Kingsbridge avenue, from Van Corlear place to Wicker place.	Manhattan.	Paving	Nov. 22, 1906	2,877 62
9001.	One Hundred and Fifty-eighth street, between St. Nicholas and Edgcombe avenues.	Manhattan.	Regulating, grading, etc.	.....	1,608 00
9012.	Linden avenue, northeast and northwest corners of, and Rogers avenue.	Brooklyn.	Sewer basins	Nov. 28, 1906	364 46
9013.	DeKalb avenue, southwest corner of, and Spencer court.	Brooklyn.	Sewer basin	Dec. 27, 1906	192 24
9018.	Emmerich place, from Heath avenue to Kingsbridge road.	The Bronx.	Regulating, grading, etc.	.....	8,227 12
9019.	One Hundred and Thirty-third street, from Southern Boulevard to Cypress avenue.	The Bronx.	Regulating, grading, etc.	.....	12,343 79
9020.	Fifty-eighth street, between Sixth and Seventh avenues.	Brooklyn.	Grading lots	Dec. 6, 1906	499 39
9021.	Howard avenue, between Dean street and St. John's place, etc.	Brooklyn.	Cement sidewalks	Nov. 28, 1906	2,197 31
9022.	Jamaica avenue, between Hendrix street and Schenck avenue, etc., etc.	Brooklyn.	Cement sidewalks	Dec. 8, 1906	612 91
9023.	Pacific street, between Howard and Saratoga avenues, etc., etc.	Brooklyn.	Cement sidewalks	Dec. 27, 1906	759 36
9024.	South Second street, between Keap and Hooker streets, etc., etc.	Brooklyn.	Fencing	Dec. 27, 1906	600 09
9025.	Thirty-second street, between Fourth and Fifth avenues, etc., etc.	Brooklyn.	Fencing	Nov. 28, 1906	662 31
9026.	Bay Sixteenth street, between Cropsey avenue and Eighty-sixth street.	Brooklyn.	Regulating, grading, etc.	.....	12,767 90
9027.	Jerome street, between Pitkin avenue and New Lots road.	Brooklyn.	Regulating, grading, etc.	.....	15,486 47
9028.	Livermors avenue, between Waters avenue and Watchogue road, etc.	Richmond.	Cement sidewalks	.....	6,340 04
9029.	Degraw street, from Franklin to Bedford avenue.	Brooklyn.	Sewer	Dec. 6, 1906	2,108 90
9030.	Stanhope street, from Knickerbocker to Irving avenue.	Brooklyn.	Sewer	Dec. 6, 1906	3,687 56
9031.	Second avenue, from Bay Ridge avenue to Sixty-eighth street.	Brooklyn.	Sewer	Dec. 6, 1906	1,477 13
9032.	Seventy-third street, from Narrows avenue to First avenue.	Brooklyn.	Sewer	Dec. 6, 1906	2,010 18
9033.	Greenpoint avenue, northwest corner of, and Provost street.	Brooklyn.	Sewer basin	Dec. 6, 1906	147 34
9034.	Sixtieth street, on the east corner of, and Fourth avenue.	Brooklyn.	Sewer basin	Dec. 6, 1906	218 52
9035.	Harbey street, southwest corner of, and Arlington avenue.	Brooklyn.	Sewer basin	Dec. 6, 1906	212 16
9036.	Fourth avenue, northeast corner of, and Butler street.	Brooklyn.	Sewer basin	Dec. 6, 1906	193 33
9037.	Norwood avenue, northeast and northwest corners of, and Elna street.	Brooklyn.	Sewer basins	Dec. 6, 1906	307 34
9038.	Thirtieth street, northeast and southeast corners of, and Fourth avenue, etc.	Brooklyn.	Sewer basins	Dec. 6, 1906	602 84
9039.	Wyona street, southwest corner of, and Belmont avenue.	Brooklyn.	Sewer basins	Dec. 6, 1906	178 26
9040.	Fort Hamilton avenue, from Flatbush to Nostrand avenue.	Brooklyn.	Sewer	Dec. 27, 1906	3,383 86

No.	Location of Work.	Borough.	Nature of Work.	Apportioned and Advertised.	Amount.
9041.	Forty-first street, from Tenth avenue to Fourteenth avenue.	Brooklyn.	Sewer		13,683 98
9042.	Mansfield place, from Farragut road to Avenue G.	Brooklyn.	Sewer		1,429 13
9043.	Hull street, between Hopkinson and Rockaway avenues, etc., etc.	Brooklyn.	Fencing		418 23
9044.	Sixty-second street, between Fourth and Fifth avenues.	Brooklyn.	Cement sidewalk		2,246 77
9045.	Irving avenue, northeast corner of, and Willoughby avenue.	Brooklyn.	Grading lots		93 41
9046.	Blake avenue, between Hopkinson and Howard avenues.	Brooklyn.	Regulating, grading, etc.		13,284 83
9047.	Sixth avenue, between Sixty-fifth street and Fort Hamilton avenue.	Brooklyn.	Cement sidewalks		5,628 44
9048.	Bristol street, from Blake avenue to Hunterfly road.	Brooklyn.	Sewer		475 99
9049.	Forty-first street, from Fifth avenue to summit between Sixth and Seventh avenues.	Brooklyn.	Sewer and outlet.		4,117 16
9050.	Fifty-seventh street, from Sixth to Seventh avenue.	Brooklyn.	Sewer		1,575 99
9051.	Christopher avenue, northeast and northwest corners of, and Newport street, etc.	Brooklyn.	Sewer basins		865 80
9052.	Crescent street, from Liberty avenue to Pitkin avenue.	Brooklyn.	Sewer		2,182 73
9053.	East Thirty-fifth street, from Avenue F to Glenwood road.	Brooklyn.	Sewer		2,674 52
9054.	East New York avenue, from Hopkinson to Saratoga avenue, etc.	Brooklyn.	Sewers		13,268 04
9055.	Church avenue, from Flatbush to Bedford avenue, etc., etc.	Brooklyn.	Reconstructing sewer and basins		4,258 27
9056.	Two Hundred and Sixth street, from Grand Boulevard and Concourse to Mosholu Parkway South	The Bronx.	Regulating, grading, etc.		12,042 75
9057.	East Fifth street, between Avenue C and Church avenue.	Brooklyn.	Regulating, grading, etc.		6,007 34
9058.	Union street, between Belford and Rogers avenues.	Brooklyn.	Regulating, grading, etc.		15,982 23
9059.	One Hundred and Sixty-ninth street, from Webster to Clay avenue.	The Bronx.	Regulating, grading, etc.		7,681 71
9060.	Westchester avenue, from Southern Boulevard to Bronx river.	The Bronx.	Regulating and grading.		61,811 93
9061.	Ashford street, from Glenmore to Pitkin avenue.	Brooklyn.	Sewer		1,796 92
9062.	Creamer street, from Smith to Court street, etc.	Brooklyn.	Sewer		3,762 22
9063.	Fort Hamilton avenue, from Thirty-ninth to Fortieth street.	Brooklyn.	Sewer		1,403 77
9064.	Greenpoint avenue, from Diamond street to Provost street, etc.	Brooklyn.	Sewer and basins.		1,802 01
9065.	Ninety-first street, from Third to Fourth avenue.	Brooklyn.	Sewer		1,070 78
9066.	Sutter avenue, from Powell street to Van Sinderen avenue.	Brooklyn.	Sewer		2,971 87
9067.	One Hundred and Thirty-fourth street, southwest corner of, and Park avenue.	Manhattan.	Fencing	Dec. 20, 1906	218 63
9068.	One Hundred and Thirty-fourth street, south side, between Madison and Park avenues.	Manhattan.	Fencing	Dec. 20, 1906	68 94
9069.	One Hundred and Thirty-fourth street, between Madison and Fifth avenues.	Manhattan.	Fencing	Dec. 20, 1906	53 73
9070.	One Hundred and Thirty-eighth street, from Seventh to Lenox avenue.	Manhattan.	Fencing	Dec. 20, 1906	135 31
9071.	One Hundred and Seventy-first street, from Amsterdam to Audubon avenue.	Manhattan.	Fencing	Dec. 20, 1906	156 93
9072.	Sixty-third street, between Amsterdam and Columbus avenues.	Manhattan.	Fencing	Dec. 20, 1906	125 33
9073.	Sixty-ninth street, between Amsterdam and West End avenues.	Manhattan.	Fencing	Dec. 20, 1906	70 22
9074.	First avenue, between Thirty-third and Thirty-fourth streets.	Manhattan.	Flagging and reflagging.	Dec. 20, 1906	84 16
9075.	Fourteenth street, between First and Second avenues.	Manhattan.	Flagging and reflagging.	Dec. 20, 1906	78 01
9076.	Eighty-second street, northeast corner of, and Fifth avenue.	Manhattan.	Flagging and reflagging.	Dec. 20, 1906	339 01
9077.	Eighty-fifth street, southwest corner of, and Lexington avenue.	Manhattan.	Flagging and reflagging.	Dec. 20, 1906	236 26
9078.	One Hundred and Sixth street, between Second and Third avenues.	Manhattan.	Flagging and reflagging.	Dec. 20, 1906	60 91
9079.	Lexington avenue, northeast corner of, and One Hundred and Seventh street.	Manhattan.	Flagging and reflagging.	Dec. 20, 1906	362 63
9080.	One Hundred and Thirty-fourth street, southwest corner of, and Park avenue.	Manhattan.	Repairing sidewalks.	Dec. 20, 1906	662 72
9081.	Park avenue, between Eighty-fourth and Eighty-fifth streets.	Manhattan.	Repairing sidewalks.	Dec. 20, 1906	208 86
9082.	Thirty-first street, between Lexington and Third avenues.	Manhattan.	Flagging and reflagging.	Dec. 20, 1906	33 64
9083.	Thirty-second street, between First and Second avenues.	Manhattan.	Flagging and reflagging.	Dec. 20, 1906	67 67
9084.	Thirty-second street, between First and Second avenues.	Manhattan.	Flagging	Dec. 20, 1906	74 58
9085.	Third avenue, southwest corner of, and Fifty-third street.	Manhattan.	Flagging and reflagging.	Dec. 20, 1906	251 48
9086.	One Hundred and Twenty-first street, between Amsterdam avenue and Broadway.	Manhattan.	Paving	Dec. 20, 1906	7,005 49
9087.	Two Hundred and Fourteenth street, from Broadway to a point 325 feet east of Ninth avenue	Manhattan.	Regulating, grading, etc.		8,121 49
9088.	Wadsworth avenue, from West One Hundred and Seventy-third street to Eleventh avenue.	Manhattan.	Paving and curbing.		51,612 45
9089.	Audubon avenue, from West One Hundred and Seventy-fifth street to Fort George avenue.	Manhattan.	Paving and curbing.		49,777 41
9090.	One Hundred and Eighty-fourth street, between Amsterdam and Wadsworth avenues.	Manhattan.	Paving and curbing.		8,597 22
9091.	Beek street, between Longwood and Intervale avenues.	The Bronx.	Sewer		3,030 85
9092.	One Hundred and Sixty-sixth street, between Jerome and Woodycrest avenues.	The Bronx.	Sewer		3,866 93
9093.	Park View place, from Tee Taw avenue to One Hundred and Ninetieth street.	The Bronx.	Sewer		12,154 63
9094.	West Farms road, from Bronx street to Morris Park avenue, etc.	The Bronx.	Temporary sewer.		47,028 11
9095.	Steeplechase walk, from the Bowery to about 225 feet southerly therefrom, etc.	Brooklyn.	Sewers		33,245 97
9096.	Thirty-ninth street, from Seventh to New Utrecht avenue.	Brooklyn.	Sewer		8,152 18
9097.	Sixty-third street, from Third to Fourth avenue, etc.	Brooklyn.	Sewer and outlet.		4,067 22
9098.	Eighth street, from Eighth avenue to Prospect Park West.	Brooklyn.	Sewer	Dec. 27, 1906	4,120 76
9099.	East Thirty-fourth street, from Avenue G to Avenue H.	Brooklyn.	Sewer	Dec. 27, 1906	2,720 35
9100.	Fifty-first street, from Sixth to Eighth avenue.	Brooklyn.	Sewer		4,581 13
9101.	Oakland street, at the northwest corner of, and Ash street.	Brooklyn.	Sewer basin	Dec. 27, 1906	198 48
9102.	Marmion avenue, northwest corner of, and East One Hundred and Seventy-sixth street, etc., etc.	The Bronx.	Receiving basins.		6,676 26
9103.	Crotona avenue, from Crotona Park to East One Hundred and Seventy-seventh street.	The Bronx.	Paving.		61,300 47
9104.	Jamaica avenue, between Hendrix street and Schenck avenue, etc.	Brooklyn.	Fencing		930 15
9105.	Crosey avenue, between Twenty-third avenue and Bay Twenty-fourth street, etc.	Brooklyn.	Cement sidewalks.		603 51
9106.	Etna street, from Hale to Norwood avenue.	Brooklyn.	Regulating, grading, etc.		1,254 80
9107.	Sixtieth street, between Third and Fourth avenues.	Brooklyn.	Grading lots.		477 54
9108.	Douglas street, between East New York and Sutter avenues.	Brooklyn.	Regulating, grading, paving, etc.		10,495 54
9109.	Bay Nineteenth street, from Benson avenue to Bath avenue.	Brooklyn.	Sewer	Dec. 27, 1906	2,299 22
9110.	Beverly road, from East Twenty-second street to Bedford avenue.	Brooklyn.	Sewer	Dec. 27, 1906	1,640 03
9111.	Midwood street, from Nostrand to Rogers avenue.	Brooklyn.	Sewer	Dec. 27, 1906	1,697 14
9112.	Rochester avenue, at the northwest corner of, and Dean street.	Brooklyn.	Sewer basin.	Dec. 27, 1906	190 23
9113.	Bedford avenue, from North Thirteenth to North Fourteenth street.	Brooklyn.	Sewer	Dec. 27, 1906	1,350 86
9114.	Forty-ninth street, from Seventh to Eighth avenue, etc.	Brooklyn.	Sewer and outlet.		4,294 06
9115.	Beverly road, from Ocean parkway to East Second street.	Brooklyn.	Sewer		4,200 14
9116.	East Twenty-eighth street, from Newkirk avenue to Avenue E, etc.	Brooklyn.	Sewer and outlet.		2,325 93
9117.	Northern avenue, from West One Hundred and Eighty-first street to a point 781 feet northwest	Manhattan.	Regulating, grading, etc.		16,473 38
9118.	One Hundred and Thirty-fifth street, on the northwest corner of, and Lenox avenue.	Manhattan.	Receiving basins.	Dec. 20, 1906	448 43
9119.	One Hundred and Thirty-sixth street, from Broadway to Riverside drive.	Manhattan.	Paving and curbing.	Dec. 20, 1906	4,773 20
9120.	One Hundred and Thirty-ninth street, between Fifth and Lenox avenues.	Manhattan.	Paving and curbing.	Dec. 20, 1906	6,258 48
9121.	Briggs avenue, between Kingsbridge avenue and East One Hundred and Ninety-fourth street.	The Bronx.	Sewer		5,866 63

No.	Location of Work.	Borough.	Nature of Work.	Apportioned and Advertised.	Amount.
9122.	Jennings street, between Southern Boulevard and Hoe avenue, etc.	The Bronx.	Sewers		15,171 96
9123.	Perry avenue, between Moshulu parkway South and East Two Hundred and First street.	The Bronx.	Sewer		668 36
9124.	Ritter place, between Union and Prospect avenues.	The Bronx.	Sewer		5,018 30
9125.	Wendover avenue, between Boston road and Crotona parkway East, etc.	The Bronx.	Sewer		20,855 34
9126.	Walton avenue, between Fordham Landing road and East One Hundred and Eighty-fourth street.	The Bronx.	Sewer		7,937 23
9127.	Hewitt place, from Leggett avenue to Longwood avenue.	The Bronx.	Paving and curbing.		3,374 42
9129.	One Hundred and Fifty-eighth street, from Third to St. Ann's avenue.	The Bronx.	Paving and curbing.		3,656 41
9130.	One Hundred and Seventy-fourth street, from Eden to Topping avenue.	The Bronx.	Regulating, grading, etc.		13,368 23
9131.	Sheridan avenue, from East One Hundred and Sixty-first street to East One Hundred and Sixty-fifth street.	The Bronx.	Regulating, grading, etc.		15,157 28
9132.	Day Thirty-second street, between Benson avenue and Eighty-sixth street, etc., etc.	Brooklyn.	Cement sidewalks.		2,594 83
9133.	Crosey avenue, between Twenty-third and Twenty-fourth avenues, etc.	Brooklyn.	Cement sidewalks.	Dec. 27, 1906	777 02
9134.	Hull street, between Hopkinson and Rockaway avenues, etc., etc.	Brooklyn.	Cement sidewalks.	Dec. 27, 1906	1,968 59
9135.	Troy avenue, between Prospect place and Sterling place, etc., etc.	Brooklyn.	Cement sidewalks.	Dec. 27, 1906	780 31
9136.	Meeker avenue, between Stewart and Garden avenues.	Brooklyn.	Grading lots.	Dec. 27, 1906	775 04
9137.	Pitkin avenue, between Linwood street and Lincoln avenue.	Brooklyn.	Paving.		28,318 76
9138.	Somers street, between Hopkinson and Rockaway avenues, etc.	Brooklyn.	Cement sidewalks.		2,125 83
9139.	Himrod street, between Wyckoff and St. Nicholas avenues, etc.	Brooklyn.	Cement sidewalks.		2,304 16
9140.	St. Mark's avenue, between Clason and Franklin avenues, etc.	Brooklyn.	Fencing.		196 56
9141.	Eckford street, between Engert and Driggs avenues.	Brooklyn.	Regulating, grading, etc.		1,650 84
9142.	Glenwood road, between Flatbush and Brooklyn avenues.	Brooklyn.	Regulating, grading, etc.		7,317 22
9143.	Glenwood road, from Flatbush to Brooklyn avenue.	Brooklyn.	Paving.		9,052 56
9144.	One Hundred and Fourth street, between Second and Third avenues.	Manhattan.	Alteration and improvement to sewer.		8,015 36
9145.	One Hundred and Thirty-third street, on southeast corner of, and Madison avenue.	Manhattan.	Flagging and reflagging.		252 80
9146.	Albany avenue, between Degraw street and Eastern parkway, etc.	Brooklyn.	Cement sidewalks.		1,283 81
9147.	Eastern parkway, between Bedford and Franklin avenues.	Brooklyn.	Grading lot.		1,810 86
9148.	Hale street, between Jamaica avenue and Fulton street.	Brooklyn.	Paving.		8,809 62
9149.	Crotona Park East, from Crotona Park South to Southern Boulevard.	The Bronx.	Regulating, grading, etc.		27,000 37
9150.	Daly avenue, from East One Hundred and Seventy-seventh street to Bronx Park.	The Bronx.	Paving.		14,623 30
9151.	Longwood avenue, from Southern Boulevard to Westchester avenue.	The Bronx.	Paving, etc.		37,415 79

Respectfully submitted,

ANTONIO ZUCCA,

PAUL WEIMANN,

JAMES H. KENNEDY,

Board of Assessors.

## BOROUGH OF MANHATTAN.

## COMMISSIONER OF PUBLIC WORKS.

In accordance with the provisions of section 1546, chapter 466 of the Laws of 1901, I transmit the following report of the transactions of the offices of the Commissioner of Public Works, President of the Borough of Manhattan, for the week ending January 23, 1907:

## Public Moneys Received During the Week.

For restoring and repaving pavement—General account.	\$2,319 50
For vault permits.	4,330 76
For shed permits.	5 00
For sewer connections.	80 00
For bay window permits.	140 32
For ornamental projection permits.	10 80
<b>Total</b>	<b>\$6,886 38</b>

## Permits Issued.

Permits to open streets to make sewer connections.	52
Permits to place building material on streets.	42
Permits to construct street vaults.	9
Permits, special.	3
Permits to construct sheds.	1
Permits to cross sidewalks.	7
Permits for subways, steam mains and various connections.	161
Permits for railway construction and repairs.	5
Permits to repair sidewalks.	17
Permits for sewer connections.	3
Permits for sewer repairs.	9
Permits for bay windows.	17
Permits for ornamental projections.	2
<b>Total</b>	<b>328</b>

## Obstructions Removed.

Obstructions removed from various streets and avenues.	5
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## Repairs to Pavement.

Square yards of pavement repaired.	999
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## Repairs to Sewers.

Linear feet of sewer built.	40
Linear feet of sewer cleaned.	17,325
Linear feet of sewer examined.	10,284
Basins cleaned.	214
Basins examined.	250

Requisitions drawn on Comptroller.	\$150,789 79
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## Statement of Laboring Force Employed During the Week Ending January 19, 1907.

Repaving and Renewal of Pavements—	
Mechanics	248
Laborers	187
Teams	5
Carts	120
Boulevards, Roads and Avenues, Maintenance of—	
Mechanics	9
Laborers	74
Teams	29
Carts	19

## Roads, Streets and Avenues—

Laborers	22
Teams	11
Carts	5

## Sewers, Maintenance, Cleaning, etc.—

Mechanics	100
Laborers	140
Teams	11
Carts	49
Cleaner	1

## Cleaning Public Buildings, Baths, etc.—

Mechanics	181
Laborers	109
Carts	32
Bath attendants	189
Cleaners	257

## Changes in Working Force for Week Ending January 19, 1907.

## Bureau of Highways—

One Rammer dropped.  
Two Laborers dropped.  
One Assistant Foreman dropped.  
One Clerk, \$1,050, appointed.

## Bureau of Public Buildings and Offices—

One Mason's Helper dropped.

WILLIAM DALTON, Commissioner of Public Works.

## CHANGES IN DEPARTMENTS, ETC.

## BOARD OF WATER SUPPLY.

February 2—The following are copies of resolutions adopted at the meeting of the Board held January 30, 1907:

Resolved, That the salary of Boris Levitt, Assistant Engineer, be and is hereby fixed at the rate of \$1,800 per annum, to take effect February 1, 1907.

Resolved, That the salary of Robert J. O'Meara, Assistant Engineer, be and is hereby fixed at the rate of \$1,350 per annum, to take effect February 1, 1907.

Resolved, That the salary of Fred H. Meyers, Topographical Draughtsman, be and is hereby fixed at the rate of \$1,800 per annum, to take effect February 1, 1907.

Resolved, That the salary of John J. Kelly, Rodman, be and is hereby fixed at the rate of \$960 per annum, to take effect February 1, 1907.

Resolved, That the salary of Harry Quick, Office Boy, be and is hereby fixed at the rate of \$300 per annum, to take effect February 1, 1907.

## DEPARTMENT OF PARKS.

## Borough of The Bronx.

## February 1—

## Appointed.

Michael Carroll, No. 627 East One Hundred and Thirty-seventh street, Paver, at a compensation at the rate of \$4.96 per diem, to take effect February 2.

## Discharged.

Henry Weil, No. 677 Eagle avenue, Rammer.

## COMMISSIONERS OF ACCOUNTS.

February 1—Changes in salaries in this office to date from February 1, 1907:

Edward F. Boyle, Chief Examiner of Accounts, from \$2,100 to \$2,500 per annum.

James McGinley, Chief Examiner of Accounts, from \$2,000 to \$2,500 per annum.

Wm. J. Cobb, Examiner of Accounts, from \$1,800 to \$2,000 per annum.

Samuel Maas, Clerk, from \$1,200 to \$1,350 per annum.

The above grade of Chief Examiners of Accounts was created by resolution of Board of Aldermen, adopted at its last meeting in December, 1905.

## BOARD OF ALDERMEN.

Public notice is hereby given that the Committee on Laws and Legislation of the Board of Aldermen will hold a public hearing in the Aldermanic Chamber, City Hall, Borough of Manhattan, on Thursday, February 7, 1907, at 2 o'clock p. m., on the following matters:

Communication from E. F. Schenk in relation to ticket speculation.

Ordinance amending the Code of Ordinances in relation to ticket speculators.

Ordinance to amend the Code of Ordinances in relation to the sale of theatre tickets.

All persons interested in the above matters are respectfully invited to attend.

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



## 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.  
Telephone, 803 Cortlandt.  
GEORGE B. MCCLELLAN, Mayor.  
Frank M. O'Brien, Secretary.  
William A. Willis, Executive Secretary.  
James A. Rierdon, Chief Clerk and Bond and Warrant Clerk.

**BUREAU OF WEIGHTS AND MEASURES.**  
Room 7, City Hall, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.  
Telephone, 803 Cortlandt.  
Patrick Derry, Chief of Bureau.

**BUREAU OF LICENSES.**  
9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 803 Cortlandt.  
John P. Corrigan, Chief of Bureau.  
Principal Office, Room 1, City Hall.  
Gaetano D'Amato, Deputy Chief, Boroughs of Manhattan and The Bronx.  
Branch Office, Room 13, Borough Hall, Brooklyn.  
Daniel J. Griffin, Deputy Chief, Borough of Brooklyn.  
Branch Office, Richmond Borough Hall, Room 23, New Brighton, S. I.; William R. Woelfle, Financial Clerk, Borough of Richmond.  
Branch Office, 116 West 11th Street, Long Island City; Charles H. Smith, Financial Clerk, Borough of Queens.

## THE CITY RECORD OFFICE.

**BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.**  
Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance, Room 207, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.  
Telephone, 1505 and 1506 Cortlandt. Supply Room, No. 2 City Hall.  
Patrick J. Tracy, Supervisor; Henry McMillen, Deputy Supervisor; C. McKemie, Secretary.

## BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.  
Telephone, 756 Cortlandt.  
Patrick F. McGowan, President.  
P. J. Scully, City Clerk.

## CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.  
Telephone, 756 Cortlandt.  
P. J. Scully, City Clerk and Clerk of the Board of Aldermen.  
William J. Boyhan, First Deputy City Clerk.  
Michael F. Blake, Chief Clerk of the Board of Aldermen.  
Joseph V. Sculley, Clerk, Borough of Brooklyn.  
Thomas J. McCabe, Deputy City Clerk, Borough of The Bronx.  
William R. Zimmerman, Deputy City Clerk, Borough of Queens.  
Joseph P. O'Grady, Deputy City Clerk, Borough of Richmond.

## DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 6120 Franklin.  
Herman A. Metz, Comptroller.  
John H. McCosy and N. Taylor Phillips, Deputy Comptrollers.  
Hubert L. Smith, Assistant Deputy Comptroller.  
Oliver E. Stanton, Secretary to Comptroller.

## MAIN DIVISION.

H. J. Storrs, Chief Clerk, Room 17.

## BOOKKEEPING AND AWARDS DIVISION.

Frank W. Smith, Chief Accountant and Bookkeeper, Room 8.

## STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk, Room 37.

## BUREAU OF AUDIT—MAIN DIVISION.

P. H. Quinn, Chief Auditor of Accounts, Room 27.

## LAW AND ADJUSTMENT DIVISION.

Jeremiah T. Mahoney, Auditor of Accounts, Room 185.

## BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

Charles S. Harvey, Supervising Statistician and Examiner, Room 180.

## CHARITABLE INSTITUTIONS DIVISION.

Daniel C. Potter, Chief Examiner of Accounts of Institutions, Room 58.

## BUREAU OF THE CITY PAYMASTER.

No. 35 Chambers street and No. 61 Reade street.  
John H. Zimmerman, City Paymaster.

## BUREAU OF ENGINEERING.

Stewart Building, Chambers street and Broadway.  
Chandler Withington, Chief Engineer, Room 51.

## REAL ESTATE BUREAU.

Thomas F. Byrne, Mortimer J. Brown, Appraisers of Real Estate, Room 157.

## BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room 5.  
David E. Austin, Receiver of Taxes.  
John L. McDonough and William H. Loughran, Deputy Receivers of Taxes.

Borough of The Bronx—Municipal Building, Third and Tremont avenues.  
John B. Underhill and Stephen A. Nugent, Deputy Receivers of Taxes.  
Borough of Brooklyn—Municipal Building, Rooms 2-8.  
James B. Bouck and John F. Regan, Deputy Receivers of Taxes.  
Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.  
George H. Creed and Mason O. Smedley, Deputy Receivers of Taxes.  
Borough of Richmond—Borough Hall, St. George, New Brighton.  
John De Morgan and Owen F. Wilsey, Deputy Receivers of Taxes.

## BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan—Stewart Building, Room 51.

Daniel Moynahan, Collector of Assessments and Arrears.

John B. Adger Mullaly, Deputy Collector of Assessments and Arrears.

Borough of The Bronx—Municipal Building, Rooms 1-3.

James J. Donovan, Jr., Deputy Collector of Assessments and Arrears.

Borough of Brooklyn—Municipal Building.

William E. Melody, Deputy Collector of Assessments and Arrears.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.

Patrick E. Leahy, Deputy Collector of Assessments and Arrears.

Borough of Richmond—Bay and Sand streets, Stapleton.

George Brand, Deputy Collector of Assessments and Arrears.

## BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.

Stewart Building, Chambers street and Broadway, Room 121.

John M. Gray, Collector of City Revenue and Superintendent of Markets.

James H. Baldwin, Deputy Collector of City Revenue.

David O'Brien, Deputy Superintendent of Markets.

## BUREAU OF THE CITY CHAMBERLAIN.

Stewart Building, Chambers street and Broadway, Rooms 53 to 67.

Patrick Keenan, City Chamberlain.

John H. Campbell, Deputy Chamberlain.

## LAW DEPARTMENT.

**OFFICE OF CORPORATION COUNSEL.**

Hall of Records, Chambers and Centre streets, 6th, 7th and 8th floors, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 3900 Worth.

William B. Ellison, Corporation Counsel.

Assistants—Theodore Connolly, Charles D. Olen-

dorf, George L. Sterling, William P. Burr, George S. Coleman, Charles N. Harris, Arthur C. Butts,

John L. O'Brien, Terence Farley, James T. Malone,

Franklin Chase Hoyt, Edwin J. Freedman, John C. Breckinridge, Cornelius F. Collins, Louis H. Hahlo,

Frank B. Pierce, Stephen O'Brien, William B. Crow-

well, Thomas F. Byrne, Richard H. Mitchell, John

Widdecombe, Edward S. Malone, Charles A. O'Neil,

John F. O'Brien, Arthur Sweeny, William H. King,

Thomas F. Noonan, Andrew T. Campbell, Jr.,

Alfred W. Booraem, George P. Nicholson, Josiah

A. Stover, J. Gabriel Britt, Royal E. T. Riggs,

Curtis A. Peters, Charles McIntyre, Francis X. Mc-

Quade, Francis J. Byrne, Edmund C. Viemeister,

William J. Clarke, John W. Goff, Jr., Leonce Fuller,

Charles W. Miller, George O'Reilly, J. Townsend

Burden, Jr., William H. Doherty, Francis Martin,

Frank E. Smith, Loring T. Hildreth, Henry W.

Mayo.

Secretary to the Corporation Counsel—David

Ryan.

Chief Clerk—Andrew T. Campbell.

## BROOKLYN OFFICE.

Borough Hall, 2d floor, 9 a. m. to 5 p. m.; Sat-

urdays, 9 a. m. to 12 m.

Telephone, 2948 Main.

James D. Bell, Assistant in charge.

## BUREAU OF STREET OPENINGS.

No. 90 West Broadway, 9 a. m. to 5 p. m.; Sat-

urdays, 9 a. m. to 12 m.

Telephone, 890 Cortlandt.

John P. Dunn, Assistant in charge.

## BUREAU FOR THE RECOVERY OF PENALTIES.

No. 119 Nassau street, 9 a. m. to 5 p. m.; Sat-

urdays, 9 a. m. to 12 m.

Telephone, 4320 Cortlandt.

Herman Stiefel, Assistant in charge.

## BUREAU FOR THE COLLECTION OF ARREARS OF PERSONAL TAXES.

No. 280 Broadway, 5th floor. Office hours for pub-

lic, 10 a. m. to 2 p. m.; Saturdays, 10 a. m. to 12 m.

Telephone, 4585 Worth.

James P. Keenan, Assistant in charge.

## TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.

No. 44 East Twenty-third street, 9 a. m. to 5 p. m.;

Saturdays, 9 a. m. to 12 m.

Telephone, 1961 Gramercy.

John P. O'Brien, Assistant in charge.

## COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, 280 Broad-

way, 9 a. m. to 4 p. m.

Telephone, 4315 Worth.

John C. Hertle, George von Skal, Commission-

ers.

## COMMISSIONERS OF SINKING FUND.

George B. McClellan, Mayor, Chairman; Herman

A. Metz, Comptroller; Patrick Keenan, Cham-

berlain; Patrick F. McGowan, President of the Board

of Aldermen; and John R. Davies, Chairman Finance

Committee, Board of Aldermen, Members; N. Taylor

Phillips, Deputy Comptroller, Secretary.

Office of Secretary, Room 12, Stewart Building.

Telephone, 6120 Franklin.

## BOARD OF ESTIMATE AND APPORTIONMENT.

The Mayor, Chairman; the Comptroller, President

of the Board of Aldermen, President of the Borough

of Manhattan, President of the Borough of Brooklyn,

President of the Borough of The Bronx, President

of the Borough of Queens, President of the Borough

of Richmond.

## OFFICE OF THE SECRETARY.

No. 277 Broadway, Room 806. Telephone, 3424

Worth.

Joseph Haag, Secretary. Charles V. Ades, Clerk

## PUBLIC IMPROVEMENTS.

Nelson P. Lewis, Chief Engineer, No. 277 Broad-

way, Room 801. Telephone, 3457 Worth.

## BUREAU OF FRANCHISES.

Harry P. Nichols, Assistant Engineer in charge,

Room 79, No. 280 Broadway. Telephone, 3414

Worth.

## BOARD OF REVISION OF ASSESS-

MENTS.

Herman A. Metz, Comptroller.

William B. Ellison, Corporation Counsel.

Lawson Purdy, President of the Department

of Taxes and Assessments.

Henry J. Storrs, Chief Clerk, Finance Depart-

ment, No. 280 Broadway.

Telephone, 6120 Franklin.

## AQUEDUCT COMMISSIONERS.

Room 207, No. 280 Broadway, 5th floor, 9 a. m. to

4 p. m.

Telephone, 1961 Worth.

The Mayor, the Comptroller, ex-officio, Commis-

sioners John F. Cowan (President), William H. Ten

Eyck, John J. Ryan and John P. Windolph; Harry

W. Walker, Secretary; Walter H. Sears, Chief En-

gineers.

## POLICE DEPARTMENT.

## CENTRAL OFFICE.

No. 300 Mulberry street, 9 a. m. to 4 p. m.

Telephone, 1100 Spring.

Theodore A. Bingham, Commissioner.

Arthur J. O'Keefe, First Deputy Commissioner.

Frederick H. Bugher, Second Deputy Commis-

sioners.

Bert Hanson, Third Deputy Commissioner.

Daniel G. Slattery, Secretary to Commissioner.

William H. Kipp, Chief Clerk.

## BOARD OF ELECTIONS.

Headquarters, General Office, No. 107 West Forty-

first street.

Commissioners—John T. Dooling (President),

Charles B. Page (Secretary), John Maguire

Rudolph C. Fuller.

A. C. Allen, Chief Clerk.

## BOROUGH OFFICES.

## Manhattan.

No. 112 West Forty-second street.

William C. Baxter, Chief Clerk.

## The Bronx.

One Hundred and Thirty-eighth street and Mou

seley (Solving Building).

Cornelius A. Bunner, Chief Clerk.

## Brooklyn.

No. 43 Court street (Temple Bar Building).

George Russell, Chief Clerk.

## Queens.

No. 51 Jackson avenue, Long Island City.

Carl Vogel, Chief Clerk.

## Richmond.

Staten Island Savings Bank Building, Beach and

Water streets, Stapleton, S. I.

Alexander M. Ross, Chief Clerk.

All offices open from 9 a. m. to 4 p. m.; Saturdays,

9 a. m. to 12 m.

## DEPARTMENT OF BRIDGES.

Nos. 13-21 Park row.

James W. Stevenson, Commissioner.

John H. Little, Deputy Commissioner.

Edgar E. Schiff, Secretary.

Office hours, 9 a. m. to 4 p. m.

Saturdays, 9 a. m. to 12 m.

Telephone, 6080 Cortlandt.

## BOARD OF RAPID TRANSIT RAIL-

ROAD COMMISSIONERS.

Board of Rapid Transit Railroad Commissioners

No. 320 Broadway, New York.

Rita L. Burrows, Secretary.

Telephone, 3625 Worth.

## DEPARTMENT OF WATER SUPPLY.

## GAS AND ELECTRICITY.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.

Telephone, Manhattan, 820 Cortlandt; Brooklyn,

3080 Main; Queens, 430 Greenpoint; Richmond, 94

Tompkinsville; Bronx, 62 Tremont.

John H. O'Brien, Commissioner.

Frank J. Goodwin, Deputy Commissioner.

J. M. de Verona, Chief Engineer.

George W. Birdsall, Consulting Hydraulic Engi-

neer.

George F. Sever, Consulting Electrical Engineer.

Charles F. Lacombe, Chief Engineer of Light and

Power.

Michael C. Padden, Water Register, Manhattan.

Joseph F. Prendergast, Secretary to the Depart-

ment.

William A. Hawley, Secretary to Commissioner.

William C. Corrier, Deputy Commissioner, Bor-

ough of Brooklyn, Municipal Building, Brooklyn.

William R. McGuire, Water Register, Brooklyn.

Thomas H. O'Neil, Deputy Commissioner, Bor-

ough of The Bronx, Crotona Park Building, One

Hundred and Seventy-seventh street and Third ave-

nuce.

Thomas M. Lynch, Water Register, The Bronx.

Charles C. Wissel, Deputy Commissioner, Bor-

ough of Queens, Hackett Building, Long Island City.

## DEPARTMENT OF EDUCATION.

## BOARD OF EDUCATION.

Clark 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, 1820 Plaza.)

Richard H. Adams, Richard B. Aldcroft, Jr., Greenhouse H. Backus, Nicholas J. Barrett, John J. Barry, Joseph E. Cosgrove, Francis P. Cunnion, Thomas M. DeLaney, Samuel B. Donnelly, Horace E. Dresser, A. Lee Everett, Joseph Nicola Franco, George Freilich, John Greene, George J. Guilje, Randolph Guggenheimer, George D. Hamilton, M. D.; Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, Arthur Hollick, Charles H. Ingalls, Nathan S. Jonas, Hugo Kanizer, John C. Kelley, Alrick H. Man, Clement March, Maceo May, Dennis J. McDonald, M. D.; Thomas J. O'Donohue, Frank H. Partridge, George E. Payne, Frank Lyon Polk, George W. Schaeffer, Henry H. Sherman, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, Rupert B. Thomas, John R. Thompson, George A. Vandenhoff, John A. Wilbur, William N. Wisner, Frank D. Wilsey, George W. Winstate, Egerton L. Winthrop, Jr., members of the Board.

Egerton L. Winthrop, Jr., President.  
John Greene, Vice-President.  
A. Emerson Palmer, Secretary.  
Fred H. Johnson, Assistant Secretary.  
C. B. J. Snyder, Superintendent of School Buildings.

Patrick Jones, Superintendent of School Supplies.  
Henry R. M. Cook, Auditor.  
Thomas A. Dillon, Chief Clerk.  
Henry M. Leipziger, Supervisor of Lectures.  
Claude G. Leland, Superintendent of Libraries.  
Henry M. Devos, Supervisor of Janitors.

## BOARD OF SUPERINTENDENTS.

William H. Maxwell, City Superintendent of Schools, and George W. Davis, Andrew W. Edson, Clarence E. Meloney, Thomas S. O'Brien, Edward B. Shallow, Edward L. Stevens, Gustave Straubenmiller, John H. Walsh, Associate City Superintendents.

## DISTRICT SUPERINTENDENTS.

Darwin L. Bardwell, William A. Campbell, John J. Chickering, John W. Davis, John Dwyer, James M. Edsall, Matthew J. Elgas, Edward D. Farrell, Cornelius D. Franklin, John Griffin, M. D.; John H. Haaren, John C. N. Hunt, Henry W. Jameson, James Lee, Charles W. Lyon, James J. McCabe, William J. O'Shea, John Richmond, Alfred T. Schaeffer, Albert Shick, 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.

## COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.  
John N. Bogart, Commissioner.  
James P. Archibald, Deputy Commissioner.  
John J. Caldwell, Secretary.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 484 Franklin.

## ARMORY COMMISSIONERS.

The Mayor, George B. McClellan, Chairman; the President of the Department of Taxes and Assessments, Lawson Purdy; the President of the Board of Aldermen, Patrick F. McGowan; Brigadier-General James McLeer and Brigadier-General George Moore Smith, Commissioners.  
Harrie Davis, Secretary, and Frank J. Bell, Acting Secretary. Room No. 6, Basement, Hall of Records, Chambers and Centre streets.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 3300 Worth.

## ART COMMISSION.

City Hall, Room 21.  
Telephone call, 1197 Cortlandt.  
Robert W. de Forest, President; Walter Cook, Vice-President; Howard Mansfield, Secretary; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences; George B. McClellan, Mayor of the City of New York; J. Pierpont Morgan, President of Metropolitan Museum of Art; John Bigelow, President of New York Public Library; F. D. Millet, Painter; John J. Boyle, Sculptor; John B. Pine.  
Milo R. Maltbie, Assistant Secretary.

## BOARD OF EXAMINERS.

Rooms 607 and 608 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 Buck, Lewis Harding, Charles G. Smith, Edward F. Croker, Henry R. Marshall and William J. Fryer, Chairman.  
Edward V. Barton, Clerk.  
Board meeting every Tuesday at 2 p. m.

**EXAMINING BOARD OF PLUMBERS.**  
Robert McCabe, President; David Jones, Secretary; John Todd, Treasurer; ex-officio Horace Loomis and Matthew E. Healy.  
Rooms 44, 45 and 46 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.

## NEW YORK CITY IMPROVEMENT COMMISSION.

Nos. 13-21 Park row.  
Francis K. Pendleton, Chairman; Jacob S. Cantor, George A. Hearn, Whitney Warren, Frank Bailey, John W. Alexander, Daniel C. French, Louis E. Harfen, 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. Bense, Commissioner, Department of Docks and Ferries; O. F. Nichols, Consulting Engineer, Bridge Department; Samuel Parsons, Landscape Architect, Park Department.  
Nathaniel Rosenberg, Assistant Secretary.  
Telephone 1844 Cortlandt.

## 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, Clerk.  
Lamont McLoughlin, Clerk.  
Regular advertised meetings on Monday, Wednesday and Friday of each week at 2 o'clock p. m.

**METROPOLITAN SEWERAGE COMMISSION.**  
Office, No. 17 Battery Place. Daniel Lewis, President, Olin H. Landroth, George A. Soper, Andrew J. Provost, Jr., Secretary, James H. Puerres, Commissioners.  
Telephone, 1694 Rector.

## 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 P. Abarn, 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.  
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. Gumbelton, Secretary.  
John F. Murray, Commissioner of Public Works.  
Josiah A. Briggs, Chief Engineer.  
Frederick Greifenberg, Principal Assistant Topographical Engineer.  
Charles H. Graham, Engineer of Sewers.  
Samuel C. Thompson, Engineer of Highways.  
Patrick J. Revilla, Superintendent of Buildings.  
Assistant Commissioner of Public Works, Peter J. Stumpf.  
Martin Geissler, 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. Hefnerman, Private Secretary.  
Desmond Dunne, Commissioner of Public Works.  
Dorbin 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; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Joseph Berner, President.  
Herman Rings, Secretary.  
Lawrence Greaser, Commissioner of Public Works.  
Alfred Denton, Assistant Commissioner of Public Works.  
James P. Hicks, Superintendent of Highways.  
Carl Berger, Superintendent of Buildings.  
Joseph H. De Branga, Superintendent of Sewers.  
Lucien Knapp, Superintendent of Street Cleaning.  
Office, No. 48 Jackson Avenue, Long Island City.  
Matthew J. Goldner, Superintendent of Public Buildings and Offices, Office, Town Hall, Jamaica.  
Robert K. Crowell, Engineer Topographical Bureau, Office, No. 252 Jackson Avenue, Long Island City.  
Telephone, 1900 Greenpoint.

## Borough of Richmond.

President's Office, New Brighton, Staten Island.  
George Cromwell, President.  
Maybry Fleming, Secretary.  
Louis Lincoln Tribus, Consulting Engineer and Acting Commissioner of Public Works.  
John Seaton, Superintendent of Buildings.  
H. E. Buel, Superintendent of Highways.  
John T. Fetherston, Superintendent of Street Cleaning.  
Ernest H. Seehusen, Superintendent of Sewers.  
John Timlin, Jr., Superintendent of Public Buildings and Offices.  
George W. Tuttle, Principal Assistant Engineer, Bureau of Engineering—Topographical.  
Theodor S. Oxholm, Principal Assistant Engineer, Bureau of Engineering—Construction.  
Offices—Borough Hall, New Brighton, N. Y., 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.

## CORONERS.

**Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.**  
Coroners: Julius Harburger, Peter P. Acritelli, George F. Shady, Jr., Peter Dooley.  
Julius Harburger, President, Board of Coroners.  
Jacob E. Bausch, Chief Clerk.  
Telephones, 1094, 1057, 3058 Franklin.  
**Borough of The Bronx—Corner of Third Avenue and One Hundred and Seventy-seventh street. Telephone, 1920 Tremont and 3415 Harlem.**  
Robert F. McDonald, A. F. Schwannecus.  
William T. Austin, Chief Clerk.  
**Borough of Brooklyn—Office, Room 11, Borough Hall. Telephone, 4004 Main and 4005 Main.**  
Henry J. Brewer, M. D., John F. Kennedy.  
Joseph McGuinness, Chief Clerk.  
Open all hours of the day and night.  
**Borough of Queens—Office, Borough Hall, Fulton street, Jamaica, L. I.**  
Samuel D. Nutt, Alfred S. Ambler.  
Martin Mager, Jr., Chief Clerk.  
Office hours, from 9 a. m. to 10 p. m.  
**Borough of Richmond—Second street, New Brighton. Open for the transaction of business all hours of the day and night.**  
Matthew J. Cahill.

## NEW YORK COUNTY.

## SURROGATE.

New County Court-house. Court open from 9 a. m. to 4 p. m., except Saturday, when it closes at 12 m. During the months of July and August the hours are from 9 a. m. to 1 p. m.  
Frank T. Fitzgerald, Atter C. Thomas, Surrogates; William V. Leary, Chief Clerk.

## SHERIFF.

No. 209 Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Nicholas J. Hayes, Sheriff.  
A. J. Johnson, Under Sheriff.  
Telephone, 4934 Worth.

## DISTRICT ATTORNEY.

Building for Criminal Courts, Franklin and Centre streets.  
Office hours from 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.  
William Travers Jerome, District Attorney.  
John A. Heensberry, Chief Clerk.

## REGISTER.

Hall of Records. Office hours from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m.  
Frank Gas, Register.  
William H. Sinnott, Deputy Register.  
Telephone, 3000 Worth.

## COUNTY CLERK.

Nos. 8, 9, 10 and 11 New County Court-house.  
Office hours from 9 a. m. to 4 p. m.  
Peter J. Dooley, County Clerk.  
John F. Curry, Deputy.  
Joseph I. Gleason, Secretary.  
Telephones, 870 Cortlandt.

## COMMISSIONER OF JURORS.

Room 127, Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.  
Thomas Allison, Commissioner.  
Matthew P. Neville, Assistant Commissioner.  
Frederick P. Simpson, Assistant Commissioner.  
Frederick O'Byrne, Secretary.

## PUBLIC ADMINISTRATOR.

No. 124 Nassau street, 9 a. m. to 4 p. m.  
William M. Free, Public Administrator.  
Telephones, 676 Cortlandt.

**COMMISSIONER OF RECORDS.**  
Office, New County Court-house.  
William S. Andrews, Commissioner.

## KINGS COUNTY.

## COUNTY COURT, KINGS COUNTY.

County Court-house, Brooklyn, Rooms 10, 15, 20, 25 and 30. Court opens at 10 a. m. daily and sits until business is completed. Part I, Room No. 25; Part II, Room No. 10, Court-house. Clerk's Office, Rooms 10, 20 and 25, open daily from 9 a. m. to 4 p. m.; Saturdays, 12 m.  
Norman S. Dike and Lewis L. Fawcett, County Judges.  
Charles S. Devoy, Chief Clerk.

## SURROGATE.

Hall of Records, Brooklyn, N. Y.  
James C. Church, Surrogate.  
William F. Pickett, Clerk of the Surrogate's Court.  
Court opens at 10 a. m. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

## SHERIFF.

County Court-house, Brooklyn, N. Y.  
9 a. m. to 4 p. m.; Saturdays, 12 m.  
Michael J. Flaherty, Sheriff.

## DISTRICT ATTORNEY.

Office, County Court-house, Borough of Brooklyn, 9 a. m. to 5 p. m.  
John F. Clarke, District Attorney.

## REGISTER.

Hall of Records. Office hours, 9 a. m. to 4 p. m., excepting months of July and August; then from 9 a. m. to 2 p. m., provided for by statute.  
Alfred J. Boulton, Register.

## COUNTY CLERK.

Hall of Records, Brooklyn. Office hours, 9 a. m. to 4 p. m.; during months of July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.  
Charles T. Harrabin, County Clerk.  
Bela Tokasi, Deputy County Clerk.  
James P. Kohler, Assistant Deputy County Clerk.  
Robert Stewart, Counsel.  
Telephone call, 4932 Main.

## COMMISSIONER OF JURORS.

County Court-house.  
Jacob Brenner, Commissioner.  
Jacob A. Livingston, Deputy Commissioner.  
Albert B. Waldron, Secretary.  
Office hours from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m.  
Office hours during July and August, 9 a. m. to 2 p. m. Saturdays from 9 a. m. to 12 m.  
Telephone, 1454 Main.

## COMMISSIONER OF RECORDS.

Hall of Records.  
Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.  
John K. Neal, Commissioner.  
D. H. Ralston, Deputy Commissioner.  
Thomas D. Moscrop, Superintendent.  
William J. Beattie, Assistant Superintendent.

## PUBLIC ADMINISTRATOR.

No. 44 Court street (Temple Bar), Brooklyn, 9 a. m. to 5 p. m.  
Charles E. Teale, Public Administrator.

## QUEENS COUNTY.

## SURROGATE.

Daniel Noble, Surrogate.  
Office at Jamaica.  
Except on Sundays, holidays and half-holidays, the office is open between March 31 and October 1 from 9 a. m. to 4 p. m.; on Saturdays from 9 a. m. to 12 m.; between September 30 and April 1, from 9 a. m. to 4 p. m.; on Saturdays, from 9 a. m. to 12 m. The calendar is called on Tuesday of each week at 10 a. m., except during the month of August, when no court is held, and the court sits every day thereafter until all contested cases have been disposed of.

## COUNTY COURT.

Temporary County Court-house, Long Island City. County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms each Saturday, except during August.  
County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y.  
Burt J. Humphrey, County Judge.

## SHERIFF.

County Court-house, Long Island City, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Herbert S. Harvey, Sheriff.  
John M. Phillips, Under Sheriff.

## DISTRICT ATTORNEY.

Office, Queens County Court-house, Long Island City, 9 a. m. to 5 p. m.  
Ira G. Darrin, District Attorney.

## COUNTY CLERK.

Jamaica, Fourth Ward, Borough of Queens, City of New York.  
Office open, April 1 to October 1, 9 a. m. to 5 p. m.; October 1 to April 1, 9 a. m. to 3 p. m.; Saturdays throughout year until 12 noon.  
John Niederstein, County Clerk.  
Henry J. Walter, Jr., Deputy County Clerk.  
Charles Mahler, Assistant Deputy County Clerk.  
Frank C. Klingenberg, Secretary.  
Telephone, 151 Jamaica.

## COMMISSIONER OF JURORS.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Queens County Court House, Long Island City.  
John P. Balbert, Commissioner of Jurors.  
Rodman Richardson, Assistant Commissioner.

## PUBLIC ADMINISTRATOR.

Nos. 54 to 68 Jackson Avenue, Long Island City.  
Charles J. Schaller, Public Administrator, County of Queens.

## RICHMOND COUNTY.

**COUNTY JUDGE AND SURROGATE.**  
Terms of Court, Richmond County, 1906.  
County Courts—Stephen D. Stephens, County Judge.  
First Monday of June, Grand and Trial Jury.  
First Monday of December, Grand and Trial Jury.  
Fourth Wednesday of January, without a Jury.  
Fourth Wednesday of February, without a Jury.  
Fourth Wednesday of March, without a Jury.  
Fourth Wednesday of April, without a Jury.  
Fourth Wednesday of July, without a Jury.  
Fourth Wednesday of September, without a Jury.  
Fourth Wednesday of October, without a Jury.  
—All at the Court-house at Richmond.  
Surrogate's Court—Stephen D. Stephens, Surrogate.  
Mondays at the Corn Exchange Bank Building, St. George, at 10 o'clock.  
Tuesdays at the Corn Exchange Bank Building, St. George, at 10 o'clock a. m.  
Wednesdays at the Surrogate's Office, Richmond, at 10 o'clock a. m.

## DISTRICT ATTORNEY.

No. 422 Richmond Terrace, New Brighton, S. I. Office hours from 9 a. m. to 12 m., and 2 p. m. to 5 p. m.  
John T. Kenney, District Attorney.  
J. Harry Therman, Assistant District Attorney.

## COUNTY CLERK.

County Office Building, Richmond, S. I., 9 a. m. to 4 p. m.  
C. L. Hostwick, County Clerk.  
County Court-house, Richmond, S. I., 9 a. m. to 4 p. m.

## SHERIFF.

County Court-house, Richmond, S. I. Office hours, 9 a. m. to 4 p. m.  
Joseph J. Barth, Sheriff.  
John J. Schom, Under Sheriff.

## COMMISSIONER OF JURORS.

Village Hall, Stapleton.  
Charles J. Kullman, Commissioner.  
John J. McCaughey, Assistant Commissioner.  
Office open from 9 a. m. until 4 p. m.; Saturdays from 9 a. m. to 12 m.

## THE COURTS.

## APPELLATE DIVISION OF THE SUPREME COURT.

## FIRST JUDICIAL DEPARTMENT.

Court-house, Madison Avenue, corner Twenty-fifth street. Court opens at 10 a. m.  
Edward Patterson, Presiding Justice, George L. Ingraham, Chester B. McLaughlin, Frank C. Laughlin, John Proctor Clarke, James W. Houghton, Francis M. Scott and John S. Lambert, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.  
Clerk's office open at 9 a. m.

## SUPREME COURT—FIRST DEPARTMENT.

County Court-house, Chambers street. Court open from 10:15 a. m. to 4 p. m.  
Special Term, Part I. (motions), Room No. 16.  
Special Term, Part II. (ex-parte business), Room No. 17.  
Special Term, Part III, Room No. 10.  
Special Term, Part IV., Room No. 20.  
Special Term, Part V., Room No. 11.  
Special Term, Part VI. (Elevated Railroad cases), Room 31.  
Trial Term, Part II., Room No. 34.  
Trial Term, Part III., Room No. 42.  
Trial Term, Part IV., Room No. 21.  
Trial Term, Part V., Room No. 41.  
Trial Term, Part VI., Room No. 35.  
Trial Term, Part VII., Room No. 23.  
Trial Term, Part VIII., Room No. 27.  
Trial Term, Part IX., Room No. 26.  
Trial Term, Part X., Room No. 25.  
Trial Term, Part XI., Room No. 37.  
Trial Term, Part XII., Room No. 26.  
Trial Term, Part XIII., and Special Term, Part VII., Room No. 26.  
Appellate Term, Room No. 24.  
Naturalization Bureau, Room No. 35, third floor.  
Assignment Bureau, room on third floor.  
Clerks in attendance from 10 a. m. to 4 p. m.  
Clerk's Office, Special Term, Part I. (motions) Room No. 15.  
Clerk's Office, Special Term, Part II. (ex-parte business), room southwest corner mezzanine floor.  
Clerk's Office, Special Term, Calendar, room 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. Traux, Charles F. McLean, Henry Bischoff, Jr., Leonard A. Giegensch, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, David Leventritt, James A. O'Gorman, James A. Blanchard, Edward S. Cline, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph Newburger, M. Linn Brute, John W. Goff, Samuel Seabury, M. Warley Platzek, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Erlanger, Charles L. Guy.

## SUPREME COURT—SECOND DEPARTMENT.

Kings County Court-house, Borough of Brooklyn, N. Y.  
Court open daily from 10 o'clock a. m. to 5 o'clock p. m. Seven jury trial parts. Special Term for Trials Special Term for Motions.  
James F. McGee, General Clerk.

## CRIMINAL DIVISION—SUPREME COURT.

Building for Criminal Courts, Centre, Elm, White and Franklin streets.  
Court opens at 10:30 a. m.  
Peter J. Dooley, Clerk; Edward R. Carroll, Special Deputy to the Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Telephone, 6664 Franklin.

## COURT OF GENERAL SESSIONS.

Held in the building for Criminal Courts, Centre, Elm, White and Franklin streets.  
Court opens at 10:30 a. m.  
Thomas C. T. Crain, City Judge; Francis S. McAvoy, Recorder; Otto A. Rosalaky, 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 3 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 S. Delehanty, Joseph I. Green, William H. Wadhams, Justices. Thomas F. Smith, Clerk.

## COURT OF SPECIAL SESSIONS.

Building for Criminal Courts, Centre street, between Franklin and White streets, Borough of Manhattan.  
Court opens at 10 a. m.  
Justices—First Division—John B. McKean, William E. Wyatt, Willard H. Olmstead, Joseph M. Deuel, Lorenza Zeller, John B. Mayo, 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. Ficker, Patrick Keady, John Fleming, Thomas W. Fitzgerald, Robert J. Wilkin, George J. O'Kane, 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, Peter T. Barrow, Matthew P. Green, Seward Baker, Charles S. Whitman, Joseph P. Moss, James J. Walsh, Henry Steiner, Daniel E. Plann, Charles G. F. Wehla, Alexander Flanits, William A. Sweetser, Frederick B. House.

James McCabe, Secretary. One Hundred and Twenty-fifth street and Sixth avenue.

First District—Criminal Court Building.

Second District—Jefferson Market.

Third District—No. 60 Essex street.

Fourth District—Fifty-seventh street, near Lexington avenue.

Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.

Sixth District—One Hundred and Sixty-first street and Brook avenue.

Seventh District—Fifty-fourth street, west of Eighth avenue.

Eighth District—Main street, Westchester.

SECOND DIVISION.

Borough of Brooklyn.

City Magistrates—Alfred E. Steers, A. V. B. Voorhees, Jr., James G. Tighe, Edward J. Dooley, John Naumer, E. G. Hagenbotham, Frank E. O'Reilly, Henry J. Furlong, John F. Hylan, Alexander H. Geismar.

President of the Board, Frank E. O'Reilly, No. 240 Manhattan avenue.

Secretary to the Board, William F. Delaney, No. 405 Gates avenue.

First District—No. 315 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. Conorton, Edmund J. Healy.

First District—Long Island City.

Second District—Flushing.

Third District—Far Rockaway.

Borough of Richmond.

City Magistrates—John Crook, Nathaniel Marsh.

First District—New Brighton, Staten Island.

Second District—Stapleton, Staten Island.

MUNICIPAL COURTS.

BOROUGH OF MANHATTAN.

First District—Third, Fifth and Eighth Wards and all that part of the First Ward lying west of Broadway and Whitehall street, including Governor's Island, Bedloe's Island, Ellis Island and the Oyster Islands. New Court-house, No. 128 Prince street, corner of Wooster street.

Wanhope Lynn, Justice. Thomas O'Connell, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Second, Fourth, Sixth and Fourteenth Wards, and all that portion of the First Ward lying south and east of Broadway and Whitehall street. Court-room, No. 50 Madison street.

John Hoyer, Justice. Francis Mangin, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Court opens daily at 9 a. m., and remains open until daily calendar is disposed of and close of the daily business, except on Sundays and legal holidays.

Third District—Ninth and Fifteenth Wards. Court room, southwest corner Sixth avenue and West Tenth street. Court opens daily (Sundays and legal holidays excepted), from 9 a. m. to 4 p. m.

William F. Moore, Justice. Daniel Williams, Clerk.

Fourth District—Tenth and Seventeenth Wards. Court-room, No. 30 First street, corner Second avenue. Clerk's Office open daily from 9 a. m. to 4 p. m.

Court opens 9 a. m. daily, and remains open to close of business.

George F. Roesech, 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 Livingston street, and on the centre line of Livingston street south to Norfolk street. Court-room, No. 154 Clinton street.

Benjamin Hoffman, Justice. Thomas Fitzpatrick, Clerk.

Sixth District—Eighteenth and Twenty-first Wards. Court-room, northwest corner Twenty-third street and Second avenue. Court opens at 9 a. m. daily (except legal holidays), and continues open until close of business.

Henry W. Unger, Justice. Abram Bernard, Clerk.

Seventh District—That portion of Nineteenth Ward east of Lexington avenue, bounded on the south by the north of East Forty-third street and on the north by the south side of East Eighty-sixth street, also that portion bounded on the south by the north side of East Sixty-first street, on the west by the east side of Park avenue, and on the north by the south side of East Sixty-fifth street. Court-room, No. 151 East Fifty-seventh street. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.

Herman Joseph, Justice. Edward A. McQuade, Clerk.

Eighth District—Sixteenth and Twentieth Wards. Court-room, northwest corner of Twenty-third street and Eighth avenue. Court opens at 9 a. m. and continues open until close of business. Summary proceedings and return causes called at 9 a. m. Calendar trial causes, 9 a. m.

Clerk's Office open from 9 a. m. to 4 p. m., and on Saturdays until 12 m.

Trial days and Return days, each Court day.

James W. McLaughlin, Justice. Henry Mersbach, 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 F. Falice, Justice. William J. Kennedy, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Tenth District—The Tenth District embraces that portion of the Twenty-second Ward south of Seventh street, west of Central Park West to Fifty-ninth street, south on Fifty-ninth street to Seventh avenue, west on Seventh avenue to Fifty-third street, north on Fifty-third street to Eighth avenue, west on Eighth avenue to Twelfth street, north side to Hudson river. Court-room, No. 314 West Fifty-fourth street. Court opens from 9 a. m. to 4 p. m., Sundays and legal holidays excepted.

Thomas E. Murray, Justice. Michael Shelly, Clerk.

Eleventh District—The Eleventh District embraces that portion of the Twelfth Ward which lies north of the centre line of West One Hundred and Tenth street, between Lenox avenue and Seventh avenue, north of the centre line of One Hundred and Twentieth street, between Seventh avenue and Broadway; north of the centre line of One Hundred and Ninetieth street, between Broadway and the North or Hudson river, and west of the centre line of Lenox or Sixth avenue and of the Harlem river north of the terminus of Lenox or Sixth avenue. Court-room, No. 10 Manhattan street. Clerk's Office, open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Court convenes daily at 9 a. m. Francis J. Worcester, Justice. Herman B. Wilson, Clerk.

Twelfth District—The Twelfth District embraces that portion of the Twenty-second Ward north of Seventh street, and that portion of the Twelfth Ward which lies north of the centre line of Eighty-sixth street and west of the centre line of Seventh avenue and south of the centre line of One Hundred and Twentieth street, between Seventh avenue and Broadway, and south of the centre line of One Hundred and Ninetieth street, between Broadway and the North or Hudson river. Court-room, No. 255 Broadway.

Alfred F. W. Seaman, Justice. James V. Gilloon, Clerk.

Thirteenth District—South side of Delancey street from East river to Pitt street; east side of Pitt street, Grand street, south side of Grand street to Norfolk street, east side of Norfolk street to Division street, south side of Division street to Catharine street, east side of Catharine street to East river. Clerk's office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Leon Sanders, Justice. James J. Devlin, Clerk.

Court-room, No. 254 Madison street.

Fourteenth District—The Fourteenth District embraces that portion of the Borough of Manhattan bounded as follows: Beginning at West Fortieth street and Eighth avenue, north on Eighth avenue to West Fifty-third street; east on West Fifty-third street to Seventh avenue; north on Seventh avenue to West Fifty-ninth street to Eighth avenue; north on Eighth avenue and west on Central Park West to the Transverse road at Central Park West and West Ninety-seventh street; east on Transverse road to Fifth avenue and East Ninety-seventh street; south on Fifth avenue to East Ninety-sixth street; east on Ninety-sixth street to Lexington avenue; south on Lexington avenue to East Sixty-fifth street; west on East Sixty-fifth street to Park avenue; south on Park avenue to East Sixty-first street; east on East Sixty-first street to Lexington avenue; south on Lexington avenue to East Fortieth street; west on East and West Fortieth streets to the point of beginning at West Fortieth street and Eighth avenue.

Edgar J. Lauer, Justice. William J. Chamberlain, Clerk.

Court-house No. 500 Madison avenue.

BOROUGH OF THE BRONX.

First District—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by Chapter 234 of the Laws of 1895, comprising all of the late Town of Westchester and part of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williamsbridge. Court-room, Town Hall, Main street, Westchester Village. Court open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Trial of causes on Tuesday and Friday of each week.

William W. 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 234 of the Laws of 1895. Court-room, southeast corner of Washington avenue and One Hundred and Sixty-second street. Office hours from 9 a. m. to 4 p. m. Court opens at 9 a. m.

John M. Tierney, Justice. Thomas A. Maher, Clerk.

BOROUGH OF BROOKLYN.

First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards and that portion of the Eleventh Ward beginning at the intersection of the centre lines of Hudson and Myrtle avenues, thence along the centre line of Myrtle avenue to North Portland avenue, thence along the centre line of North Portland avenue to Flushing avenue, thence along the centre line of Flushing avenue to Navy street, thence along the centre line of Navy street to Johnson street, thence along the centre line of Johnson street to Hudson avenue, and thence along the centre line of Hudson avenue to the point of beginning, of the Borough of Brooklyn. Court-house, northwest corner State and Court streets.

John J. Walsh, Justice. Edward Moran, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Seventh Ward and that portion of the Twenty-first and Twenty-third Wards west of the centre line of Stuyvesant avenue and the centre line of Schenectady avenue, also that portion of the Twentieth Ward beginning at the intersection of the centre lines of North Portland and Myrtle avenues, thence along the centre line of Myrtle avenue to Waverly avenue, thence along the centre line of Waverly avenue to Park avenue, thence along the centre line of Park avenue to Washington avenue, thence along the centre line of Washington avenue to Flushing avenue, thence along the centre line of Flushing avenue to North Portland avenue, and thence along the centre line of North Portland avenue to the point of beginning.

Court-room, No. 495 Gates avenue.

Gerard B. Van Wart, Justice. Franklin B. Van Wart, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Third District—Embraces the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards, and that portion of the Twenty-seventh Ward lying northwest of the centre line of Starr street between the boundary line of Queens County and the centre line of Central avenue, and northwest of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Willowby avenue, between the centre lines of Bushwick avenue and Broadway. Court-house, Nos. 127 & 128 Lee avenue, Brooklyn.

Philip D. Meagher, Justice. John W. Carpenter, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Court opens at 9 a. m.

Fourth District—Embraces the Twenty-fourth and Twenty-fifth Wards, that portion of the Twenty-first and Twenty-third Wards lying east of the centre line of Stuyvesant avenue and east of the centre line of Schenectady avenue, and that portion of the Twenty-seventh Ward lying southeast of the centre line of Starr street between the boundary line of Queens and the centre line of Central avenue, and southeast of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and southeast of the centre line of Willowby avenue between the centre lines of Bushwick avenue and Broadway.

Court-room, No. 12 Howard avenue.

Thomas H. Williams, Justice. G. J. Wiederhold, Clerk.

Milton L. Williams, Assistant Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Fifth District—Contains the Eighth, Thirtieth and Thirty-first Wards, and so much of the Twenty-second Ward as lies south of Prospect avenue. Court-house, northwest corner of Fifty-third street and Third avenue.

Cornelius 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 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. Baylis. Charles P. Bible, Clerk.

Court-house No. 85 Fulton street.

Seventh District—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.

Alexander S. Rosenthal, Justice. Samuel F. Brothman, Clerk.

Court-house, corner Pennsylvania avenue and Fulton street (No. 31 Pennsylvania Avenue).

Clerk's Office open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Trial days Tuesdays, Wednesdays, Thursdays and Fridays.

Jury Days: Wednesdays and Thursdays.

BOROUGH OF QUEENS.

First District—First Ward (all of Long Island City formerly composing five wards). Court-room, St. Mary's Lyceum, Nos. 115 and 117 Fifth street, Long Island City.

Clerk's Office open from 9 a. m. to 4 p. m. each day, excepting Saturdays, closing at 12 m. Trial days Mondays, Wednesdays and Fridays. All other business transacted on Tuesdays and Thursdays.

Thomas C. Kadon, Justice. Thomas F. Kennedy, Clerk.

Second District—Second and Third Wards, which includes the territory of the late Towns of Newtown and Flushing. Court-room, in Court-house of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. Address, Elmhurst, New York.

William Rasquin, Jr., Justice. John E. Prande-ville, Clerk. William Repper, Assistant Clerk. James B. Snediker, Stenographer.

Clerk's Office open from 9 a. m. to 4 p. m.

Third District—Fourth and Fifth Wards, comprising the territory of the former Towns and Villages of Jamaica, Far Rockaway and Rockaway Beach.

James F. McLaughlin, Justice. George W. Damon, Clerk.

Court-house, Town Hall, Jamaica.

Telephone, 169 Jamaica.

Clerk's Office open from 9 a. m. to 4 p. m.

Court held on Mondays, Wednesdays and Fridays 9 a. m.

BOROUGH OF RICHMOND.

First District—First and Third Wards (Towns of Castleton and Northfield). Court-room, former Village Hall, Lafayette avenue and Second street, New Brighton.

Thomas C. Brown, Justice. Anning S. Prall, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Stapleton.

George W. Stake, Justice. Peter Tiernan, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Court opens at 9 a. m. Calendar called at 9 a. m. Court continued until close of business. Trial days Mondays, Wednesdays and Fridays.

OFFICIAL BOROUGH PAPERS.

BOROUGH OF THE BRONX.

"North Side News," "Harlem Reporter and Bronx Chronicle," "Bronx Sentinel."

BOROUGH OF RICHMOND.

"Staten Islander," "Staten Island Star."

BOROUGH OF QUEENS.

"Long Island Star" (First and Second Wards), "Flushing Evening Journal" (Third Ward), "Long Island Farmer" (Fourth Ward), "Rockaway News" (Fifth Ward).

BOROUGH OF BROOKLYN.

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard-Union," "Brooklyn Free Press."

BOROUGH OF MANHATTAN.

"Democracy," "Tannman Times" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).

Designated by Board of City Record June 19, 1906.

Amended June 20, 1906.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF Chapter 537 of the Laws of 1893 and the Acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said Acts will be held at the office of the Commission, Room 138, No. 210 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays and Fridays of each week, at 2 o'clock p. m., until further notice.

Dated New York City, November 20, 1906.

WILLIAM E. STILLINGS, GEORGE C. NORTON, OSCAR S. BAILEY, Commissioners.

LAMONT McLOUGHLIN, Clerk.

DEPARTMENT OF STREET CLEANING.

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, 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

MONDAY, FEBRUARY 15, 1907

Boroughs of Manhattan, The Bronx and Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING COAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1907.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per ton or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each class and awards made to the lowest bidder on each class.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

M. CRAVEN, Commissioner of Street Cleaning.

Dated February 4, 1907.

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

FRIDAY, FEBRUARY 15, 1907

Boroughs of Manhattan, The Bronx and Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING PURE MANILA ROPE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1907.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

Bids will be accepted and considered only from actual manufacturers of the rope described in the specification.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for the whole class and awards made to the lowest bidder on the whole class.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

M. CRAVEN, Commissioner of Street Cleaning.

Dated February 2, 1907.

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

FRIDAY, FEBRUARY 15, 1907

Boroughs of Manhattan and The Bronx.

CONTRACT FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR SHOEING THE HORSES OF THE DEPARTMENT OF STREET CLEANING (ESTIMATED, FOR THE PURPOSE OF BIDDING, AT 225 DRAUGHT HORSES AND 30 DRIVING HORSES).

The time for the completion of the work and the full performance of the contract is by or before January 1, 1908.

The amount of security required is Five Thousand Dollars.

The award of the contract will be determined by the lowest rate per month for the total number of draught horses and driving horses, as above estimated for the purpose of bids on this contract, at the said prices.

The contract will be let to the lowest bidder therefore, unless the Commissioner of Street Cleaning shall deem it for the public interests to reject all the bids.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park Row.

M. CRAVEN, Commissioner of Street Cleaning.

Dated February 2, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, NOS. 13 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

THURSDAY, FEBRUARY 14, 1907,

Boroughs of Manhattan, The Bronx and Brooklyn.

CONTRACT NO. 1. FOR FURNISHING AND DELIVERING HARDWARE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1907.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

CONTRACT NO. 2. FOR FURNISHING AND DELIVERING WHEELWRIGHTS' SUPPLIES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1907.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

Cleaning, the Borough of Manhattan, New York, to 21 Park row.

M. CRAVEN,

Commissioner of Street Cleaning.

Dated February 1, 1907. 12,14  
See General Instructions to Bidders on the last page, last column, of the "City Record."

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13 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

MONDAY, FEBRUARY 25, 1907  
Borough of Brooklyn.

CONTRACT FOR THE FINAL DISPOSITION OF GARBAGE.

The period for the performance of this contract will be for five (5) years, beginning the first day of September, 1907.

The amount of the security required is One Hundred Thousand Dollars.

A special deposit of Twenty Thousand Dollars (\$20,000) in money will be required to be made with the Comptroller of the City of New York, on or before the signing, sealing and delivery of the contract. Fifteen Thousand Dollars (\$15,000) of this amount, or the unexpended portion thereof, to be returned to the contractor at the end of one year and Five Thousand Dollars (\$5,000) of the said amount to remain on deposit with the said Comptroller, without interest, until the completion of the contract, or the termination thereof.

Each bid must be accompanied by a certified check on a solvent banking corporation in The City of New York, payable to the order of the Comptroller of the City of New York, for five per centum of the amount for which the work bid for is proposed in any one year to be performed. Such check should be enclosed in the sealed envelope containing the bid or proposal.

The compensation to be paid to the contractor must be stated at the price per annum for each of the five years of the period of the contract, and these prices must be written out in full and must be given also in figures.

From the bids or proposals so received, the Commissioner of Street Cleaning may select the bid, the acceptance of which will, in his judgment, best secure the efficient performance of the work, or he may reject any or all of said bids.

The tonnage of garbage collected and delivered at the garbage dumps during the past six years was as follows:

Year.	Tons.	Year.	Tons.
1901	75,450	1902	75,420
1903	75,630	1904	79,040
1905.		1906.	
January	5,446	January	6,087
February	4,933	February	5,274
March	5,644	March	5,279
April	6,096	April	5,772
May	8,203	May	7,818
June	8,844	June	8,421
July	9,350	July	9,494
August	10,002	August	11,481
September	9,687	September	9,426
October	8,236	October	8,302
November	6,538	November	6,075
December	5,770	December	6,236

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

M. CRAVEN,

Commissioner of Street Cleaning.

Dated January 24, 1907. 12,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13-21 PARK ROW, 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

MONDAY, FEBRUARY 4, 1907,  
Boroughs of Manhattan, The Bronx and Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING LUMBER.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 20, 1907.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item of article contained in the specifications or schedules herein contained or hereto annexed, per thousand feet, board measure, or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each class and awards made to the lowest bidder on each class.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13-21 Park row.

M. CRAVEN,

Commissioner of Street Cleaning.

Dated January 22, 1907. 12,14

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF STREET CLEANING, NEW YORK, October 25, 1906.

#### PUBLIC NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN that written applications for non-competitive examinations for the following positions on the steam dumps "Cinderella," "Aschenbroedel" and "Cenerentola," in accordance with the rules of the Municipal Civil Service Commission, will be received at the main office of the Department of Street Cleaning, on the fourth floor at Nos. 13 to 21 Park row, Room 1416, on Wednesdays of each week at 2 o'clock p. m., beginning

WEDNESDAY, OCTOBER 24, 1906.

- 1 Masters.
- 2 Maids.
- 4 Marine Engineers.
- 12 Deckhands.
- 12 Firemen.

M. CRAVEN,  
Commissioner.

#### ASHES, ETC., FOR FILLING IN LANDS.

PERSONS HAVING LANDS OR PLACES in the vicinity of New York Bay to fill in can procure material for that purpose—ashes, street sweepings, etc., collected by the Department of Street Cleaning—free of charge by applying to the Commissioner of Street Cleaning, Nos. 13 to 21 Park row, Borough of Manhattan.

MACDONOUGH CRAVEN,  
Commissioner of Street Cleaning.

#### DEPARTMENT OF DOCKS AND FERRIES.

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m., on

FRIDAY, FEBRUARY 15, 1907  
Borough of Manhattan.

CONTRACT NO. 1047.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ABOUT 20,000 TONS OF ANTHRACITE COAL.

The time for the completion of the work and the full performance of the contract is on or before the expiration of ninety calendar days.

The amount of security required is Twenty-five Thousand Two Hundred Dollars.

The bidder will state a price per ton, contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested, as the bids will be read and award made to the lowest bidder per ton.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

J. A. BENSEL,

Commissioner of Docks.

Dated January 31, 1907. 12,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m., on

FRIDAY, FEBRUARY 15, 1907  
Borough of Manhattan.

CONTRACT NO. 1039.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ABOUT 3,000 CUBIC YARDS OF SAND, CLASS I, AND ABOUT 7,500 CUBIC YARDS OF BROKEN STONE, CLASS II.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 180 calendar days.

The amount of security required shall be:

For Class I, Eight Hundred Dollars.

For Class II, Seven Thousand Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per hundred, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested, as the bids will be read for each class and award made to the lowest bidder on each class per cubic yard.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

J. A. BENSEL,

Commissioner of Docks.

Dated January 31, 1907. 12,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m., on

MONDAY, FEBRUARY 11, 1907,  
Borough of Manhattan.

CONTRACT NO. 1046.

FOR FURNISHING ALL LABOR AND MATERIALS REQUIRED FOR THE EXCAVATION AND REMOVAL OF ROCK OVER THE SITE OF A PROPOSED BULKHEAD WALL, AND OUTSHORE FROM SAME, BETWEEN EAST SIXTY-FIFTH AND EAST SEVENTY-FOURTH STREETS, EAST RIVER, BOROUGH OF MANHATTAN.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 365 calendar days.

The amount of security required is Forty-seven Thousand Dollars.

The bidder will state a price per cubic yard contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested, as the bids will be read and award made to the lowest bidder.

Work will be required to be done at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

J. A. BENSEL,

Commissioner of Docks.

Dated January 28, 1907. 12,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m., on

FRIDAY, FEBRUARY 8, 1907,  
Borough of Manhattan.

CONTRACT NO. 1045—FOR FURNISHING ALL THE LABOR AND MATERIALS RE-

QUIRED FOR FURNISHING AND DELIVERING ABOUT 131,000 POUNDS OF MANILA ROPE.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 180 calendar days.

The amount of security required is Six Thousand Five Hundred and Sixty Dollars.

The bidder will state a price per pound contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested, as the bids will be read and award made to the lowest bidder.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

J. A. BENSEL,

Commissioner of Docks.

Dated January 17, 1907. 12,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m., on

FRIDAY, FEBRUARY 8, 1907,  
Borough of Manhattan.

CONTRACT NO. 1050—FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ABOUT 3,000 TONS OF ANTHRACITE COAL.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 180 calendar days.

The amount of security required is Four Thousand Eight Hundred Dollars.

The bidder shall state a price per ton by which the bids will be tested, 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 and further information may be obtained at the office of the said Department.

J. A. BENSEL,

Commissioner of Docks.

Dated January 23, 1907. 12,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," NORTH RIVER, NEW YORK, March 31, 1904.

THE COMMISSIONER HAS FIXED THE amounts of bonds required on contracts awarded by this Department, as follows:

On all contracts for supplies, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is not over \$200,000, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$200,000, but not over \$1,000,000, 25 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$1,000,000, 20 per cent. of the estimated cost.

JOSEPH W. SAVAGE,

Secretary.

#### 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, FEBRUARY 18, 1907.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWER AND APPURTENANCES IN ONE HUNDRED AND TWENTY-FIFTH STREET, BETWEEN BROADWAY AND CLAREMONT AVENUE.

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:

161 linear feet of salt-glazed vitrified sewer pipe sewer of 15 inches interior diameter.

15 cubic yards of rock to be excavated and removed.

10,000 feet (B. M.) of timber and planking for bracing and sheet piling.

500 feet (B. M.) of timber and planking for foundation.

The time allowed to complete the whole work is sixty (60) working days.

The amount of the security required is Eight Hundred Dollars (\$800).

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 may be had and the plans and drawings may be seen at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Sewers, Borough of Manhattan.

JOHN F. AHEARN,

Borough President.

The City of New York, February 5, 1907. 12,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE COMMISSIONER OF PUBLIC WORKS, BUREAU OF INCURANCES, ROOM 1710, NOS. 13 TO 21 PARK ROW, THE CITY OF NEW YORK, February 1, 1907.

NOTICE OF SALE AT PUBLIC AUCTION.

ON MONDAY, FEBRUARY 18, 1907,

the President of the Borough of Manhattan will sell at public auction at 10 a. m., through Jos. P. Day, auctioneer, the following unclaimed articles:

Stands, booths, signs, abandoned household furniture, office furniture, planks, lumber, barrels of cement and lime, push carts, safes, fixtures, iron pipe, stove fixtures, carts, trucks, building material, etc.

The sale to commence at the corporation yard, No. 409 West One Hundred and Twenty-third street; thence to West Fifty-sixth street, between Eleventh and Twelfth avenues; thence to foot of Rivington street.

12,18

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, FEBRUARY 11, 1907.

No. 1. FOR REGULATING AND REPAVING WITH ASPHALT BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF CITY HALL PLACE, FROM DUANE STREET TO PEARL STREET.

Engineer's estimate of amount of work to be done:

950 square yards of asphalt block pavement.

155 cubic yards of concrete, including mortar bed.

590 linear feet of new bluestone curbstone, furnished and set.

30 linear feet of old bluestone curbstone, redressed, rejointed and reset.

3 noiseless covers, complete, for sewer manholes, furnished and set.

2 noiseless covers, complete, for water manholes, furnished and set.

Time allowed for doing and completing above work is 20 working days.

Amount of security required is One Thousand Dollars.

No. 2. FOR REGULATING AND REPAVING WITH ASPHALT BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF WASHINGTON STREET, FROM MORTON STREET TO CHRISTOPHER STREET.

Engineer's estimate of amount of work to be done:

2,090 square yards of asphalt block pavement.

300 cubic yards of concrete, including mortar bed.

770 linear feet of new bluestone curbstone, furnished and set.

30 linear feet of old bluestone curbstone, redressed, rejointed and reset.

7 noiseless covers, complete, for sewer manholes, furnished and set.

2 noiseless covers, complete, for water manholes, furnished and set.

Time allowed for doing and completing above work is 25 working days.

Amount of security required is Two Thousand Dollars.

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 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 may be had and the plans and drawings may be seen at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Highways, Borough of Manhattan.

JOHN F. AHEARN,

Borough President.

The City of New York, January 29, 1907. 12,13

See General Instructions to Bidders on the last page, last column, of the "City Record."

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, FEBRUARY 11, 1907.

No. 1. FOR REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF BOWLING GREEN, FROM WHITEHALL STREET TO STATE STREET.

Engineer's estimate of amount of work to be done:

1,200 square yards of wood block pavement.

150 cubic yards of concrete, including mortar bed.

1 noiseless cover, complete, for sewer manhole, furnished and set.

1,200 square yards old stone blocks, to be purchased and removed by contractor.

Time allowed for doing and completing above work is 20 working days.

Amount of security required is One Thousand Dollars.

No. 2. FOR REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF STATE STREET, FROM BOWLING GREEN TO WHITEHALL STREET.

Engineer's estimate of amount of work to be done:

6,400 square yards of wood block pavement.

880 cubic yards of concrete

11,200 square yards old stone blocks, to be purchased and removed by contractor.  
Time allowed for doing and completing above work is 75 working days.

Amount of security required is Nine Thousand Dollars.

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 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 may be had and the plans and drawings may be seen at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Highways, Borough of Manhattan.

JOHN F. AHEARN,  
Borough President,  
The City of New York, January 29, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

## ARMORY COMMISSIONERS.

ARMORY BOARD, HALL OF RECORDS, CHAMBERS AND CENTRE STREETS.

SEALED BIDS OR ESTIMATES WILL BE received at the office of the Mayor, Chairman of the Armory Board, in The City of New York, until 2 p. m.,

THURSDAY, FEBRUARY 14, 1907.

Article 1. FOR LIGHTING AND IMPROVEMENTS TO THE ARMORY OF THE FOURTEENTH REGIMENT, INFANTRY, N. G. N. Y., FIFTEENTH STREET AND EIGHTH AVENUE, BOROUGH OF BROOKLYN.

Security required, Five Thousand Dollars.  
Deposit to be made with the bid, Two Hundred and Fifty Dollars.

Time allowed for doing the work, seventy (70) working days.

Articles 2 and 3. FOR FURNITURE AND EQUIPMENT TO THE ARMORY OF THE SIXTY-NINTH REGIMENT, INFANTRY, N. G. N. Y., TWENTY-SIXTH STREET AND LEXINGTON AVENUE, IN THE BOROUGH OF MANHATTAN.

Article 2.  
Security required, One Thousand Five Hundred Dollars.  
Deposit to be made with the bid, Seventy-five Dollars.

Time allowed for doing the work, sixty (60) working days.

Article 3.  
Security required, Five Thousand Dollars.  
Deposit to be made with the bid, Two Hundred and Fifty Dollars.

Time allowed for doing the work, ninety (90) working days.

The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Armory Board, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application at the office of the Armory Board, Room 6, New Hall of Records (basement), Borough of Manhattan.

For Article 1 plans and specifications may be examined at the office of the Architects, Messrs. Robinson & Knust, No. 164 Fifth avenue, Manhattan.

For Articles 2 and 3 plans and specifications may be examined at the office of the Architects, Messrs. Hunt & Hunt, No. 28 East Twenty-first street, Manhattan.

THE ARMORY BOARD,  
GEORGE B. McLELLAN, Mayor;

PATRICK MCGOWAN, President of the Board of Aldermen;

JAMES McLEER, Brigadier-General, Commanding Second Brigade;

GEORGE MOORE SMITH, Brigadier-General, Commanding First Brigade;

LAWSON PURDY, President of the Department of Taxes and Assessments.

The City of New York, January 31, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

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.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

FRIDAY, FEBRUARY 15, 1907.

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING PIPE, PIPE FITTINGS, VALVES, BOILER TUBES, ETC.

The time for the delivery of the articles, materials and supplies and the performance of the contract will be one hundred and fifty (150) calendar days.

The amount of security will be fifty per cent. (50%) of the amount of the bid or estimate.

Bids will be received on any or all classes, but in bidding on any particular class the bidder must state a price for each and every item in that class, per linear foot, or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each class.

The bids will be compared and awards made to the lowest bidder on each class.

All goods must be delivered as directed. The weight, measure, etc., will be allowed as received at points of delivery.

Delivery will be required to be made from time to time and in such quantities and places as may be directed by the Commissioner, or by the Deputy Commissioner for the Borough of Brooklyn.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13 to 21 Park row, and at Room 25, Municipal Building, Borough of Brooklyn.

JOHN H. O'BRIEN, Commissioner.

Dated January 31, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, FEBRUARY 13, 1907.

Borough of Queens.

FOR HAULING, DELIVERING AND LAYING WATER MAINS IN NORTH VERMONT STREET, CROSBY AVENUE, MILLER AVENUE AND MILLER PLACE, STREETS ADJACENT TO HIGHLAND PARK, BOROUGH OF QUEENS, N. Y.

The time allowed for doing and completing the work will be thirty working days.

The security required will be One Thousand Dollars (\$1,000).

Bidders must state the price of each article in the class for which they bid, per pound, gallon, dozen, gross, etc., by which the bids will be tested. The bids will be compared and the contract awarded at a lump sum for all the work, articles, materials or supplies specified and contained in the annexed specification and schedules.

Delivery will be required to be made from time to time and in such quantities and places as may be directed by the Engineer.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, and any further information may be obtained upon application therefor at the office of the Chief Engineer, Room 1531.

JOHN H. O'BRIEN, Commissioner of Water Supply, Gas and Electricity.

The City of New York, January 29, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, FEBRUARY 6, 1907.

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING CORPORATION COCKS.

The time for delivery of the articles, materials and supplies and the performance of the contract is October 31, 1907.

The amount of security shall be Two Thousand Dollars (\$2,000).

FOR FURNISHING, DELIVERING AND LAYING WATER MAINS AND REMOVING EXISTING WATER MAINS IN FLUSHING, FRANKLIN, HARRISON, MARCY, METROPOLITAN, MYRTLE, NOSTRAND AND PARK AVENUES, AND IN HARRISON, HOOPER, LEONARD, RODNEY, ROELING, SKILLMAN AND WALWORTH STREETS, BOROUGH OF BROOKLYN.

The time allowed for doing and completing the work will be Two Hundred (200) Working Days.

The security required will be One Hundred Thousand Dollars (\$100,000).

FOR FURNISHING AND DELIVERING NORTH RIVER BRICK, AMERICAN PORTLAND CEMENT, FIRE BRICK AND FIRE CLAY.

The time for delivery of the articles, materials and supplies and the performance of the contract is ninety (90) calendar days.

The amount of security shall be Eight Hundred Dollars (\$800).

FOR FURNISHING AND DELIVERING IRON CASTINGS.

The time for delivery of the articles, materials and supplies and the performance of the contract is until December 31, 1907.

The amount of security shall be Five Hundred Dollars (\$500).

FOR FURNISHING AND DELIVERING CHEMICALS, ETC., FOR LABORATORY.

The time for delivery of the articles, materials and supplies and the performance of the contract is ninety (90) calendar days.

The amount of security shall be Six Hundred Dollars (\$600).

FOR FURNISHING AND DELIVERING SODA ASH AND COPPER SULPHATE.

The time for delivery of the articles, materials and supplies and the performance of the contract is until December 31, 1907.

The amount of security shall be One Thousand Five Hundred Dollars (\$1,500).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

The bids will be compared and each contract awarded at a lump sum for all the work, 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.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13 to 21 Park row, and at Room 25, Municipal Building, Borough of Brooklyn.

JOHN H. O'BRIEN, Commissioner.

Dated January 23, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, FEBRUARY 6, 1907.

Boroughs of Manhattan and The Bronx.

No. 1. FOR FURNISHING AND DELIVERING MECHANICAL AND CONTRACTORS' TOOLS, HARDWARE, MISCELLANEOUS SUPPLIES, COAL, COKE, CORD WOOD.

The time allowed for the delivery of the supplies and the performance of the contract will be until the 31st day of December, 1907.

The amount of security shall be fifty per cent. of the amount of the bid or estimate.

Class 1. Cement, clay, sand and brick.  
Class 2. Cold chisels, etc.  
Class 3. Plumbers' supplies.  
Class 4. Miscellaneous supplies.  
Class 5. Coal, coke and cord wood.

No. 2. FOR FURNISHING AND DELIVERING CAST IRON WATER PIPE, BRANCH PIPE AND SPECIAL CASTINGS.

The time allowed for the delivery of the articles, materials and supplies and the performance of the contract will be one hundred and fifty (150) calendar days.

The amount of security shall be fifty per cent. of the amount of the bid or estimate.

Where items of a particular manufacture or make are named it must be understood that such names are adopted as a standard. Any item equal in make may be furnished if accepted.

For particulars as to the quantity and quality of the supplies or the nature and extent of the work required or of the materials to be furnished, bidders are referred to the specifications and lists of materials, supplies and apparatus to be furnished, and to the samples at the office of the Department.

The Commissioner reserves the right to reject all bids or estimates if he deems it to be for the interest of the City so to do.

Bidders must state the price of each article in the class for which they bid, per pound, gallon, dozen, gross, etc., by which the bids will be tested. All prices are to include containers, and to be "net," without discounts or conditions.

The bids will be compared and contracts awarded to the lowest bidder on each class in No. 1 and to the lowest bidder on each item in No. 2. All bids will be held to be informal which fail to name a price for every item in the class for which the bid is made.

All goods must be delivered as directed. The weight, measure, etc., will be allowed as received at points of delivery.

Delivery will be required to be made from time to time and in such quantities and places as may be directed by the Engineer.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, and any further information may be obtained upon application therefor at the office of the Chief Engineer, Room 1531.

JOHN H. O'BRIEN, Commissioner of Water Supply, Gas and Electricity.

The City of New York, January 22, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

## DEPARTMENT OF PARKS.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, FEBRUARY 21, 1907.

Borough of The Bronx.

FOR FURNISHING AND DELIVERING HARDWARE (No. 1, 1907), FOR PARKS, BOROUGH OF THE BRONX.

The time for delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days.

The amount of security required is Eight Hundred Dollars (\$800).

FOR FURNISHING AND DELIVERING PAINTS AND OILS (No. 1, 1907), FOR PARKS, BOROUGH OF THE BRONX.

The time for the delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days.

The amount of security required is Five Hundred Dollars (\$500).

FOR FURNISHING AND DELIVERING TIMBER, MILL WORK (No. 1, 1907), FOR PARKS, BOROUGH OF THE BRONX.

The time for delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days.

The amount of security required is Five Hundred Dollars (\$500).

FOR FURNISHING AND DELIVERING TIMBER, MILL WORK (No. 2, 1907), FOR PARKS, BOROUGH OF THE BRONX.

The time for the delivery of the articles, materials and supplies and the performance of the contract is before July 1, 1907.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Zhrowski Mansion, Claremont Park, Borough of The Bronx.

MOSES HERRMAN, President;

JOSEPH I. BERRY, Commissioner of Parks.

Dated February 4, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, FEBRUARY 21, 1907.

Borough of Brooklyn.

No. 1. FOR FURNISHING AND DELIVERING WHEELWRIGHT'S SUPPLIES.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Seven Hundred and Fifty Dollars.

No. 2. FOR FURNISHING AND DELIVERING PLUMBING SUPPLIES.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Fifteen Hundred Dollars.

The contracts must be bid for separately. The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

MOSES HERRMAN, President;

JOSEPH I. BERRY, Commissioner of Parks.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, FEBRUARY 21, 1907.

Boroughs of Brooklyn and Queens.

No. 1. FOR FURNISHING AND DELIVERING FLOWER POTS, FERN PANS, ETC., AT FOREST AND PROSPECT PARK GREENHOUSES.

The time for delivery will be, as required, before December 31, 1907.

The amount of security required is Five Hundred Dollars.

No. 2. FOR FURNISHING AND DELIVERING GRASS SEED AT PROSPECT PARK.

The time for the delivery will be within thirty (30) consecutive working days.

The amount of security required is One Thousand Dollars.

The contracts must be bid for separately. The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

MOSES HERRMAN, President;

JOSEPH I. BERRY, Commissioner of Parks.

Dated February 7, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, FEBRUARY 7, 1907.

Borough of Brooklyn.

No. 1. FOR FURNISHING AND DELIVERING RUBBER GOODS.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Seven Hundred and Fifty Dollars.

No. 2. FOR FURNISHING AND DELIVERING BLACKSMITH'S SUPPLIES.

The time for delivery will be, as required, before December 31, 1907.

The amount of security required is Fifteen Hundred Dollars.

No. 3. FOR FURNISHING AND DELIVERING PAINTERS' SUPPLIES.

The time for delivery will be, as required, before December 31, 1907.

The amount of security required is One Thousand Dollars.

No. 4. FOR FURNISHING AND DELIVERING OILS, ETC.

The time for delivery will be, as required, before December 31, 1907.

The amount of security required is One Thousand Dollars.

The contracts must be bid for separately. The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

MOSES HERRMAN, President;

JOSEPH I. BERRY, Commissioner of Parks.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, FEBRUARY 7, 1907.

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING HORAGE.

The time for delivery will be, as required, before December 31, 1907.

The amount of security required is Three Thousand Dollars.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

MOSES HERRMAN, President;

JOSEPH I. BERRY, Commissioner of Parks.

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.

THE COMMISSIONER OF BRIDGES WILL sell at public auction, at the Brooklyn Bridge shops and yard, Borough of Brooklyn, on

THURSDAY, FEBRUARY 21, 1907,

Item 3. A lot of old roadway plank, at a lump sum price bid for the lot.

#### TERMS OF SALE.

The whole of the purchase price bid and the auctioneer's fees shall be paid by the successful bidder in cash or bankable funds on or before delivery of the material, and the purchaser must remove from the yard within twenty days from the date of the sale all of the materials purchased.

To secure the removal as above specified, the purchaser thereof shall be required to make, at time of sale, a cash deposit of \$100 for Item 1, \$50 for Item 2 and \$50 for Item 3.

The Commissioner of Bridges reserves the right to resell any of the material not removed by the purchaser within the twenty days specified.

Full information may be obtained upon application to the Engineers' Office, Brooklyn Bridge, No. 170 Washington street, Brooklyn.

J. W. STEVENSON,  
Commissioner of Bridges.

SAM VORSEMER,  
Auctioneer.

j24,f21

### DEPARTMENT OF TAXES AND ASSESSMENTS.

THE CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS, MAIN OFFICE, BOROUGH OF MANHATTAN, HALL OF RECORDS, JANUARY 12, 1907.

**NOTICE IS HEREBY GIVEN, AS REQUIRED BY THE GREATER NEW YORK CHARTER,** that the books called "The Annual Record of the Assessed Valuation of Real and Personal Estate of the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond, comprising The City of New York," will be open for public inspection, examination and correction on the second Monday of January, and will remain open up to and including the 31st day of March, 1907.

During the time that the books are open to public inspection application may be made by any person or corporation claiming to be aggrieved by the assessed valuation of real or personal estate to have the same corrected.

In the Borough of Manhattan, at the main office of the Department of Taxes and Assessments, Hall of Records, No. 31 Chambers street.

In the Borough of The Bronx, at the office of the Department, Municipal Building, One Hundred and Seventy-seventh street and Third avenue.

In the Borough of Brooklyn, at the office of the Department, Municipal Building.

In the Borough of Queens, at the office of the Department, Hackett Building, Jackson avenue and Fifth street, Long Island City.

In the Borough of Richmond, at the office of the Department, Masonic Building, Bay street, Stapleton, S. I.

Corporations in all the boroughs must make application only at the main office in the Borough of Manhattan.

Applications in relation to the assessed valuation of personal estate must be made by the person assessed at the office of the Department in the borough where such person resides, and in case of a non-resident carrying on business in the City of New York at the office of the Department in the borough where such place of business is located, between the hours of 10 a. m. and 2 p. m., except on Saturday, when applications must be made between 10 a. m. and 12 noon.

LAWSON PURDY,

President;

FRANK RAYMOND,

NICHOLAS MULLER,

CHARLES PUTZEL,

JAMES H. TULLY,

THOS. L. HAMILTON,

Commissioners of Taxes and Assessments.

j12,m31

### BOROUGH OF BROOKLYN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE PRESIDENT OF THE BOROUGH OF BROOKLYN AT THE ABOVE OFFICE UNTIL 11 O'CLOCK A. M. ON**

**WEDNESDAY, FEBRUARY 6, 1907.**

No. 1. FOR FURNISHING AND DELIVERING 300 TONS OF REFINED ASPHALT. Time for the delivery of the material and the full performance of the contract is on or before November 1, 1907.

The amount of security required is Six Thousand Dollars.

No. 2. FOR FURNISHING AND DELIVERING 37,500 GALLONS OF FLUX OR RESIDUUM OIL.

Time for the delivery of the material and the full performance of the contract is on or before November 1, 1907.

The amount of security required is Six Hundred Dollars.

No. 3. FOR FURNISHING AND DELIVERING 1,200 CUBIC YARDS OF BROKEN TRAP ROCK OR LIMESTONE.

Time for the delivery of the materials and the full performance of the contract is on or before November 1, 1907.

The amount of security required is Eight Hundred Dollars.

No. 4. FOR FURNISHING AND DELIVERING 1,200 TONS OF STONE DUST.

Time for the delivery of the materials and the full performance of the contract is on or before November 1, 1907.

The amount of security required is Twelve Hundred Dollars.

No. 5. FOR FURNISHING AND DELIVERING 6,000 CUBIC YARDS OF SAND AT THE YARD OF THE BUREAU OF HIGHWAYS ON THE NORTH SIDE OF THE SEVENTH STREET BASIN OF THE GOWANUS CANAL.

Time for the delivery of the materials and the full performance of the contract is on or before November 1, 1907.

The amount of security required is Fifteen Hundred Dollars.

No. 6. FOR FURNISHING AND DELIVERING 2,500 CUBIC YARDS OF SAND, 1,500 OF WHICH IS TO BE DELIVERED AT THE YARD OF THE BUREAU OF HIGHWAYS ON NORTH EIGHTH STREET, NEAR UNION AVENUE, AND 1,000 AT THE YARD ON HOPKINSON AVENUE, NEAR MARION STREET.

Time for the delivery of the materials and the full performance of the contract is on or before November 1, 1907.

The amount of security required is Eight Hundred Dollars.

No. 7. FOR FURNISHING AND DELIVERING 3,000 CUBIC YARDS OF SAND AT THE YARD OF THE BUREAU OF HIGHWAYS AT WALLABOUT MARKET.

Time for the delivery of the materials and the full performance of the contract is on or before December 31, 1907.

The amount of security required is One Thousand Dollars.

No. 8. FOR FURNISHING AND DELIVERING 1,500 BARRELS OF PORTLAND CEMENT.

Time for the delivery of the materials and the full performance of the contract is on or before December 31, 1907.

The amount of security required is Seven Hundred and Fifty Dollars.

No. 9. FOR FURNISHING AND DELIVERING 12,000 LINEAR FEET OF BLUESTONE CURBSTONE.

Time for the delivery of the materials and the full performance of the contract is on or before September 1, 1907.

The amount of security required is Two Thousand Five Hundred Dollars.

No. 10. FOR FURNISHING AND DELIVERING 50,000 SQUARE FEET OF BLUESTONE FLAGSTONE.

Time for the delivery of the materials and the full performance of the contract is on or before October 1, 1907.

The amount of security required is Three Thousand Dollars.

No. 11. FOR FURNISHING AND DELIVERING 300,000 POUNDS OF PAVING FITCH.

Time for the delivery of the materials and the full performance of the contract is on or before December 31, 1907.

The amount of security required is One Thousand Dollars.

No. 12. FOR FURNISHING AND DELIVERING 300 CUBIC YARDS OF PAVING GRAVEL AND 250 CUBIC YARDS OF CEMENT SIDEWALK GRIT.

Time for the delivery of the materials and the full performance of the contract is on or before November 1, 1907.

The amount of security required is One Thousand Dollars.

No. 13. FOR FURNISHING AND DELIVERING 100 GROSS TONS OF THE BEST ANTHRACITE COAL, EGG SIZE.

Time for the delivery of the materials and the full performance of the contract is on or before September 1, 1907.

The amount of security required is Six Hundred Dollars.

No. 14. FOR FENCING VACANT LOTS IN VARIOUS PLACES AND ON VARIOUS STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

1,380 linear feet of fence.

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 Two Hundred Dollars.

No. 15. FOR FENCING VACANT LOTS IN VARIOUS PLACES AND ON VARIOUS STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

658 linear feet of fence.

Time for the completion of the work and the full performance of the contract is ten (10) working days.

The amount of security required is One Hundred Dollars.

No. 16. FOR FURNISHING AND DELIVERING FOUR STEAM ASPHALT ROLLERS.

Time for the delivery of the materials and the full performance of the contract is on or before May 15, 1907.

The amount of security required is Two Thousand Dollars.

No. 17. FOR FURNISHING AND DELIVERING TWELVE ASPHALT TRUCKS.

Time for the delivery of the materials and the full performance of the contract is on or before May 1, 1907.

The amount of security required is One Thousand Five Hundred Dollars.

No. 18. FOR FURNISHING AND DELIVERING ASPHALT TOOLS.

Time for the delivery of the materials and the full performance of the contract is on or before April 15, 1907.

The amount of security required is Five Hundred Dollars.

No. 19. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON ETNA STREET, FROM DRESDEN STREET TO HALE AVENUE, AND FROM NORWOOD AVENUE TO THE CITY LINE.

The Engineer's estimate of the quantities is as follows:

6,060 linear feet of new curbstone, to be set in concrete.

50 linear feet of old curbstone, to be reset.

3,709 cubic yards of earth excavation.

2,907 cubic yards of earth filling, not to be bid for.

300 cubic yards of concrete, not to be bid for.

22,882 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is forty-five (45) working days.

The amount of security required is Four Thousand Dollars.

No. 20. FOR CONSTRUCTING CEMENT SIDEWALKS ON BOTH SIDES OF FOURTH AVENUE, BETWEEN EIGHTY-SIXTH STREET AND SHORE ROAD.

The Engineer's estimate of the quantity is as follows:

27,750 square feet of cement concrete sidewalk.

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 One Thousand Five Hundred Dollars.

No. 21. FOR REGULATING, GRADING, CURBING, GUTTERING AND LAYING SIDEWALKS ON GRAVESEND AVENUE, FROM TWENTY-SECOND AVENUE TO SHELL ROAD.

The Engineer's estimate of the quantities is as follows:

4,804 square yards of brick gutters on a concrete foundation.

19,460 linear feet of new curbstone to be set in concrete.

16,441 cubic yards of earth excavation.

1,086 cubic yards of earth filling, to be furnished.

1,495 cubic yards of concrete, not to be bid for.

98,810 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is one hundred and twenty (120) working days.

The amount of security required is Twenty-five Thousand Dollars.

No. 22. FOR REGULATING, GRADING, CURBING, GUTTERING AND LAYING SIDEWALKS AND SIDEWALKS ON MAIN STREET (EIGHTY-FOURTH STREET), FROM EIGHTY-NINTH AVENUE TO FIFTEENTH AVENUE.

The Engineer's estimate of the quantities is as follows:

1,449 square yards of brick gutters on a concrete foundation.

4,810 linear feet of new curbstone to be set in concrete.

28 linear feet of old curbstone to be reset.

5,100 cubic yards of earth excavation.

13,000 cubic yards of earth filling, to be furnished.

395 cubic yards of concrete, not to be bid for.

11,680 square feet of cement sidewalk.

793 square feet of new bluestone bridging.

Time for the completion of the work and the full performance of the contract is seventy (70) working days.

The amount of security required is Five Thousand Dollars.

No. 23. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF SIXTY-FIRST STREET, FROM THIRD AVENUE TO FOURTH AVENUE.

The Engineer's estimate of the quantities is as follows:

2,400 square yards of asphalt pavement.

346 cubic yards of concrete.

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 One Thousand Seven Hundred Dollars.

No. 24. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF SIXTY-FIFTH STREET, FROM THIRD AVENUE TO FOURTH AVENUE.

The Engineer's estimate of the quantities is as follows:

3,225 square yards of asphalt pavement.

450 cubic yards of concrete.

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 Five Hundred Dollars.

No. 25. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF WARHOUSE AVENUE, FROM NEPTUNE AVENUE TO SURF AVENUE.

The Engineer's estimate of the quantities is as follows:

5,750 square yards of asphalt pavement.

730 cubic yards of concrete.

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 Three 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 pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Highways, the Borough of Brooklyn, Room 14, Municipal Building, Brooklyn.

BIRD S. COLER,

President.

Dated January 28, 1907.

j29,f13

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE PRESIDENT OF THE BOROUGH OF BROOKLYN AT THE ABOVE OFFICE UNTIL 11 O'CLOCK A. M. ON**

**WEDNESDAY, FEBRUARY 6, 1907.**

No. 1. FOR FURNISHING AND INSTALLING METALLIC CASES AND FIXTURES IN THE HALL OF RECORDS, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

The time allowed for doing and completing the work is 100 calendar days.

The amount of security required will be Three Thousand Five Hundred Dollars (\$3,500).

No. 2. FOR RELAUDEERING TOWELS USED AT THE SEVERAL PUBLIC INTERIOR BATHS AND PUBLIC COMFORT STATIONS DURING THE YEAR 1907.

The time allowed for the delivery of the articles, materials and supplies and full performance of the contract is December 31, 1907.

The amount of security required will be Fifteen Hundred Dollars (\$1,500).

No. 3. FOR FURNISHING AND DELIVERING 504,517 POUNDS OF ICE TO THE VARIOUS PUBLIC BUILDINGS, BATHS AND COMFORT STATIONS.

The time allowed for the delivery of the articles, materials and supplies and full performance of the contract will be December 31, 1907.

Amount of security required will be Five Hundred Dollars (\$500).

Intending bidders will be required to place a deposit of ten dollars (\$10) for plans and specifications for Item No. 1 and \$5 deposit will be required for specifications in Items Nos. 2 and 3.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound or other unit of measure, by which the bids will be tested.

The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the Bureau of Public Buildings and Office, the Borough of Brooklyn, Room No. 29, Municipal Building, Borough of Brooklyn.

BIRD S. COLER,

President.

Dated January 18, 1907.

j25,f6

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE PRESIDENT OF THE BOROUGH OF BROOKLYN AT THE ABOVE OFFICE UNTIL 11 O'CLOCK A. M. ON**

**WEDNESDAY, FEBRUARY 6, 1907.**

FURNISHING AND DELIVERING 2,250 TONS BEST GRADE WHITE ASH ANTHRACITE PEAK COAL, 2,240 POUNDS TO TON, FOR PEA COAL SEWERS.

Time for delivery of supplies and full completion of contract is December 31, 1907.

Amount of security required is Forty-five Hundred Dollars (\$4,500).

Deposit of \$5 will be required for each set of specifications.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound or other unit of measure, by which the bids will be tested.

The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the Bureau of Public Buildings and Office, the Borough of Brooklyn, Room No. 29, Municipal Building, Borough of Brooklyn.

BIRD S. COLER,

President.

Dated January 18, 1907.

j25,f6

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

ules herein contained or hereto annexed, per pound or ton, 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 Bureau of Public Buildings and Office, the Borough of Brooklyn, Room 29, Municipal Building, Brooklyn.

BIRD S. COLER,

President.

Dated January 21, 1907.

j25,f6

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE PRESIDENT OF THE BOROUGH OF BROOKLYN AT THE ABOVE OFFICE UNTIL 11 O'CLOCK A. M. ON**

**WEDNESDAY, FEBRUARY 6, 1907.**

No. 1. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF ASHFORD STREET, FROM GLENMORE AVENUE TO PITKIN AVENUE.

The Engineer's estimate of the quantities is as follows:

1,120 square yards of asphalt pavement.

156 cubic yards of concrete.

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 Eight Hundred Dollars.

No. 2. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF DOUGLASS STREET, FROM UNDERHILL AVENUE TO WASHINGTON AVENUE.

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 One Thousand Dollars.

No. 9. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON FIFTY-THIRD STREET, FROM SIXTH AVENUE TO SEVENTH AVENUE.

The Engineer's estimate of the quantities is as follows:

1,446 linear feet of new curbstone, to be set in concrete.  
100 cubic yards of earth excavation.  
300 cubic yards of earth filling, to be furnished.  
72 cubic yards of concrete, not to be bid for.

5,780 square feet of cement sidewalk.  
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 One Thousand Dollars.

No. 10. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON FIFTY-THIRD STREET, FROM FORT HAMILTON AVENUE TO ELEVENTH AVENUE.

The Engineer's estimate of the quantities is as follows:

1,112 linear feet of new curbstone, to be set in concrete.  
5,300 cubic yards of earth excavation.  
550 cubic yards of earth filling, not to be bid for.  
55 cubic yards of concrete, not to be bid for.

5,460 square feet of cement sidewalk.  
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 One Thousand Dollars.

No. 11. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON GELSTON PLACE, FROM EIGHTY-SIXTH STREET TO NINETY-FOURTH STREET.

The Engineer's estimate of the quantities is as follows:

924 square yards of brick gutters on a concrete foundation.  
4,160 linear feet of new curbstone, to be set in concrete.  
20 linear feet of old curbstone, to be reset.  
1,950 cubic yards of earth excavation.  
390 cubic yards of earth filling, not to be bid for.

308 cubic yards of concrete, not to be bid for.  
19,848 square feet of cement sidewalk.

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 Four Thousand Dollars.

No. 12. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON GRAVESEND AVENUE, FROM FORT HAMILTON AVENUE TO TWENTY-SECOND AVENUE.

The Engineer's estimate of the quantities is as follows:

18,460 linear feet of new curbstone, to be set in concrete.  
10,400 cubic yards of earth excavation.  
15,040 cubic yards of earth filling, to be furnished.  
912 cubic yards of concrete, not to be bid for.

81,850 square feet of cement sidewalk.  
Time for the completion of the work and the full performance of the contract is one hundred and twenty (120) working days.

The amount of security required is Fifteen Thousand Dollars.

No. 13. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF KENMORE PLACE, FROM WOODRUFF AVENUE TO CATON AVENUE.

The Engineer's estimate of the quantities is as follows:

2,124 square yards of asphalt pavement.  
228 cubic yards of concrete.  
1,270 linear feet of new curbstone.  
90 linear feet of old curbstone, to be reset.  
350 cubic yards of earth excavation.  
17 cubic yards of earth filling, not to be bid for.

4,000 square feet of cement sidewalk.  
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 Dollars.

No. 14. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF KINGSTON AVENUE, FROM ST. JOHN'S PLACE TO EASTERN PARKWAY.

The Engineer's estimate of the quantities is as follows:

988 square yards of asphalt pavement.  
206 cubic yards of concrete.  
340 linear feet of new curbstone.  
680 linear feet of old curbstone, to be reset.  
374 cubic yards of earth excavation.  
165 square yards of brick gutters on a concrete foundation.

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 One Thousand Dollars.

No. 15. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF LINCOLN AVENUE, FROM ATLANTIC AVENUE TO GLENMORE AVENUE.

The Engineer's estimate of the quantities is as follows:

5,101 square yards of asphalt pavement.  
709 cubic yards of concrete.  
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 Three Thousand Dollars.

No. 16. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON NINETY-FIFTH STREET, FROM FOURTH AVENUE TO MARINE AVENUE.

The Engineer's estimate of the quantities is as follows:

2,067 linear feet of new curbstone, to be set in concrete.  
58 linear feet of old curbstone, to be reset.  
1,737 cubic yards of earth excavation.  
293 cubic yards of earth filling, not to be bid for.  
150 cubic yards of concrete, not to be bid for.  
14,378 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is thirty-five (35) working days.

The amount of security required is Two Thousand Dollars.

No. 17. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF NINETY-SIXTH STREET, FROM SHORE ROAD TO MARINE AVENUE.

The Engineer's estimate of the quantities is as follows:

2,055 square yards of asphalt pavement.  
344 cubic yards of concrete.  
1,264 linear feet of new curbstone.  
2,610 cubic yards of earth filling, to be furnished.

5,200 square feet of cement sidewalk.  
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 Three Thousand Dollars.

No. 18. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF ROGERS AVENUE, FROM PARK PLACE TO MONTGOMERY STREET.

The Engineer's estimate of the quantities is as follows:

5,736 square yards of asphalt block pavement.  
717 cubic yards of concrete.  
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 Four Thousand Dollars.

No. 19. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF WEBSTER AVENUE, FROM CONEY ISLAND AVENUE TO GRAVESEND AVENUE.

The Engineer's estimate of the quantities is as follows:

6,460 square yards of asphalt pavement.  
898 cubic yards of concrete.  
Time for the completion of the work and the full performance of the contract is thirty-five (35) working days.

The amount of security required is Four Thousand Dollars.

No. 20. FOR CONSTRUCTING CEMENT CONCRETE SIDEWALKS IN VARIOUS PLACES AND ON VARIOUS STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

10,700 square feet of cement concrete sidewalk.  
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 Six Hundred Dollars.

No. 21. FOR CONSTRUCTING CEMENT CONCRETE SIDEWALKS IN VARIOUS PLACES AND ON VARIOUS STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

19,375 square feet of cement concrete 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 One Thousand Dollars.

No. 22. FOR CONSTRUCTING CEMENT CONCRETE SIDEWALKS IN VARIOUS PLACES AND ON VARIOUS STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

32,603 square feet of cement concrete sidewalk.  
Time for the completion of the work and the full performance of the contract is sixty (60) working days.

The amount of security required is Two Thousand Dollars.

No. 23. FOR CONSTRUCTING CEMENT CONCRETE SIDEWALKS IN VARIOUS PLACES AND ON VARIOUS STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

3,825 square feet of cement concrete sidewalk.  
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 Four Hundred Dollars.

No. 24. FOR GRADING A LOT ON THE SOUTH SIDE OF EIGHTIETH STREET, BETWEEN THIRD AVENUE AND FOURTH AVENUE, KNOWN AS NO. 26, BLOCK 3988.

The Engineer's estimate of the quantity is as follows:

1,439 cubic yards of earth excavation.  
Time for the completion of the work and the full performance of the contract is fifteen (15) working days.

The amount of security required is Two Hundred Dollars.

No. 25. FOR GRADING LOTS ON THE SOUTH SIDE OF FORTIETH STREET, BETWEEN FOURTH AVENUE AND FIFTH AVENUE, KNOWN AS NOS. 17 AND 23, BLOCK 714.

The Engineer's estimate of the quantity is as follows:

2,783 cubic yards of earth excavation.  
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 Six Hundred Dollars.

No. 26. FOR GRADING A PORTION OF A LOT ON THE NORTH SIDE OF FORTY-SIXTH STREET, BETWEEN SEVENTH AVENUE AND EIGHTH AVENUE, KNOWN AS NO. 64, BLOCK 750.

The Engineer's estimate of the quantity is as follows:

247 cubic yards of earth excavation.  
Time for the completion of the work and the full performance of the contract is ten (10) working days.

The amount of security required is One Hundred Dollars.

No. 27. FOR GRADING LOTS ON THE SOUTHEAST SIDE OF LITTLE STREET, BETWEEN EVANS STREET AND UNITED STATES STREET, KNOWN AS NOS. 15, 16 AND 17, BLOCK 24.

The Engineer's estimate of the quantities is as follows:

280 cubic yards of earth excavation.  
17 cubic yards of filling, not to be bid for.  
Time for the completion of the work and the full performance of the contract is ten (10) working days.

The amount of security required is One 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, square foot, square yard, cubic yard or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained and the plans and drawings may be

seen at the office of the Bureau of Highways, the Borough of Brooklyn, No. 14 Municipal Building, Brooklyn.

BIRD S. COLER,

President.

Dated January 31, 1907.

j22,16

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—"Tatmany Times," "Real Estate Record and Guide."

German—"Staats-Zeitung."

Designated by the Board of City Record, January 22, 1906. Amended March 1, 1906, and November 20, 1906.

## DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION, SOUTHWEST CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Supplies at the above office of the Department of Education until 12 o'clock noon on

MONDAY, FEBRUARY 12, 1907

FOR FURNISHING AND DELIVERING LAUNDRY FOR THE TRUANT SCHOOLS OF THE CITY OF NEW YORK, BOROUGH OF MANHATTAN AND BROOKLYN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 31, 1907.

The amount of security required is fifty (50) per cent. of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per item, dozen or other unit of measure, by which the bids will be tested. Award will be made to the lowest bidder on each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Department of Education, Park Avenue and Fifty-ninth street.

PATRICK JONES,

Superintendent of School Supplies.

Dated February 5, 1907.

f5,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, FEBRUARY 11, 1907,

Borough of Brooklyn.

No. 1. FOR REPAIRS, ETC., IN PUBLIC SCHOOL 147, ON EAST SIDE OF BUSHWICK AVENUE, BETWEEN MCKIBBIN AND SEIGEL STREETS, BOROUGH OF BROOKLYN.

The time of completion is 60 working days.  
The amount of security required is Four Thousand Dollars.

On Contract No. 1 the bids will be compared and the contract awarded in a lump sum to the lowest bidder.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park Avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated January 30, 1907.

j30,11

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, FEBRUARY 11, 1907,

Borough of The Bronx.

No. 2. FOR ALTERATIONS TO BUILDING AND IMPROVEMENTS TO THE SITE OF MORRIS HIGH SCHOOL ON ONE HUNDRED AND SIXTY-SIXTH STREET, BETWEEN BOSTON ROAD AND JACKSON AVENUE, AND EXTENDING BACK TO HOME STREET, BOROUGH OF THE BRONX.

The time allowed to complete the whole work will be as follows: Seventy-five (75) days for the completion of improvements on and about the site, and fifty (50) days (beginning June 1, 1907) for the completion of alterations in auditorium, as provided in the contract.

The amount of security required is Sixteen Thousand Dollars.

Borough of Richmond.

No. 3. FOR FURNITURE FOR NEW PUBLIC SCHOOL 1, ON THE SOUTH SIDE OF SUMMIT STREET, BETWEEN PROSPECT AND GARRETSON AVENUES, TOTTONVILLE, BOROUGH OF RICHMOND.

The time allowed to complete the whole work will be 60 working days, as provided in the contract.

The amount of security required is as follows:

Item 1.....	\$1,500 00
Item 2.....	800 00
Item 3.....	900 00
Item 4.....	700 00
Item 5.....	1,600 00

A separate proposal must be submitted for each item and award will be made thereon.

No. 4. FOR INSTALLING HEATING AND VENTILATING APPARATUS FOR ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 4, ON SHORE ROAD, NORTH OF SHARROTT'S ROAD, KREISCHVILLE, BOROUGH OF RICHMOND.

The time of completion is 40 working days.

The amount of security required is Three Thousand Dollars.

On Contracts Nos. 2 and 4 the bids will be compared and the contract awarded in a lump sum to the lowest bidder on each contract.

On Contract No. 3 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

Extensions must be made and footed up, as the bids will be read from the total of each item and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park Avenue and Fifty-ninth street, Borough of Manhattan; also at branch office, Borough Hall, New Brighton, Borough of Richmond, for work for their respective boroughs.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated January 31, 1907.

j30,11

See General Instructions to Bidders on the last page, last column, of the "City Record."

## BOARD OF ASSESSORS.

PUBLIC NOTICE IS HEREBY GIVEN TO all persons claiming to have been injured by a change of grade in the regulating and grading of the following-named streets to present their claims, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, on or before February 19, 1907, at 11 o'clock a. m., at which place and time the said Board of Assessors will receive evidence and testimony of the nature and extent of such injury. Claimants are requested to make their claims for damages upon the blank form prepared by the Board of Assessors, copies of which may be obtained upon application at the above office.

### BOROUGH OF MANHATTAN.

List 9087. Two Hundred and Fourteenth street, West, from Broadway to a point about 325 feet east of Ninth avenue.

List 9117. Northern avenue, from West One Hundred and Eighty-first street to a point about 705.01 feet northwesterly.

### BOROUGH OF THE BRONX.

List 9128. Jennings street, from Stebbins avenue to West Farms road.

List 9130. One Hundred and Seventy-fourth street, East, from Eden avenue to Topping avenue.

List 9131. Sheridan avenue, from East One Hundred and Sixty-first to East One Hundred and Sixty-fifth street.

List 9149. Crotona Park East, from Crotona Park South to the Southern Boulevard.

### BOROUGH OF BROOKLYN.

List 9166. Etna street, from Hale to Norwood avenue.

List 9188. Douglas street, between East New York and Sutter avenues.

List 9147. Eckford street, between Engert and Driggs avenues.

List 9142. Glenwood road, between Flatbush and Brooklyn avenues.

ANTONIO ZUCCA,

PAUL WEIMANN,

JAMES H. KENNEDY,

Board of Assessors.

WILLIAM H. JASPER,

Secretary.

No. 320 Broadway,  
City of New York, Borough of Manhattan,  
February 5, 1907.

f5,16

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

### BOROUGH OF BROOKLYN.

List 8779. No. 1. Regulating, grading, curbing, flagging and laying sidewalks on Clarendon road, from Flatbush avenue to East Thirty-seventh street, together with a list of awards for damages caused by a change of grade.

List 8782. No. 2. Regulating, grading, curbing and laying sidewalks in East Twenty-eighth street, between Newkirk avenue and Clarendon road, together with a list of awards for damages caused by a change of grade.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Clarendon road, from Flatbush avenue to East Thirty-seventh street, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 2. Both sides of East Twenty-eighth street, from Newkirk avenue to Clarendon road, and to the extent of half the block at the intersecting and terminating streets and avenues.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before March 12, 1907, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,

PAUL WEIMANN,

JAMES H. KENNEDY,

Board of Assessors.

WILLIAM H. JASPER,

Secretary.

No. 320 Broadway,  
City of New York, Borough of Manhattan,  
February 1, 1907.

f1,13

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board



feet northerly therefrom; thence easterly along said parallel line to the westerly line of Park Avenue East; thence southerly along said westerly line to the northerly line of East One Hundred and Seventy-first street; thence westerly along said northerly line and its westerly prolongation to the point of place of beginning.

The above-entitled assessment was entered on the date hereinafter given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third Avenue, Borough of The Bronx, between the hours of 9 a. m. and 3 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 2, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, January 31, 1907. 12,16

**PUBLIC NOTICE IS HEREBY GIVEN** that pursuant to a resolution adopted by the Commissioners of the Sinking Fund at a meeting held January 30, 1907, designated the premises No. 133 New Jersey Avenue, in the Borough of Brooklyn, as the place for holding Magistrates or Police Courts and jail delivery for the Second Division, Borough of Brooklyn, on and after February 15, 1907.

HERMAN A. METZ,  
Comptroller.  
Comptroller's Office, New York City, January 31, 1907. 12,15

**PUBLIC NOTICE IS HEREBY GIVEN** that pursuant to a resolution adopted by the Commissioners of the Sinking Fund at a meeting held January 30, 1907, designated the premises No. 133 New Jersey Avenue, in the Borough of Brooklyn, as the place for holding Magistrates or Police Courts and jail delivery for the Second Division, Borough of Brooklyn, on and after February 15, 1907.

HERMAN A. METZ,  
Comptroller.  
Comptroller's Office, New York City, January 31, 1907. 12,15

#### NOTICE TO PROPERTY OWNERS.

**IN PURSUANCE OF SECTION 1018 OF** the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

**TWENTY-FOURTH WARD, SECTION 11.**  
**RYER AVENUE—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS,** from Burnside Avenue to East One Hundred and Eighty-third street. Area of assessment: Both sides of Ryer Avenue, from Burnside Avenue to One Hundred and Eighty-third street, and to the extent of half the block at the intersecting and terminating streets.

—that the same was confirmed by the Board of Assessors January 29, 1907, and entered on January 29, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third Avenue, Borough of The Bronx, between the hours of 9 a. m. and 3 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 30, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessment became a lien to the date of payment.

HERMAN A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, January 29, 1907. 12,13

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

WILLIAM H. SMITH, Auctioneer.

**AT THE REQUEST OF THE PRESIDENT** of the Borough of Brooklyn, public notice is hereby given that the Commissioners of the Sinking Fund of The City of New York, by

virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing within the lines of property owned by The City of New York, acquired for street purposes, in the

#### Borough of Brooklyn.

All the buildings, parts of buildings, etc., standing within the lines of Montgomery street, extending from the division line between the former City of Brooklyn and the Town of Flatbush, where the same crosses Montgomery street, between Franklin Avenue and Bedford Avenue, to East New York Avenue, in the Twenty-fourth and Twenty-ninth Wards of the Borough of Brooklyn, City of New York, which is more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

**THURSDAY, FEBRUARY 7, 1907,**

at 11 a. m., on the premises, and will be sold for the highest marketable price.

Also the buildings, parts of buildings, etc., standing within the lines of East Nineteenth street, extending from Voorhies Avenue to Emmons Avenue, in the Thirty-first Ward of the Borough of Brooklyn, which is more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

**THURSDAY, FEBRUARY 7, 1907,**

at 11 a. m., on the premises, and will be sold for the highest marketable price on the following

#### TERMS AND CONDITIONS.

Cash payment in bankable funds at the time and place of sale, and the entire removal of the buildings, parts of buildings, etc., standing within the lines of said streets from the streets by the purchaser or purchasers immediately after the sale. If the purchaser or purchasers fail to effect a removal within thirty days, he or they shall forfeit his or their purchase money and the ownership of the buildings, parts of buildings, etc., and The City of New York will cause the same to be removed without notice to the purchaser.

Purchasers to be liable for any and all damages of any kind whatsoever by reason of the occupation or removal of said buildings, parts of buildings, etc.

The bidder's assent and agreement to the above terms and conditions are understood to be implied by the act of bidding.

By direction of the Comptroller, sales of the above-described property will be made under the supervision of the Collector of City Revenue at the time stated herein.

Full particulars of sale can be obtained at the office of the Collector of City Revenue, Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan.

H. A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, January 25, 1907. 12,17

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

WILLIAM H. SMITH, Auctioneer.

**PUBLIC NOTICE IS HEREBY GIVEN** that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing upon property owned by The City of New York, acquired for school purposes, the said buildings being situated in the

#### Borough of Brooklyn

and being erected upon property described as follows:

Beginning at a point formed by the intersection of the easterly line of Flatbush Avenue with the northerly line of the lands of Erasmus Hall High School, and running thence northerly along the easterly line of Flatbush Avenue 57 feet 10 inches; thence easterly 138 feet 9 inches; thence southeasterly 359 feet 3 1/2 inches to the westerly line of the lands of Public School 90; thence southerly along the said westerly line of the lands of Public School 90 seven (7) feet three and one-half (3 1/2) inches to the northerly line of the lands of Erasmus Hall High School; thence westerly along the northerly line of said lands of the Erasmus Hall High School 493 feet 6 inches to the easterly line of Flatbush Avenue, the point or place of beginning.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

**THURSDAY, FEBRUARY 21, 1907,**

at 11 a. m., on the premises, on the following

#### TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping, broken latas and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by

day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the 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 flushed and painted and made watertight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, January 24, 1907. 12,14

#### NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

**IN PURSUANCE OF SECTION 1005 OF THE** Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE to the following-named avenue in the BOROUGH OF THE BRONX:

#### TWENTY-THIRD AND TWENTY-FOURTH WARDS, SECTIONS 9 AND 11.

**MORRIS AVENUE—OPENING,** from east side of the New York and Harlem Railroad to the Grand Boulevard and Concourse. Confirmed January 3, 1907; entered January 24, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of a line parallel to and 100 feet southeasterly from the southeasterly line of Courtlandt Avenue with a line parallel to and 100 feet southeasterly from the southeasterly line of East One Hundred and Forty-ninth street; running thence northerly along said last-mentioned parallel line to its intersection with the southeasterly line of Spencer place; thence northeasterly along a straight line to a point formed by the intersection of the northeasterly line of East One Hundred and Fifty-third street with a line parallel to and 100 feet northerly from the northeasterly line of Sheridan Avenue; thence northeasterly along said parallel line to its intersection with a line parallel to and 100 feet southeasterly from the southeasterly line of Belmont street; thence northeasterly along said last-mentioned parallel line to its intersection with a line parallel to and 100 feet northerly from the northeasterly line of Walton Avenue; thence northeasterly along said last-mentioned parallel line to its intersection with the southeasterly line of Burnside Avenue; thence in a general direction southeasterly along said southeasterly line of Burnside Avenue to its intersection with a line parallel to and 100 feet southeasterly from the southeasterly line of Grand Boulevard and Concourse; thence southeasterly along said parallel line to its intersection with a line parallel to and 100 feet easterly from the easterly line of Monroe Avenue; thence southerly along said last-mentioned parallel line to its intersection with a line parallel to and 100 feet southerly from the southerly line of Belmont street; thence westerly along said last-mentioned parallel line to its intersection with the middle line of Claremont Park; thence southerly and southeasterly along said middle line and its prolongation to its intersection with a line parallel to and 100 feet northeasterly from the northeasterly line of Teller Avenue; thence southeasterly, southerly and southwesterly along said parallel line to its intersection with the northwesterly prolongation of a line parallel to and 100 feet northeasterly from the northeasterly line of East One Hundred and Sixty-second street; thence southeasterly along said last-mentioned prolongation and parallel line and its southeasterly prolongation to its intersection with a line parallel to and 100 feet southwesterly from the southeasterly line of Courtlandt Avenue; thence southwesterly along said last-mentioned parallel line to the point or place of beginning.

The above-entitled assessment was entered on the date hereinafter given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third Avenue, Borough of The Bronx, between the hours of 9 a. m. and 3 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 25, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, January 24, 1907. 12,13

#### 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 9.

**EAST ONE HUNDRED AND SIXTY-FIFTH STREET—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS,** from Jerome Avenue to the approach to the Grand Boulevard and Concourse, and from the approach to the Grand Boulevard and Concourse to Webster Avenue. Area of assessment: Both sides of One Hundred and Sixty-fifth street, from Jerome Avenue to Walton Avenue, and from Sherman Avenue to Webster Avenue, and to the extent of half the block at the intersecting streets and avenues.

#### TWENTY-THIRD AND TWENTY-FOURTH WARDS, SECTIONS 9 AND 11.

**MORRIS AVENUE—SEWER AND APPURTENANCES,** from East One Hundred and Sixty-fourth street to East One Hundred and Seventieth street. Area of assessment: East side of Morris Avenue, from One Hundred and Sixty-fifth street to about 200 feet north of One Hundred and Seventieth street; west side of Morris Avenue, from One Hundred and Sixty-fourth street to about 200 feet north of One Hundred and Seventieth street; both sides of Teller Avenue, commencing at about 375 feet north of One Hundred and Sixty-ninth street, and extending to One Hundred and Seventieth street; both sides of Finlay Avenue, from One Hundred and Seventieth street to One Hundred and Seventieth street; both sides of College Avenue, from One Hundred and Sixty-eighth to One Hundred and Seventieth street; both sides of Grant Avenue, from One Hundred and Sixty-fifth street to One Hundred and Seventieth street; both sides of Sherman Avenue, from One Hundred and Sixty-fifth to One Hundred and Sixty-eighth street; both sides of Sheridan Avenue, from One Hundred and Sixty-fifth to One Hundred and Seventy-first street; east side of Grand Boulevard and Concourse, from One Hundred and Sixty-seventh to One Hundred and Seventy-second street; east side of Grant Avenue, from One Hundred and Sixty-fourth to One Hundred and Sixty-fifth street; north side of One Hundred and Sixty-fourth and both sides of One Hundred and Sixty-fifth street, from Morris Avenue to Grant Avenue; both sides of One Hundred and Sixty-sixth street, from Morris Avenue to Carroll place; both sides of McClellan street, from Morris Avenue to the west side of Carroll place; both sides of One Hundred and Sixty-seventh street, from Morris Avenue to the Concourse; both sides of One Hundred and Sixty-eighth street, from Sherman Avenue to the Concourse; both sides of One Hundred and Sixty-ninth street, from Finlay Avenue to the Concourse; both sides of Marcy place, from Sheridan Avenue to the Concourse; both sides of One Hundred and Seventieth street, from Teller Avenue to the Concourse; both sides of One Hundred and Seventy-first street, from Sheridan Avenue to the Concourse.

#### TWENTY-FOURTH WARD, SECTION 11.

**CLAY AVENUE—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS,** from Webster Avenue to East One Hundred and Seventy-sixth street. Area of assessment: Both sides of Clay Avenue, from Webster Avenue to East One Hundred and Seventy-sixth street, and to the extent of half the block at the intersecting streets and avenues.

#### TWENTY-FOURTH WARD, SECTION 12.

**EAST TWO HUNDRED AND THIRD STREET—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS,** from the Grand Boulevard and Concourse to Briggs Avenue. Area of assessment: Both sides of Two Hundred and Third street, from the Grand Boulevard and Concourse to Briggs Avenue, and to the extent of half the block at the intersecting streets and avenues.

—that the same were confirmed by the Board of Revision of Assessments January 24, 1907, and entered on January 24, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third Avenue, Borough of The Bronx, between the hours of 9 a. m. and 3 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 25, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessments became liens to the date of payment.

HERMAN A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, January 24, 1907. 12,17

#### CORPORATION SALE OF REAL ESTATE.

BRYAN L. KENNELLY, Auctioneer.

**PUBLIC NOTICE IS HEREBY GIVEN** that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction on

**THURSDAY, FEBRUARY 14, 1907,**

at 12 o'clock m., at the New York Real Estate Salesroom, Nos. 14 and 16 Vesey street, the following described real estate belonging to the corporation of The City of New York, and located in the Borough of Manhattan, more particularly bounded and described as follows:

Beginning at a point on the northerly line of Liberty street, distant 267 feet 10 inches westerly

from the northwesterly corner of Broadway and Liberty street, as said street existed on the 27th day of April, 1865; running thence northerly partly through the centre of a party wall 119 feet 3/4 inches; thence westerly through the centre of a stone wall 27 feet 7 inches; thence easterly partly through the centre of a party wall 118 feet 3/4 inches to the northerly line of Liberty street; and thence easterly along the northerly line of Liberty street 28 feet 6 inches to the place of beginning, be the said dimensions more or less. The premises being particularly shown on a map or survey thereof made by Edward Boyle, City Surveyor, and dated January 24, 1865; and also

All that certain plot which was conveyed by John P. DeWitt, of the Town of Fishkill, County of Dutchess, State of New York, to the Mayor, Aldermen and Commonalty of the City of New York by indenture dated the 14th day of August, 1866, recorded in the Register's office of the County of New York on the 14th day of August, 1866, which conveyed to The City of New York all the remaining portion of the lot and building known as No. 101 Liberty street, in the City of New York, being the portion of said lot and building left by the extension of Church street, excepting from the parcel first above described, so much as was taken for the widening of Church street.

The minimum or upset price at which said property shall be sold is hereby fixed at three hundred and thirty thousand dollars (\$330,000). The sale of the said premises is made upon the following

#### TERMS AND CONDITIONS.

The highest bidder will be required to pay 10 per cent. of the amount of his bid, together with the auctioneer's fees at the time of sale; 30 per cent. upon the delivery of the deed, which shall be thirty days from the date of sale, the remaining 60 per cent. either to be paid at the time of the delivery of the deed or at the option of the purchaser to remain on bond and mortgage for five years, with interest at the rate of 6 per cent. annum, payable semi-annually, the mortgage to contain the customary thirty days' interest and ninety days' tax and assessment and insurance clauses.

The bond and mortgage may be paid off at any time within the term thereof on giving thirty days' notice to the Comptroller or may be paid in installments of not less than \$5,000 on any day when interest is due, or on thirty days' notice. The bond and mortgage will be prepared by the Corporation Counsel, and the sum of \$12.50 will be charged for drawing, acknowledging and recording the same.

The Comptroller may, at his option, resell the property, if the successful bidder shall fail to comply with the terms of the sale, and the person failing to comply therewith will be held liable for any deficiency which may result from such resale.

The right is reserved to reject any and all bids. Said land is sold subject to the use by the Police Department of The City of New York, free of rental or other charges of any nature, until the premises Nos. 126 and 128 Greenwich street and Nos. 163 and 165 Washington street, Borough of Manhattan, are made available to accommodate the present police precinct now located at Church and Liberty streets, as heretofore described, but that such term shall not extend longer than May 1, 1909.

Maps of said real estate may be seen on application at the Comptroller's office, Stewart Building, No. 280 Broadway, Borough of Manhattan.

By order of the Commissioners of the Sinking Fund under resolution adopted at meeting of the Board held January 17, 1907.

H. A. METZ,

Comptroller.

City of New York—Department of Finance  
Comptroller's Office, January 21, 1907.

125,414

#### NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

**EIGHTEENTH WARD, SECTION 1.**  
**EAST FOURTEENTH STREET—REPAIRING SIDEWALKS** at No. 309. Area of assessment: North side of Fourteenth street, between First and Second avenues, on Block 921, Lot No. 2.

**TWENTY-FIRST WARD, SECTION 3.**  
**EAST THIRTY-FIRST STREET—REPAIRING SIDEWALKS** at No. 137. Area of assessment: North side of Thirty-first street, between Third and Lexington avenues, on Block 887, Lot No. 1.

**EAST THIRTY-SECOND STREET—REPAIRING SIDEWALKS** at No. 354. Area of assessment: South side of Thirty-second street, between First and Second avenues, on Block 932, Lot No. 1.

**EAST THIRTY-SECOND STREET—REPAIRING SIDEWALKS** at No. 320. Area of assessment: South side of Thirty-second street, between First and Second avenues, on Block 937, Lot No. 37.

**TWENTY-SECOND WARD, SECTION 4.**

**WEST SIXTY-THIRD STREET—FENCING VACANT LOTS** at Nos. 140 to 152. Area of assessment: South side of Sixty-third street, between Amsterdam and Columbus avenues, on Block 1134, Lots Nos. 56 to 60, inclusive.

**WEST SIXTY-NINTH STREET—FENCING VACANT LOTS** in front of Nos. 223 to 229. Area of assessment: North side of Sixty-ninth street, beginning at a point 265 feet west of its intersection with Amsterdam avenue and extending 80 feet westerly on Block 1161, Lot No. 19.

**NINETEENTH WARD, SECTION 5.**  
**THIRD AVENUE—REPAIRING SIDEWALK** in front of No. 874. Area of assessment: Southwest corner of Third avenue and Fifth-third street, on Block 1107, Lot No. 40.

**PARK AVENUE—REPAIRING SIDEWALK** in front of Nos. 1091 and 1093. Area of assessment: East side of Park avenue, about 25 feet 6 1/2 inches south of Eighty-fifth street, and running southerly about 50 feet on Block 1513, Lots Nos. 70 and 71.

**EIGHTY-SECOND STREET AND FIFTH AVENUE—REPAIRING SIDEWALK** at the northeast corner. Area of assessment: Beginning at the northeast corner of Eighty-second street and Fifth avenue, and extending easterly a distance of 160 feet on Block 1494, Lots Nos. 1, 5 and 6.

**EIGHTY-FIFTH STREET AND LEXINGTON AVENUE—REPAIRING SIDEWALK** on the southwest corner. Area of assessment: Southwest corner of Eighty-fifth street and Lexington avenue, on Block 1513, Lot No. 58.

**TWELFTH WARD, SECTION 6.**  
**EAST ONE HUNDRED AND SIXTH STREET—REPAIRING SIDEWALK** in front of No. 223. Area of assessment: North side of One Hundred and Sixth street, between Second and Third avenues, on Block 1665, Lot No. 12.

**ONE HUNDRED AND SEVENTH STREET AND LEXINGTON AVENUE—REPAIRING SIDEWALKS** at the northeast corner. Area of assessment: Northeast corner of Lexington avenue and One Hundred and Seventh street, on Block 1635, Lot No. 22.

**ONE HUNDRED AND THIRTY-FOURTH STREET AND PARK AVENUE—REPAIRING SIDEWALK** on the southwest corner. Area of assessment: Beginning at the southwest corner of One Hundred and Thirty-fourth street and Park avenue and running westerly on One Hundred and Thirty-fourth street for a distance of 140 feet, and running southerly on Park avenue for a distance of 99 feet and 11 inches on Block 1758, Lots Nos. 37 and 42.

**ONE HUNDRED AND THIRTY-FOURTH STREET AND PARK AVENUE—FENCING VACANT LOTS** at the southwest corner. Area of assessment: Beginning at the southwest corner of Park avenue and One Hundred and Thirty-fourth street and extending southerly on Park avenue for a distance of 99 feet 11 inches, and running westerly on One Hundred and Thirty-fourth street for a distance of 140 feet on Block 1758, Lots Nos. 37 to 42, inclusive.

**ONE HUNDRED AND THIRTY-FOURTH STREET—FENCING VACANT LOTS**, north side, beginning 10 feet west of Madison avenue. Area of assessment: North side of One Hundred and Thirty-fourth street, commencing 10 feet west of Madison avenue and extending 60 feet westerly on Block 1759, Lots Nos. 15, 16 and 16 1/2.

**ONE HUNDRED AND THIRTY-FOURTH STREET—FENCING VACANT LOTS**, south side, beginning 110 feet east of Madison avenue. Area of assessment: South side of One Hundred and Thirty-fourth street, beginning at a point 110 feet east of Madison avenue and extending 75 feet easterly on Block 1758, Lots Nos. 46, 47 and 48.

**WEST ONE HUNDRED AND THIRTY-NINTH STREET—PAVING, CURBING AND RESETTING CURB**, between Fifth avenue and Lenox avenue. Area of assessment: Both sides of One Hundred and Thirty-ninth street, from Fifth avenue to Lenox avenue, and to the extent of half the block at the intersecting avenues.

**TWELFTH WARD, SECTION 7.**  
**WEST ONE HUNDRED AND TWENTY-FIRST STREET—PAVING, CURBING AND RECURRING**, from Amsterdam avenue to Broadway. Area of assessment: Both sides of West One Hundred and Twenty-first street, from Broadway to Amsterdam avenue, and to the extent of half the block at the intersecting avenues.

**ONE HUNDRED AND THIRTY-FIFTH STREET AND LENOX AVENUE—RECEIVING BASIN** on the northwest corner. Area of assessment: North side of One Hundred and Thirty-fifth street, from a point 75 feet east of Seventh avenue to Lenox avenue.

**WEST ONE HUNDRED AND THIRTY-SIXTH STREET—PAVING, CURBING AND RECURRING AND PROVIDING NECESSARY MANHOLE COVERS**, from Broadway to Riverside drive. Area of assessment: Both sides of One Hundred and Thirty-sixth street, from Broadway to Riverside drive, and to the extent of half the block at the intersecting and terminating streets.

**WEST ONE HUNDRED AND THIRTY-EIGHTH STREET—FENCING VACANT LOTS**, south side, from Seventh avenue to a point 350 feet east. Area of assessment: Beginning at the southeast corner of One Hundred and Thirty-eighth street and Seventh avenue, and extending about 300 feet easterly, on Block 2006, Lots Nos. 56 to 61, inclusive.

—that the same was confirmed by the Board of Assessors on January 22, 1907, and entered on January 22, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 150 of this act."

Section 150 of this act provides: "An assessment shall become a lien upon the real estate affected thereby, ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, 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 March 23, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, January 22, 1907.

124,46

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

WILLIAM H. SMITH, Auctioneer.

AT THE REQUEST OF THE PRESIDENT of the Borough of Brooklyn, public notice is hereby given that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing within the lines of property owned by The City of New York, acquired for street purposes, in the

Borough of Brooklyn.

All the buildings, parts of buildings, etc., standing within the lines of the new street as an approach to Manhattan Bridge, extending from Nassau street to the intersection of Flatbush avenue and Fulton street, in the Fourth, Fifth and Eleventh Wards of the Borough of Brooklyn, City of New York, said property being more particularly shown on a draft damage map dated New York, October 14, 1904, approved by L. W. Brackenridge, Commissioner of Public Works, and being on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

MONDAY, MARCH 11, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction on the following

#### TERMS AND CONDITIONS:

It being understood that the purchasers, at the time of the auction sale, when the said bid is ac-

cepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for failure of the purchaser to comply with his contract in accordance with these terms and conditions. A copy of said contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls, shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding and the said City of New York will without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all furnishings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be 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, January 21, 1907.

124,411

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ERECTED UPON PROPERTY OWNED BY THE CITY OF NEW YORK.

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing upon property owned by The City of New York, acquired for the erection thereon of a building to be used as a home for the nurses of the Bellevue Training School, said buildings being situated in the Borough of Manhattan, and being more particularly situated upon land described as follows:

Beginning at a point on the southerly side of East Twenty-sixth street distant 435 feet easterly from the southeasterly corner of East Twenty-sixth street and First avenue, and running thence southerly and parallel with First avenue 98 feet 9 inches to the centre line of the block between East Twenty-fifth and East Twenty-sixth streets; thence easterly along the centre line of said block 15 feet; thence again southerly and parallel with First avenue 98 feet 9 inches to the northerly side of East Twenty-fifth street; thence easterly along the northerly side of East Twenty-fifth street 263 feet to land of The City of New York; thence northerly along said land of The City of New York 107 feet 6 inches to the southerly side of East Twenty-sixth street; thence westerly along the southerly side of East Twenty-sixth street 278 feet, more or less, to the point or place of beginning.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

WEDNESDAY, FEBRUARY 20, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction, on the following

#### TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from

the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding and the said City of New York will without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all furnishings, 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, January 21, 1907.

124,420

#### CORPORATION SALE OF BUILDINGS, MACHINERY AND APPURTENANCES THERETO ERECTED UPON PROPERTY OWNED BY THE CITY OF NEW YORK.

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, machinery and appurtenances thereto standing upon property owned by The City of New York, acquired for the use of the terminal for the Manhattan side of the Brooklyn Bridge, the said buildings being situated in the Borough of Manhattan, and being more particularly within the area of the following known property:

All of the buildings situated upon land within the area of the block bounded by the northerly side of Tryon row, the westerly side of Centre street, the southerly side of Chambers street and the northwesterly side of Park row, in the Borough of Manhattan, all of which property is situated in Block 121, on the land map of the County of New York.

Also all of the buildings situated within the area of the block bounded by the southeasterly side of Park row, the westerly side of North William street and the northerly side of the Brooklyn Bridge, Borough of Manhattan, all of which property is situated in Block 121, on the land map of the County of New York.

Also all of the buildings situated upon land within the area of the block bounded by the north side of Chambers street, the southeasterly side of City Hall place, and the southerly and northwesterly sides of Duane street, in the Borough of Manhattan, all of which property is situated within Block 159 of the land map of the County of New York.

Also all of the buildings situated upon land within the area of the block bounded by the northerly side of Reade street, the easterly side of Centre street and the southerly and southwesterly sides of Duane street, in the Borough of Manhattan, all of which property is situated in Block 159 on the land map of the County of New York.

By direction of the Comptroller the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

WEDNESDAY, MARCH 6, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction on the following

#### TERMS AND CONDITIONS.

It being understood that the purchasers, at the time of the auction sale when the said bid is accepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for failure of the purchaser to complete his contract in accordance with these terms and conditions. A copy of said contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths

and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed, and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them, or any of them, and against from all damages and costs to which it, they, or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down, but all plaster, furrings, chimneys, projecting brick, etc., on the faces of such party walls, shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, January 21, 1907.

124,m6

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO SITUATED ON LAND OWNED BY THE CITY OF NEW YORK.

**AT THE REQUEST OF THE COMMISSIONER OF THE DEPARTMENT OF BRIDGES,** public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, machinery, etc., standing upon property owned by The City of New York, acquired by it for the use of the Department of Bridges, said buildings being situated in the Borough of Manhattan and erected upon property known as follows:

Being the buildings situated within the area of the block bounded by the northerly side of East Fifty-ninth street, the easterly side of Second avenue, the southerly side of East Sixtieth street and the westerly side of First avenue, in the Borough of Manhattan; and, also

The buildings situated within the area of the block bounded by the northerly side of East Fifty-ninth street, the easterly side of First avenue, the southerly side of East Sixtieth street and the westerly side of the anchorage of the Blackwell's Island Bridge, in the Borough of Manhattan.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

**THURSDAY, FEBRUARY 28, 1907,**

at 11 a. m., on the premises, on the following

#### TERMS AND CONDITIONS.

It being understood that the purchaser, at the time of the auction sale, when said bid is accepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for failure of the purchaser to complete his contract in accordance with these terms and conditions. A copy of said contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period will work forfeiture of ownership of such buildings or appurtenances, or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and

sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all plaster, furrings, chimneys, projecting brick, etc., on the faces of such party walls shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made 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, January 21, 1907.

120,fa8

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

**AT THE REQUEST OF THE PRESIDENT** of the Borough of Richmond, public notice is hereby given that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing within the lines of property owned by The City of New York, acquired for public purposes, in the

#### Borough of Richmond.

Being the two sheds and a bridge on the right of way of the easement at the foot of Nautilus street, in the Borough of Richmond, which was acquired for sewer purposes. The sale will take place on

**WEDNESDAY, FEBRUARY 13, 1907,**  
at 12 m., on the premises, and will be sold for the highest marketable price.

Also the buildings situated within the lines of Indiana avenue, extending from Jewett avenue to a point 500 feet west of Wooley avenue, in the Borough of Richmond. The sale will take place on

**WEDNESDAY, FEBRUARY 13, 1907,**  
at 12.30 p. m., on the premises, and will be sold for the highest marketable price on the following

#### TERMS AND CONDITIONS.

Cash payment in bankable funds at the time and place of sale, and the entire removal of the buildings, parts of buildings, etc., standing within the lines of said streets from the streets by the purchaser or purchasers immediately after the sale. If the purchaser or purchasers fail to effect a removal within thirty days, he or they shall forfeit his or their purchase money, and the ownership of the buildings, parts of buildings, etc., and The City of New York will cause the same to be removed without notice to the purchaser.

Purchasers to be liable for any and all damages of any kind whatsoever by reason of the occupation or removal of said buildings, parts of buildings, etc.

The bidder's assent and agreement to the above terms and conditions are understood to be implied by the act of bidding.

By direction of the Comptroller, sales of the above-described property will be made under the supervision of the Collector of City Revenue at the time stated herein.

Full particulars of sale can be obtained at the office of the Collector of City Revenue, Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan.

H. A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, January 18, 1907.

121,f13

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

**AT THE REQUEST OF THE PRESIDENT** of the Borough of The Bronx, public notice is hereby given that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing within the lines of property owned by The City of New York, acquired for street purposes in the

#### Borough of The Bronx.

All of the buildings, parts of buildings, etc., standing within the lines of Baychester avenue, near Baychester Station, Borough of The Bronx, City of New York, more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

**TUESDAY, FEBRUARY 5, 1907,**  
at 1 p. m., on the premises, and will be sold for the highest marketable price on the following

#### TERMS AND CONDITIONS.

Cash payment in bankable funds at the time and place of sale, and the entire removal of the buildings, parts of buildings, etc., standing within the lines of said streets from the streets by the purchaser or purchasers immediately after the sale. If the purchaser or purchasers fail to effect a removal within thirty days, he or they shall forfeit his or their purchase money and the ownership of the buildings, parts of buildings, etc., and The City of New York will cause the same to be removed without notice to the purchaser.

Purchasers to be liable for any and all damages of any kind whatsoever by reason of the occupation or removal of said buildings, parts of buildings, etc.

The bidder's assent and agreement to the above terms and conditions are understood to be implied by the act of bidding.

By direction of the Comptroller, sales of the above-described property will be made under the supervision of the Collector of City Revenue at the time stated herein.

Full particulars of sale can be obtained at the office of the Collector of City Revenue, Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan.

H. A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, January 16, 1907.

119,f1

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

**AT THE REQUEST OF THE PRESIDENT** of the Borough of The Bronx, public notice is hereby given that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing within the lines of property owned by The City of New York, acquired for street purposes, in

#### Borough of The Bronx.

All the buildings, parts of buildings, etc., standing within the lines of Harrison avenue, from the first drainage street north of Tremont avenue to East One Hundred and Eighty-first street, in the Borough of The Bronx, more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

**TUESDAY, FEBRUARY 5, 1907,**  
at 11 a. m., on the premises, and will be sold for the highest marketable price on the following

#### TERMS AND CONDITIONS.

Cash payment in bankable funds at the time and place of sale, and the entire removal of the buildings, parts of buildings, etc., standing within the lines of said streets from the streets by the purchaser or purchasers immediately after the sale. If the purchaser or purchasers fail to effect a removal within thirty days, he or they shall forfeit his or their purchase money, and the ownership of the buildings, parts of buildings, etc., and The City of New York will cause the same to be removed without notice to the purchaser.

Purchasers to be liable for any and all damages of any kind whatsoever by reason of the occupation or removal of said buildings, parts of buildings, etc.

The bidder's assent and agreement to the above terms and conditions are understood to be implied by the act of bidding.

By direction of the Comptroller, sales of the above-described property will be made under the supervision of the Collector of City Revenue at the time stated herein.

Full particulars of sale can be obtained at the office of the Collector of City Revenue, Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan.

H. A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, January 16, 1907.

110,f5

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

**AT THE REQUEST OF THE PRESIDENT** of the Borough of The Bronx, public notice is hereby given that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing within the lines of property owned by The City of New York, acquired for street purposes in the

#### Borough of The Bronx.

All of the buildings, parts of buildings, etc., standing within the lines of Coster street, from Hunt's Point to Edgewater road, Borough of The Bronx, City of New York, more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

**TUESDAY, FEBRUARY 5, 1907,**  
at 12 m., on the premises, and will be sold for the highest marketable price on the following

#### TERMS AND CONDITIONS.

Cash payment in bankable funds at the time and place of sale, and the entire removal of the buildings, parts of buildings, etc., standing within the lines of said streets from the streets by the purchaser or purchasers immediately after the sale. If the purchaser or purchasers fail to effect a removal within thirty days, he or they shall forfeit his or their purchase money and the ownership of the buildings, parts of buildings, etc., and The City of New York will cause the same to be removed without notice to the purchaser.

Purchasers to be liable for any and all damages of any kind whatsoever by reason of the occupation or removal of said buildings, parts of buildings, etc.

The bidder's assent and agreement to the above terms and conditions are understood to be implied by the act of bidding.

By direction of the Comptroller, sales of the above-described property will be made under the supervision of the Collector of City Revenue at the time stated herein.

Full particulars of sale can be obtained at the office of the Collector of City Revenue, Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan.

H. A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, January 16, 1907.

119,f5

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

**PUBLIC NOTICE IS HEREBY GIVEN** that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings, parts of buildings, etc., standing upon property owned by The City of New York, acquired by The City of New York for the use of the Department of Parks, said buildings being situated in the Borough of Manhattan, and erected upon property known as follows: Being the buildings situated within the area of the block bounded by the north side of West Twenty-seventh street, the easterly side of Tenth avenue and the westerly side of Ninth avenue, in the Borough of Manhattan, with the exception of the public school building situated on West Twenty-seventh street, near Ninth avenue.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

**WEDNESDAY, FEBRUARY 6, 1907,**  
at 11 a. m., on the premises, on the following

#### TERMS AND CONDITIONS.

It being understood that the purchaser at the auction sale will erect in front of said property, after the buildings are removed, in accordance with these terms and conditions, a tight board fence, to feet in height.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an

approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances, or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down, but all plaster, furrings, chimneys, projecting brick, etc., on the faces of such party walls, shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operation of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, January 10, 1907.

116,f6

#### DEPARTMENT OF FINANCE, CITY OF NEW YORK, December 14, 1906.

**UNTIL FURTHER NOTICE AND UNLESS** otherwise directed in any special case surety companies will be accepted as sufficient upon the following contracts to the amounts named:

Supplies of Any Description, including Gas and Electricity—

One company on a bond up to \$50,000.

Two companies on a bond up to \$125,000.

Three companies on a bond up to \$200,000.

Asphalt, Asphalt Block and Wood Block Pavement—

Two companies on a bond up to \$50,000.

Three companies on a bond up to \$125,000.

Regulating, Grading, Paving, Sewers, Water Mains, Dredging, Construction of Parks, Parkways, Etc.—

One company on a bond up to \$25,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

New Docks, Buildings, Bridges, Aqueducts, Tunnels, Etc.—

One company on a bond up to \$25,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

On bonds regarded as hazardous risks additional surety will be required as the Comptroller sees fit in each instance.

All bonds exceeding \$250,000 will by that fact alone be considered hazardous risks, no matter what the nature of the work.

H. A. METZ,  
Comptroller.

#### MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 1, 1907.

**PUBLIC NOTICE IS HEREBY GIVEN** of the proposed amendment of the Civil Service Rules and Classification as follows:

1. By including in the exempt class, under the heading "Bureau of Public Works in each Borough," the following:

**CONSULTING ENGINEER, QUEENS.**

2. By changing the line "7 Chaplains," under the heading "Department of Public Charities," to read—

"10 Chaplains."

3. By changing the line "4 Division Engineers," under the heading "Board of Water Supply of The City of New York," to read—

"16 Division Engineers."

4. By changing the line "3 Deputy Auditors of Accounts," under the heading "Finance Department," to read—

"14 Deputy Auditors of Accounts."

5. By including in the exempt class, under the heading "Finance Department," the following:

"3 Examiners of Accounts."

Public hearings will be held on the proposed amendments, in accordance with Civil Service Rule III., at the Commission's offices, No. 299 Broadway, on Wednesday, February 6, 1907, beginning at 10 o'clock.

P. A. SPENCER,  
Secretary.

12,6

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 4, 1907.  
**PUBLIC NOTICE IS HEREBY GIVEN** that applications will be received from 9 A. M. MONDAY, FEBRUARY 11, 1907, UNTIL 4 P. M. MONDAY, FEBRUARY 18, 1907, for the position of  
**ASSISTANT FIRE MARSHAL.**  
 The examination will be held on  
**FRIDAY, MARCH 1, 1907,**  
 at 10 A. M.

The subjects and weights of the examination are as follows:  
 General paper ..... 6  
 Arithmetic ..... 2  
 Experience ..... 2  
 Report ..... 1

The percentage required is 70.  
 Candidates must have a knowledge of the laws and ordinances relating to the Building and Tenement House Departments which concern the Fire Department, and also a knowledge of combustibles.

There is one vacancy.  
 The salary is \$1,500 per annum.  
 The minimum age is 21 years.  
**FRANK A. SPENCER,**  
 Secretary.  
 j2,mt

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 29, 1907.  
**PUBLIC NOTICE IS HEREBY GIVEN** that applications will be received from **TUESDAY, FEBRUARY 5, AT 9 A. M. UNTIL 4 P. M. WEDNESDAY, FEBRUARY 13, 1907,** for the position of—  
**CIVIL SERVICE EXAMINER (MEN AND WOMEN).**  
 The examination will be held on  
**WEDNESDAY, FEBRUARY 27, 1907,**  
 at 10 A. M.

The subjects and weights of the examination are as follows:  
 General paper ..... 4  
 Preparation and rating of questions and answers ..... 2  
 Mathematics ..... 1  
 Oral examination, to include experience... 3

The percentage required is 70.  
 In the general paper questions on history, geography, City, State and Federal Government will be put.

Mathematics will include arithmetic and algebra.  
 The oral examination will be held at a later date than the written.

Salaries ranging from \$1,200 to \$2,400 will be paid.  
 There are two vacancies with a beginning salary of \$1,200.

The appointees will be required to give all their time to the work of the Commission.  
 The minimum age is 21 years.  
**FRANK A. SPENCER,**  
 Secretary.  
 j2p,f27

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 25, 1907.

**PUBLIC NOTICE IS HEREBY GIVEN** that applications will be received from 9 A. M., Friday, February 1, until 4 P. M., Friday, February 8, 1907, for the position of  
**COURT STENOGRAPHER (MALE), FIFTH TO TENTH GRADE, INCLUSIVE.**

The examination will be held on  
**MONDAY, FEBRUARY 18, 1907,**  
 at 10 A. M.

The subjects and weights of the examination are as follows:  
 Accuracy ..... 6  
 Arithmetic ..... 2  
 Speed ..... 2

The percentage required is 70.  
 Dictation will be given at the rates of 150, 155, 160, 165, 170 and 175 words a minute to qualify for the several grades.

Candidates will also be required to take testimony and to read back from their notes. The speed mark will be given on this test.

No vacancies exist at present.  
 The salary is from \$1,500 to \$3,000 per annum.  
 The minimum age is 21 years.

**FRANK A. SPENCER,**  
 Secretary.  
 j25,fr8

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 22, 1907.

**PUBLIC NOTICE IS HEREBY GIVEN** that the time for receiving applications for the position of  
**ARCHITECTURAL DRAFTSMAN**

has been extended until 4 P. M., Tuesday, February 5, 1907. The examination will be held on Tuesday and Wednesday, February 19 and 20, at 10 A. M.

**FRANK A. SPENCER,**  
 Secretary.  
 j22,fr5

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 21, 1907.

**PUBLIC NOTICE IS HEREBY GIVEN** that applications will be received from 9 A. M. ON MONDAY, JANUARY 28, UNTIL 4 P. M. MONDAY, FEBRUARY 4, 1907, for the position of  
**STENOGRAPHER AND TYPEWRITER (MALE), first to fourth grade, inclusive.**

The examination will be held on  
**THURSDAY, FEBRUARY 14, 1907,**  
 at 10 A. M. and at later dates.

The subjects and weights of the examination are as follows:  
 Accuracy and style ..... 6  
 Arithmetic ..... 2  
 Letter writing ..... 2

The percentage required is 70.  
 Handwriting will be considered in rating the letter.

Dictation will be given at the rates of 80, 90, 105 and 120 words a minute to qualify for the several grades.

Vacancies are constantly occurring in the various departments.  
 The salary is from \$750 to \$1,400 per annum.  
 The minimum age is 18 years.

**FRANK A. SPENCER,**  
 Secretary.  
 j22,fr4

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 2, 1907.

**PUBLIC NOTICE IS HEREBY GIVEN** that applications will be received until 4 P. M.

**TUESDAY, FEBRUARY 5, 1907,**  
 for the position of  
**ARCHITECTURAL DRAFTSMAN.**

The examination will be held on Tuesday and Wednesday, February 19 and 20, 1907, at 10 A. M.

The subjects and weights of the examination are as follows:  
 Technical ..... 3  
 Experience ..... 2  
 The percentage required is 75 on the technical paper and 75 on all.

**SCHEME OF THE EXAMINATION.**  
**First Day.**

Date of each drawing and the scale to be used will be furnished to applicants on examination day.

**Drawings required:**  
**Hours 10 to 12.40.**

Q. 1 and 2. Accurate working drawing on white paper of one-half plan of a given building. Lettering.

Q. 3. Complete ink tracing of the same.

**Hours 1 to 3.**  
 Q. 4 and 5. Accurate pencil drawing of parts marked on a given elevation of a building, the working plans also being furnished.

**Hours 3 to 5.**  
 Q. 6. Accurate working section in pencil from given drawings.

**Second Day.**  
**Hours 10 to 11.30.**

Q. 7. One-quarter scale drawing of a given ornament.

Q. 8. Also one-half of same ornament, full size, with sections of projections.

**Hours 11.30 to 1.**  
 Q. 9, 10, 11 and 12. Constructional details.

**Hours 1.30 to 3.**  
 Q. 13 and 14. Questions in mensuration and arithmetic.

Candidates must furnish the following:  
 Drawing instruments, T-square, triangle, scale, etc.

Pencils.  
 Crayon or simple washes.  
 Inks.  
 Pens.  
 Drawing board no less than 23 inches by 31 inches.

Other materials will be furnished by the Commission.

There are four vacancies in the Board of Education at present, and certification will also be made to the Department of Bridges.

The salary is \$1,500 per annum, and over.  
 The minimum age is 21 years.

**FRANK A. SPENCER,**  
 Secretary.  
 j8,22

MUNICIPAL CIVIL SERVICE COMMISSION, No. 31 LAFAYETTE STREET, NEW YORK CITY, December 24, 1906.

**PUBLIC NOTICE IS HEREBY GIVEN** that applications for the following position in the Labor Class will be received on and after  
**WEDNESDAY, JANUARY 2, 1907**

via:  
**LABOR CLASS, PART II.**

**NICKEL PLATER, in the Fire Department.**  
**WILLIAM F. BAKER,**  
 President;

**R. ROSS APPLETON,**  
**ALFRED J. TALLEY,**  
 Civil Service Commissioners.

**FRANK A. SPENCER,**  
 Secretary.  
 d27,j2

MUNICIPAL CIVIL SERVICE COMMISSION, No. 31 LAFAYETTE STREET, NEW YORK CITY, October 22, 1906.

**PUBLIC NOTICE IS HEREBY GIVEN** that applications for the following position in the Labor Class will be received on and after  
**THURSDAY, NOVEMBER 1, 1906,**

via:  
**LABOR CLASS—Part 2.**

**BRASS FINISHER.**  
**WILLIAM F. BAKER,**  
 President;

**R. ROSS APPLETON,**  
**ALFRED J. TALLEY,**  
 Civil Service Commissioners.

**FRANK A. SPENCER,**  
 Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, CITY OF NEW YORK.

**PUBLIC NOTICE WILL BE GIVEN** of all competitive examinations two weeks in advance of the date upon which the receipt of applications for any scheduled examination will close. Applications will be received for only such examinations as are scheduled.

When an examination is advertised, a person desiring to compete in the same may obtain an application blank upon request made in writing or by personal application at the office of the Commission.

All notices of examinations will be posted in the office of the Commission, City Hall, Municipal Building, Brooklyn, and advertised in the City Record for two weeks in advance of the date upon which the receipt of applications will close for any stated position.

Public notice will also be given by advertisement in most of the City papers.

Wherever an examination is of a technical character, due notice is given by advertisement in the technical journals pertaining 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.  
 12-24-06

## FIRE DEPARTMENT.

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Fire Commissioner at the above office until 10.30 o'clock A. M. on

**WEDNESDAY, FEBRUARY 13, 1907,**  
**Borough of Richmond.**

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR ADDITIONS AND ALTERATIONS TO BUILDING OF VOLUNTEER HOOK AND LADDER NO. 4 FOR QUARTERS OF EN-

GINE COMPANY NO. 305, LOCATED AT NO. 133 JERSEY STREET, NEW BRIGHTON, S. I., BOROUGH OF RICHMOND.

The time for the completion of the work and the full performance of the contract is by or before forty-five (45) days.

The amount of security required is Fifteen Hundred Dollars.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

**FRANCIS J. LANTRY,**  
 Fire Commissioner.

Dated January 30, 1907. j31,fr3

**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

**WEDNESDAY, FEBRUARY 13, 1907,**  
**Boroughs of Brooklyn and Queens.**

No. 1. FOR FURNISHING AND DELIVERING ONE HUNDRED HORSES FOR THE BOROUGH OF BROOKLYN AND QUEENS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 2. FOR FURNISHING AND DELIVERING TWENTY HORSES FOR USE OF THE VOLUNTEER FIRE SYSTEM, BOROUGH OF QUEENS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

**FRANCIS J. LANTRY,**  
 Fire Commissioner.

Dated January 30, 1907. j31,fr3

**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

**WEDNESDAY, FEBRUARY 13, 1907,**  
**Boroughs of Brooklyn and Queens.**

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE ERECTION AND COMPLETION OF A NEW STOREHOUSE BUILDING TO BE LOCATED ON THE NORTH SIDE OF MYRTLE AVENUE 70 FEET EAST OF NORTH ELIOTT PLACE, BOROUGH OF BROOKLYN.

The time for the completion of the work and the full performance of the contract is two hundred (200) days.

The amount of security required is Thirty Thousand Dollars.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

**FRANCIS J. LANTRY,**  
 Fire Commissioner.

Dated January 30, 1907. j31,fr3

**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

**WEDNESDAY, FEBRUARY 6, 1907,**  
**Boroughs of Manhattan, The Bronx and Richmond.**

No. 1. FOR FURNISHING AND DELIVERING ONE HUNDRED AND TWELVE (112) HORSES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 1, 1908.

The amount of security required is Sixteen Thousand Dollars (\$16,000).

**Boroughs of Manhattan and The Bronx.**  
 No. 2. FOR FURNISHING AND DELIVERING FIVE HUNDRED (500) NET TONS ANTHRACITE COAL FOR DEPARTMENT BUILDINGS SOUTH OF FIFTY-NINTH STREET, BOROUGH OF MANHATTAN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before March 1, 1908.

The amount of security required is Six Thousand Dollars (\$6,000).

**Boroughs of Manhattan and The Bronx.**  
 No. 3. FOR FURNISHING AND DELIVERING TWENTY-TWO HUNDRED (2,200) NET TONS ANTHRACITE COAL FOR DEPARTMENT BUILDINGS NORTH OF FIFTY-NINTH STREET, BOROUGH OF MANHATTAN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before March 1, 1908.

The amount of security required is Six Thousand Dollars (\$6,000).

**Boroughs of Manhattan and The Bronx.**  
 No. 4. FOR FURNISHING AND DELIVERING TWO THOUSAND (2,000) NET TONS

ANTHRACITE COAL FOR DEPARTMENT BUILDINGS, BOROUGH OF THE BRONX.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before March 1, 1908.

The amount of security required is Six Thousand Dollars (\$6,000).

**Boroughs of Manhattan and The Bronx.**  
 No. 5. FOR FURNISHING AND DELIVERING FOUR HUNDRED (400) NET TONS PEA SIZE ANTHRACITE COAL FOR HEADQUARTERS BUILDING, BOROUGH OF MANHATTAN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before March 31, 1908.

The amount of security required is Six Hundred Dollars (\$600).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item (class) and awards made to the lowest bidder on each item (class); or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

**FRANCIS J. LANTRY,**  
 Fire Commissioner.

Dated January 25, 1907. j26,fr6

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

## BOARD MEETINGS.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Friday, at 10.30 o'clock A. M.

**JOSEPH HAAG,**  
 Secretary.

The Commissioners of the Sinking Fund meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.

**N. TAYLOR PHILLIPS,**  
 Deputy Comptroller, Secretary.

The Board of City Record meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.

**PATRICK J. TRACY,**  
 Supervisor, Secretary.

## BOARD OF ESTIMATE AND APPORTIONMENT.

**NOTICE IS HEREBY GIVEN** THAT the Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to widen Second avenue, from East Fifty-seventh to East Sixty-first street, and to lay out an approach to the Blackwell's Island Bridge, bounded by East Fifty-ninth street, East Sixtieth street, Second avenue and Third avenue, Borough of Manhattan, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, 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 January 11, 1907, 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 44a 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:

1. Widening Second avenue, from East Fifty-seventh street to East Sixty-first street, by adding 65 feet to its westerly side;

2. Laying out as an approach to the Blackwell's Island Bridge the remainder of the block bounded by East Fifty-ninth street, East Sixtieth street, Second avenue and Third avenue, in the Borough of Manhattan, City of New York, or by:

(A) Widening Second avenue, from East Fifty-seventh street to East Fifty-ninth street, by adding sixty-five feet to its westerly side;

(B) Widening Second avenue, from East Sixtieth street to East Sixty-first street, by adding sixty-seven feet to its westerly side;

(C) Laying out as an approach to the Blackwell's Island Bridge the entire block bounded by Second avenue, Third avenue, East Fifty-ninth street and East Sixtieth street, in the Borough of Manhattan, City of New York.

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 8th day of February, 1907, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 8th day of February, 1907.

Dated January 25, 1907.

**JOSEPH HAAG,**  
 Secretary.

No. 277 Broadway, Room 803.  
 Telephone 3424 Worth.

j25,fr5

**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 locate and lay out Church avenue, from East Eleventh street to Ocean Parkway, 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 February 8, 1907, 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 January 11, 1907, 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 44a 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 locating and laying out Church avenue,

from East Eleventh street to Ocean parkway, in the Borough of Brooklyn, City of New York, more particularly described as follows:

A.—From East Eleventh Street to Coney Island Avenue.

The southern line to begin at the intersection of the eastern line of East Eleventh street with the southern line of Church avenue, as the same are laid down on the map of the City;

1. Thence westerly to a point on the eastern line of Coney Island avenue, distant 42.54 feet, more or less, northerly from the intersection of the northern line of Avenue A with the eastern line of Coney Island avenue, as the same are laid down on the map of the City;

2. The northern line to be 70 feet from and parallel with the above-described southern line.

B.—From Coney Island Avenue to Ocean Parkway.

The centre line to begin at a point in the western line of Coney Island avenue, distant 920.25 feet, more or less, northerly from the intersection of the northern line of Avenue B with the western line of Coney Island avenue, as the same are laid down on the map of the City;

1. Thence westerly to a point in the eastern line of Ocean parkway, distant 593.14 feet, more or less, northerly from the intersection of the northern line of Avenue B with the eastern line of Ocean parkway, as the same are laid down on the map of the City;

2. Between Coney Island avenue and East Seventh street, the northern and southern lines to be respectively 35 feet north and south of and parallel with the centre line aforesaid.

3. Between East Seventh street and Ocean parkway, the northern and southern lines to be respectively 50 feet north and south of and parallel with the centre line aforesaid.

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 8th day of February, 1907, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,

Secretary.

No. 277 Broadway, Room 805.

Telephone 3454 Worth.

j25.f5

**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 at the intersection of Sands and High streets, 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 February 8, 1907, 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 January 11, 1907, 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 at the intersection of Sands and High streets, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Sands Street.

The grade at the intersection of Sands and Pearl streets to be 63.72 feet, as heretofore.

The grade at the intersection of Jay street to be 55.76 feet.

The grade at the intersection of Sands and Bridge streets to be 48.92 feet, as heretofore.

Jay Street.

The grade at the intersection of Jay and Prospect streets to be 57.52 feet, as heretofore.

The grade at the intersection of Sands street to be 55.76 feet.

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 8th day of February, 1907, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,

Secretary.

No. 277 Broadway, Room 805.

Telephone 3454 Worth.

j25.f5

**NOTICE IS HEREBY GIVEN THAT THE** Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to widen East One Hundred and Eighty-second street, from Park avenue to Washington avenue at its southerly side, so as to make said southerly side coincide with the southerly line of old Fletcher street, making the street about 32.2 feet wide, 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 February 8, 1907, 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 January 11, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by widening East One Hundred and Eighty-second street, from Park avenue to Washington avenue, at its southerly side so as to make said southerly side coincide with the southerly line of old Fletcher street, making the street about 32.2 feet wide, in the Borough of The Bronx, City of New York, more particularly described on map entitled "Map or plan showing the widening of East One Hundred and Eighty-second street at its southerly side, between Park avenue and Washington avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York," submitted by the President of the Borough of The Bronx.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be

held in the City Hall, Borough of Manhattan, City of New York, on the 8th day of February, 1907, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,

Secretary.

No. 277 Broadway, Room 805.

Telephone 3454 Worth.

j25.f5

**NOTICE IS HEREBY GIVEN THAT THE** Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to widen East One Hundred and Sixty-first street on its northerly side, between Brook avenue and Third avenue, 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 February 8, 1907, 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 January 11, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by widening East One Hundred and Sixty-first street on its northerly side, between Brook avenue and Third avenue, in the Borough of The Bronx, City of New York, more particularly described on sketch submitted by the President of the Borough of The Bronx.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 8th day of February, 1907, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,

Secretary.

No. 277 Broadway, Room 805.

Telephone 3454 Worth.

j25.f5

**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 strike therefrom Park place, between Freeman avenue and Webster avenue, in Long Island City, Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, 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 January 11, 1907, 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 striking therefrom Park place, between Freeman avenue and Webster avenue, in Long Island City, in the Borough of Queens, City of New York, more particularly shown on map or plan submitted by the President of the Borough of Queens.

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 8th day of February, 1907, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,

Secretary.

No. 277 Broadway, Room 805.

Telephone 3454 Worth.

j25.f5

**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 strike therefrom Rutledge street, between Freeman avenue and the park between Vernon avenue and the East river, Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, 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 January 11, 1907, 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 striking therefrom Rutledge street, between Freeman avenue and the park between Vernon avenue and the East river, in the Borough of Queens, City of New York, more particularly shown on a map or plan submitted by the President of the Borough of Queens.

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 8th day of February, 1907, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,

Secretary.

No. 277 Broadway, Room 805.

Telephone 3454 Worth.

j25.f5

**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 an unnamed street between William and Beach streets, extending from St. Paul's avenue to Jackson street, Second Ward, Borough of Richmond, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, 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 January 11, 1907, 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 an unnamed street between William and Beach streets, extending from St. Paul's avenue to Jackson street, Second Ward, in the Borough of Richmond, City of New York, more particularly shown on a map or plan submitted by the President of the Borough of Richmond, dated October 25, 1906.

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 8th day of February, 1907, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,

Secretary.

No. 277 Broadway, Room 805.

Telephone 3454 Worth.

j25.f5

**NOTICE IS HEREBY GIVEN THAT THE** Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the lines of Van Alst avenue, between Hoyt and Winthrop avenues, by moving the street twenty-five feet east of its present position, Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on February 8, 1907, 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 January 11, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the lines of Van Alst avenue, between Hoyt and Winthrop avenues, by moving the street twenty-five feet east of its present position, in the Borough of Queens, City of New York, more particularly described on map or plan submitted by the President of the Borough of Queens.

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 8th day of February, 1907, at 10.30 a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 8th day of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,

Secretary.

No. 277 Broadway, Room 805.

Telephone 3454 Worth.

j25.f5

**PUBLIC NOTICE IS HEREBY GIVEN** that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of West One Hundred and Sixty-seventh street, from Broadway to St. Nicholas avenue; public place bounded by Broadway, St. Nicholas avenue and West One Hundred and Sixty-seventh street; public place bounded by West One Hundred and Sixty-sixth street, St. Nicholas avenue, West One Hundred and Sixty-seventh street and Broadway, as laid out on the map of the City, in the Borough of Manhattan, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point 100 feet south of the southerly side of West One Hundred and Sixty-fifth street, measured at right angles thereto on a line midway between the westerly side of Broadway and the easterly side of Fort Washington avenue, and running thence northerly on a line midway between the westerly side of Broadway and the easterly side of Fort Washington avenue to a point 100 feet north of the northerly side of West One Hundred and Sixty-eighth street, measured at right angles thereto; thence easterly on a line parallel with the northerly side of West One Hundred and Sixty-eighth street and parallel therewith to a point 100 feet east of the easterly side of Audubon avenue; thence southwardly on a line 100 feet east of the easterly side of Audubon avenue and parallel therewith to its intersection with a line midway between the southerly side of West One Hundred and Sixty-eighth street and the northerly side of West One Hundred and Sixty-seventh street; thence easterly along a line midway between the southerly side of West One Hundred and Sixty-eighth street and the northerly side of West One Hundred and Sixty-seventh street to a point 100 feet east of the easterly side of Amsterdam avenue; thence southwardly along a line 100 feet east of the easterly side of Amsterdam avenue and parallel therewith to its intersection with a line midway between the southerly side of West One Hundred and Sixty-seventh street and the northerly side of West One Hundred and Sixty-sixth street; thence westwardly along

a line midway between the southerly side of West One Hundred and Sixty-seventh street and the northerly side of West One Hundred and Sixty-sixth street and the prolongation thereof to a point 100 feet east of the easterly side of Audubon avenue; thence southwardly along a line 100 feet east of the easterly side of Audubon avenue and parallel therewith to a point 100 feet south of the southerly side of West One Hundred and Sixty-fifth street, measured at right angles thereto; thence westwardly along a line 100 feet south of the southerly side of West One Hundred and Sixty-fifth street and parallel therewith to the point of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 8th day of February, 1907, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, to be published in the City Record for ten days prior to the 8th of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,

Secretary.

No. 277 Broadway, Room 805.

Telephone 3454 Worth.

j25.f5

**PUBLIC NOTICE IS HEREBY GIVEN** that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of the second new street north of West One Hundred and Eighty-first street, from Broadway west to Overlook terrace, and the third new street north of West One Hundred and Eighty-first street, between Broadway and Overlook terrace, in the Borough of Manhattan, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point 100 feet west of the westerly side of Overlook terrace, measured at right angles to the said Overlook terrace, and on the prolongation of a line midway between the first and second new streets north of West One Hundred and Eighty-first street, between Broadway and Overlook terrace, and running thence easterly on a line midway between the first and second new streets north of West One Hundred and Eighty-first street and the prolongation thereof to the westerly side of Broadway; thence northeasterly to the northeasterly corner of Broadway and West One Hundred and Eighty-fifth street; thence easterly along the northerly side of West One Hundred and Eighty-fifth street to a point 100 feet east of the easterly side of Broadway, measured at right angles thereto; thence northwardly on a line 100 feet east of the easterly side of Broadway and parallel therewith to its intersection with the prolongation of a line midway between the northerly side of the third new street north of West One Hundred and Eighty-first street and the southerly side of the fourth new street north of West One Hundred and Eighty-first street; thence westwardly along the said line midway between the third and fourth new streets north of West One Hundred and Eighty-first street and the prolongation thereof to the westerly side of Bennett avenue; thence westwardly on a line parallel with the northerly side of the third new street north of West One Hundred and Eighty-first street and the prolongation thereof to a point 100 feet west of the westerly side of Overlook terrace and measured at right angles thereto; thence southwardly on a line 100 feet west of the westerly side of Overlook terrace and parallel therewith to the place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 8th day of February, 1907, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 8th of February, 1907.

Dated January 25, 1907.

JOSEPH HAAG,

Secretary.

No. 277 Broadway, Room 805.

Telephone 3454 Worth.

j25.f5

**PUBLIC NOTICE IS HEREBY GIVEN** that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of the fifth new street north of West One Hundred and Eighty-first street (Watkins place), extending from Broadway to first new avenue west of Broadway (Bennett avenue), in the Borough of Manhattan, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

On the north by a line midway between the northerly side of the fifth new street north of West One Hundred and Eighty-first street and the southerly side of the next parallel street to the north, as shown upon the plan adopted by the Board of Estimate and Apportionment on December 11, 1903; on the east by a line 100 feet east of the easterly side of Broadway and parallel therewith; on the south by a line midway between the southerly side of the fifth new street north of West One Hundred and Eighty-first street and the northerly line of the fourth new street north of West One Hundred and Eighty-first street, and on the west by a line 100 feet west of the westerly side of the first new avenue west of Broadway, or Bennett avenue, and parallel therewith.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to

be held in The City of New York, Borough of Manhattan, in the City Hall, on the 8th day of February, 1907, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, to be published in the City Record for ten days prior to the 8th day of February, 1907.

Dated January 25, 1907.  
JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Worth.

**PUBLIC NOTICE IS HEREBY GIVEN** that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of West One Hundred and Twenty-ninth street, from Convent avenue to Amsterdam avenue, in the Borough of Manhattan, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolutions directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line midway between West One Hundred and Twenty-ninth and West One Hundred and Thirtieth streets and by the prolongation thereof; on the east by a line 100 feet distant easterly from the easterly side of Convent avenue and parallel thereto, the said distance being measured at right angles to the line of Convent avenue; on the south by a line midway between West One Hundred and Twenty-ninth and West One Hundred and Twenty-eighth streets and by the prolongation thereof; and on the west by a line 100 feet distant westerly from the westerly side of Amsterdam avenue and parallel therewith, the said distance being measured at right angles to the line of Amsterdam avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 8th day of February, 1907, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, to be published in the City Record for ten days prior to the 8th day of February, 1907.

Dated January 25, 1907.  
JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Worth.

**PUBLIC NOTICE IS HEREBY GIVEN** that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Forrest street, from Central avenue to Flushing avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolutions directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at the intersection of a line midway between Forrest street and Noll street with a line 100 feet southwesterly from the southwesterly side of Central avenue and parallel therewith, the said distance being measured at right angles to the line of Central avenue, and running thence northwesterly and parallel with the line of Central avenue to the intersection with a line distant 100 feet northwesterly from the northwesterly side of Forrest street and parallel therewith, the said distance being measured at right angles to the line of Forrest street; thence running northwesterly and parallel with the line of Forrest street to the intersection with the northwesterly side of Flushing avenue; thence northwesterly and parallel with the line of Flushing avenue to the intersection with a line at right angles to the line of Flushing avenue and passing through a point midway between the intersection of the said southwesterly side with the southeasterly side of Forrest street and the southeasterly side of Hamburg avenue; thence southeasterly along the course last described to the southeasterly side of Flushing avenue; thence southeasterly and parallel with the line of Hamburg avenue to the intersection with the prolongation of a line midway between Forrest street and Noll street to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 8th day of February, 1907, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, to be published in the City Record and the corporation newspapers for ten days prior to the 8th day of February, 1907.

Dated January 25, 1907.  
JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Worth.

**PUBLIC NOTICE IS HEREBY GIVEN** that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Edgewater road from Garrison avenue (or Mohawk avenue) to

Seneca avenue, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

On the north by the prolongation westwardly of the southerly line of Ludlow avenue, as now laid out east of the Bronx river; on the east by the westerly side of the Bronx river; on the south by a line midway between the southerly side of Seneca avenue and the northerly side of Lafayette avenue; on the west by a line midway between the westerly side of Longfellow street and the easterly side of Bryant street; and on the northwesterly side of the present southeasterly property line of the New York, New Haven and Hartford Railroad Company.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 8th day of February, 1907, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, to be published in the City Record for ten days prior to the 8th day of February, 1907.

Dated January 25, 1907.  
JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Worth.

**PUBLIC NOTICE IS HEREBY GIVEN** that at a meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Trafalgar place, from One Hundred and Seventy-fifth street to One Hundred and Seventy-sixth street, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at the intersection of a line midway between Trafalgar place and Waterloo place with the northerly line of East One Hundred and Seventy-fifth street, and running thence northwesterly along the centre line of the block between Trafalgar place and Waterloo place, and the prolongation of said line to a point distant 100 feet north of the northerly side of East One Hundred and Seventy-sixth street; thence easterly and parallel with the northerly line of East One Hundred and Seventy-sixth street to the intersection with a line drawn at right angles to the line of East One Hundred and Seventy-sixth street, and passing through a point on the southerly side of the said street midway between Trafalgar place and the Southern Boulevard; thence southwesterly along the line last described to the southerly line of East One Hundred and Seventy-sixth street; thence southwesterly to a point on the northerly line of East One Hundred and Seventy-fifth street midway between the easterly line of Trafalgar place and the westerly line of the Southern Boulevard; thence continuing along the said course to the southerly line of East One Hundred and Seventy-fifth street; thence southwesterly at right angles to the southerly line of East One Hundred and Seventy-fifth street 100 feet; thence westwardly and parallel with the southerly line of East One Hundred and Seventy-fifth street to the intersection with a line drawn at right angles to the line of East One Hundred and Seventy-fifth street, and passing through the point described as the point or place of beginning; thence northwesterly to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 8th day of February, 1907, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, to be published in the City Record for ten days prior to the 8th day of February, 1907.

Dated January 25, 1907.  
JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Worth.

**PUBLIC NOTICE IS HEREBY GIVEN** that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Faile street, from Garrison avenue to Lafayette avenue, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

On the north by the present southerly property line of the New York, New Haven and Hartford Railroad tracks; on the east by a line midway between the easterly side of Faile street and the westerly side of Bryant street; on the south by a line 100 feet south of the southerly side of Lafayette avenue and parallel therewith, and on the west by a line midway between the westerly side of Faile street and the easterly side of Hunt's Point road.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the

8th day of February, 1907, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, to be published in the City Record for ten days prior to the 8th day of February, 1907.

Dated January 25, 1907.  
JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Worth.

**PUBLIC NOTICE IS HEREBY GIVEN** that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Seneca avenue, from Hunt's Point road to Bronx river, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

On the north by a line midway between the northerly side of Seneca avenue and the southerly side of Garrison avenue, and the prolongation thereof; on the east by the west side of the Bronx river; on the south by a line midway between the southerly side of Seneca avenue and the northerly side of Lafayette avenue, and the prolongation thereof; and on the west by a line 100 feet west of the westerly side of Hunt's Point road and parallel therewith.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 8th day of February, 1907, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, to be published in the City Record for ten days prior to the 8th day of February, 1907.

Dated January 25, 1907.  
JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Worth.

**PUBLIC NOTICE IS HEREBY GIVEN** that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the widening of Sedgwick avenue, between Fordham road and Bailey avenue; Bailey avenue, between Sedgwick avenue and Albany road; Albany road, between Bailey avenue and Van Cortlandt Park; for the opening and extending of Heath avenue, between West One Hundred and Eighty-ninth and West One Hundred and Ninety-first streets; the public place between Heath avenue and Bailey avenue south of West One Hundred and Ninety-first street, and for the widening of Kingsbridge road, between Exterior street and Bailey avenue, Borough of The Bronx.

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at the intersection of the prolongation of a line 100 feet south of the southerly side of East One Hundred and Eighty-first street and parallel therewith, with the easterly bulkhead line of the Harlem river, and running thence northwesterly along the said easterly line of the Harlem river to the intersection with a line midway between Broadway and Exterior street; thence northwesterly along the said line midway between Broadway and Exterior street to the northerly side of Kingsbridge road; thence northwesterly at right angles to the line of the Kingsbridge road 100 feet; thence easterly and parallel with the Kingsbridge road to the easterly line of the land of the New York and Putnam Railway; thence northwesterly and along the said easterly line of the New York and Putnam Railway to the intersection with a line distant 100 feet north of and parallel with the southerly line of Van Cortlandt Park, the said distance being measured at right angles to the said southerly line of Van Cortlandt Park; thence easterly and parallel with the southerly line of Van Cortlandt Park to the intersection with the prolongation of a line midway between Gouverneur avenue and Norman avenue and the prolongation of the said line to the intersection with the centre line of Sedgwick avenue; thence southwesterly to a point on the southwesterly side of Kingsbridge road where the same is intersected by a line 100 feet northwest of and parallel with the northwesterly line of Aqueduct avenue, the said distance being measured at right angles to the line of Aqueduct avenue; thence southwesterly and always distant 100 feet northwesterly from the northwesterly line of Aqueduct avenue and along the prolongation of the said line to the intersection with the southerly line of East One Hundred and Eighty-first street; thence southwesterly at right angles to East One Hundred and Eighty-first street 100 feet; thence northwesterly and westerly and always parallel with the southerly line of East One Hundred and Eighty-first street, and 100 feet distant therefrom, to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 8th day of February, 1907, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, to be published in the City Record for ten days prior to the 8th day of February, 1907.

Dated January 25, 1907.  
JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Worth.

**PUBLIC NOTICE IS HEREBY GIVEN** that at the meeting of the Board of Estimate and Apportionment, held on January 11, 1907, the following resolution was adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Chauncey street, from Hoyt avenue to Winthrop avenue, and Goodrich street, between Flushing and Winthrop avenues, in the Borough of Queens, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point 100 feet northeast of the northerly line of Winthrop avenue in the prolongation of a line midway between Chauncey street and Lawrence street, and running northwesterly on a line 100 feet northeast of the northerly side of Winthrop avenue and parallel therewith to a point in the prolongation of a line midway between Goodrich street and Merchant street; thence southwesterly on a line midway between the northwesterly side of Goodrich street and the southeasterly side of Merchant street and the prolongation of said line to its intersection with a line 100 feet south of the southerly side of Flushing avenue and parallel therewith; thence easterly along the said line 100 feet south of the southerly side of Flushing avenue and parallel therewith to the prolongation of a line midway between the southeasterly side of Chauncey street and the northwesterly side of Lawrence street; thence northwesterly along the said line midway between the southeasterly side of Chauncey street and the northwesterly side of Lawrence street and the prolongation thereof to its intersection with a line 100 feet northeast of the northerly side of Winthrop avenue, the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 8th day of February, 1907, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, to be published in the City Record for ten days prior to the 8th day of February, 1907.

Dated January 25, 1907.  
JOSEPH HAAG,  
Secretary,  
No. 277 Broadway, Room 805.  
Telephone 3454 Worth.

## DEPARTMENT OF CORRECTION.

OFFICE OF THE DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m., on

TUESDAY, FEBRUARY 10, 1907

Borough of Manhattan.

No. 1. FOR FURNISHING ALL LABOR AND MATERIAL REQUIRED TO ERECT THE PROPOSED ANNEX TO WORKSHOPS AT THE NEW YORK PENITENTIARY, BLACKWELL'S ISLAND.

The time for the completion of the work and the full performance of the contract is by or before sixty consecutive working days.

The amount of security required is fifty per cent, (50%) of the amount of bid or estimate. Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN V. COGNEY,  
Commissioner.

Dated January 31, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

CORPORATION SALE OF BUILDINGS, WALLS AND APPURTENANCES THERE-TO, OWNED BY THE CITY OF NEW YORK.

BRYAN L. KENNELLY, Auctioneer.

PURSUANT TO THE PROVISIONS OF Chapter 173 of the Laws of 1905, public notice is hereby given that the Commissioner of the Department of Correction, by virtue of the powers vested in him by law, will offer for sale at public auction the buildings, walls and appurtenances thereto, standing upon property formerly owned by The City of New York and known as the Kings County Penitentiary, said buildings, walls and appurtenances being situated in the Borough of Brooklyn and erected upon land within the area of the following property:

Bounded by the northerly side of Sullivan street, the easterly side of Rogers avenue, the southerly side of President street and the westerly side of Nostrand avenue, in the Borough of Brooklyn, the sale of the above-described buildings, walls and appurtenances thereto will be made under my supervision on

FRIDAY, FEBRUARY 8, 1907, at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction on the following

TERMS AND CONDITIONS. The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price, as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area, are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls, shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all

floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork, of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances, or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost and expense charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold, shall not be taken down, but all furnishings, plaster, chimneys, projecting brick, etc., on the faces of such party walls shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam-holes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly bashed and painted and made watertight where they have been disturbed by the operation of the contractor.

Notice is hereby given that pursuant to the provisions of chapter 173 of the Laws of 1905, the buildings, etc., disposed of at this sale are for the purpose of demolition, and all purchasers will be liable for damage sustained by the failure to remove the buildings, etc., prior to April 11, 1907; the bidder's assent to the above condition being understood by the act of bidding.

The Commissioner of the Department of Correction reserves the right, on the day of the sale, to withdraw from sale any of the buildings, walls or appurtenances thereto included in this sale.

JOHN V. COGGEY,  
Commissioner.

Dated January 22, 1907, Department of Correction, City of New York.

j23, f8

## BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS.

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, No. 320 BROADWAY, NEW YORK.

NOTICE IS HEREBY GIVEN THAT THE Board of Rapid Transit Railroad Commissioners for The City of New York will hold a public hearing upon the proposed terms and conditions of a contract for the construction (or, in the alternative, the construction, equipment and operation) of the Lexington Avenue Rapid Transit Railroad, in the office of the Board, Room 401, No. 320 Broadway, in the Borough of Manhattan, on

THURSDAY, FEBRUARY 7, 1907,

at 3 o'clock in the afternoon. Copies of the draft of the proposed contract can be obtained at the said office upon the payment of a fee of 25 cents.

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK.

A. E. ORR,

President.

BION L. HUKAWA,

Secretary.

Dated New York, January 22, 1907.

j23, f7

## SUPREME COURT—FIRST DEPARTMENT.

### FIRST DEPARTMENT.

In the matter of the application of the Mayor, Aldermen and Commonalty of The City of New York, acting by the Department of Docks, of The City of New York, relative to acquiring right and title to and possession of the wharf property, rights, terms, easements, emoluments and privileges of and to the lands under water and the lands under water necessary to be taken for the improvement of the water front of The City of New York, on the NORTH RIVER, BETWEEN FORTY-SECOND AND FORTY-THIRD STREETS, AND BETWEEN TWELFTH AND THIRTEENTH AVENUES, pursuant to the plan heretofore adopted by the said Department of Docks, and approved by the Commissioners of the Sinking Fund.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I, to be held at the County Court House in the Borough of Manhattan in the City of New York, on the 18th day of February, 1907, at 10:30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the Office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter as amended.

Dated, Borough of Manhattan, New York, February 2, 1907.

ALBERT B. BOARDMAN,

BENNO LEWINSON,

AUGUSTUS T. DOCHARTY,

Commissioners.

JOSEPH M. SCHENCK,

Clerk.

j2, f5

## FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to WEST TWO HUNDRED AND FOURTEENTH STREET (although not yet named by proper authority), from Kingsbridge road to Harlem river, in the Twelfth Ward, Borough of Manhattan, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 25th day of February, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 4th day of March, 1907, at 2 o'clock p. m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 2d day of March, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at a point formed by the intersection of the bulkhead line of the Harlem river with the southeasterly prolongation of the middle line of the blocks between West Two Hundred and Thirtieth street and West Two Hundred and Fourteenth street; running thence northwesterly along said prolongation and middle line and its northwesterly prolongation to its intersection with a line parallel to and 200 feet northwesterly from the northwesterly line of Broadway; thence northwesterly along said parallel line to its intersection with the northwesterly prolongation of the middle line of the blocks between West Two Hundred and Fourteenth street and West Two Hundred and Fifteenth street; thence southeasterly along said prolongation and middle line and its southeasterly prolongation to its intersection with the bulkhead line of the Harlem river; thence southerly along said bulkhead line to the point or place of beginning, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said supplemental and amended abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 9th day of April, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said supplemental and amended abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated, Borough of Manhattan, New York, January 31, 1907.

WALTER MÜLLER,

Chairman;

J. R. NUGENT,

Commissioners.

JOHN P. DUNN, Clerk.

j2, f3

## 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 and premises required for the opening and extending of the APPROACHES TO THE MADISON AVENUE BRIDGE over the Harlem river, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT the report of Leonidas Dennis, Cyrus L. Sulzberger and Edward D. Farrell, Commissioners of Estimate and Appraisal, duly appointed in the above-entitled proceeding, which report bears date the 20th day of January, 1907, was filed in the office of the Board of Estimate and Apportionment on the 31st day of January, 1907, and a duplicate of said report was filed in the office of the Clerk of the County of New York on the same day.

Notice is further given that the said report will be presented for confirmation to the Supreme Court of the State of New York, in the First Judicial District, at Special Term, Part III, thereof, to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 19th day of February, 1907, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 31, 1907.

WILLIAM B. ELLISON,

Corporation Counsel,

Hall of Records,

Borough of Manhattan,

City of New York.

j2, f3

## 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 premises required for the opening and extending of RACHEL LANE (although not yet named by proper authority), from Goerck street to Mangin street, in the Thirteenth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT the final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III,

to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 7th day of February, 1907, at 10:30 o'clock in forenoon of that day; and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, February 1, 1907.

ARTHUR D. TRUAX,

JAMES F. MCGOWAN,

Commissioners.

JOHN P. DUNN,

Clerk.

j2, f6

## 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 EIGHTY-SIXTH STREET (although not yet named by proper authority), from Amsterdam avenue to the new street west of High Bridge Park, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT the final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 7th day of February, 1907, at 10:30 o'clock in forenoon of that day; and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, January 30, 1907.

ALEX. LAMONT,

CHAS. P. DILLON,

W. B. DONIHUE,

Commissioners.

JOHN P. DUNN,

Clerk.

j30, f4

## 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 EIGHTY-SEVENTH STREET (although not yet named by proper authority), from Amsterdam avenue to new avenue bounding High Bridge Park, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan in The City of New York, on the 8th day of February, 1907, at 10:30 o'clock in forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, January 30, 1907.

FERDINAND LEVY,

WM. H. GENTZLINGER,

Commissioners.

JOHN P. DUNN,

Clerk.

j30, f4

## FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the WESTERLY SIDE OF FOURTH AVENUE, BETWEEN Eighth and Ninth streets, in the Borough of Manhattan, City of New York, required for the widening of Fourth avenue.

NOTICE IS HEREBY GIVEN THAT the bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I, to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 10th day of February, 1907, at 10:30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, January 28, 1907.

WILLIAM A. KEENER,

HAROLD SWAIN,

JOHN W. JACOBUS,

Commissioners.

JOSEPH M. SCHENCK,

Clerk.

j29, f9

## FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of EAST ONE HUNDRED AND FIFTIETH STREET (although not yet named by proper authority), from Brook avenue to St. Ann's avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE supplemental and additional bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I, to be held at the County Court House in the Borough of Manhattan in The City of New York, on the 11th day of February, 1907, at 10:30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New

York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, January 29, 1907.

PETER J. EVERITT,

ALBERT ELTERICH,

JOHN ROONEY,

Commissioners.

JOHN P. DUNN,

Clerk.

j29, f8

## FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of EAST TWO HUNDRED AND EIGHTH STREET (although not yet named by proper authority), from Reservoir Oval West to Jerome avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 16th day of February, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 20th day of February, 1907, at 11 o'clock a. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 19th day of February, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at a point formed by the intersection of the westerly line of Perry avenue and a line parallel to and distant one hundred (100) feet south of the southerly line of East Two Hundred and Seventh street; running thence westerly along said last mentioned parallel line and its westerly prolongation to its intersection with a line parallel to and distant one hundred (100) feet west of the westerly line of Woodlawn road; thence northerly along said line of Woodlawn road to its intersection with the middle line of Van Cortlandt avenue; thence westerly along said middle line of Van Cortlandt avenue to its intersection with a line parallel to and distant one hundred (100) feet westerly of the westerly line of Moshulu parkway; thence northerly along said parallel line of Moshulu parkway to its intersection with the southwesterly prolongation of the middle line of Gates place; thence northeasterly along said prolongation and middle line of Gates place to its intersection with a line parallel to and distant one hundred (100) feet southerly of the southerly line of Gun Hill road; thence easterly along said last mentioned parallel line of Gun Hill road to its intersection with the middle line of Tryon avenue; thence southerly along said last mentioned middle line to its intersection with the southerly line of Reservoir Oval West; thence easterly along said line of Reservoir Oval West to its intersection with a line midway between Reservoir Oval West and Reservoir Oval East; thence southwesterly along said last mentioned middle line to its intersection with the westerly prolongation of the middle line of Holt place; thence easterly along said last mentioned westerly prolongation and middle line to its intersection with the westerly line of Perry avenue; thence southerly along said westerly line to the point or place of beginning, excepting from said area all streets, avenues and roads or portions thereof heretofore legally opened as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 3d day of April, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated, Borough of Manhattan, New York, November 26, 1906.

EDWARD D. DOWLING,

Chairman;

RODERICK J. KENNEDY,

MICHAEL RAUCH,

Commissioners.

JOHN P. DUNN, Clerk.

j26, f14

## 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 CARTER AVENUE (although not yet named by proper authority), from East One Hundred and Seventy-third street to Tremont avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate of assessment for benefit, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 16th day of February, 1907, and that we, the said Commissioners, will

hear parties so objecting, and for that purpose will be in attendance at our said office on the 14th day of February, 1907, at 2 o'clock p. m.

Second—That the abstract of our said supplemental and amended estimate of assessment for benefit, together with our benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 13th day of February, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the easterly line of Anthony avenue with the southerly boundary line of those lots in Block 2888 fronting on the southerly side of East One Hundred and Seventy-third street; running thence easterly along said line and its easterly prolongation to its intersection with the westerly line of Webster avenue; thence northerly along the westerly line of Webster avenue to its intersection with the southerly line of Tremont avenue; thence northerly to the point of intersection of the southerly line of Tremont avenue and the southerly prolongation of the westerly line of Ryer avenue; thence southerly along said prolongation of Ryer avenue to its intersection with the northerly line of East One Hundred and Seventy-sixth street; thence southerly to a point in the southerly line of East One Hundred and Seventy-sixth street distant 314.97 feet easterly from Anthony avenue; thence southerly along the westerly boundary line of the lots facing Carter avenue in Block 2893, and also along the base of the retaining wall lying south of East One Hundred and Seventy-fifth street and west of Carter avenue to the southerly end thereof; thence westerly on a line at right angles to Carter avenue to the easterly line of Anthony avenue; thence southerly along said line of Anthony avenue to the point or place of beginning, as such streets are shown upon the final maps and profiles of the Twenty-third and Twenty-fourth Wards of The City of New York, 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 said supplemental and amended abstract of assessment for benefit, our supplemental and amended last partial and separate 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 21st day of March, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to said supplemental and amended abstract of estimate of assessment for benefit the notice of motion to confirm our supplemental and amended last partial and separate 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 538 of the Laws of 1906.

Dated Borough of Manhattan, New York, January 14, 1907.

JOHN H. JUDGE, Chairman;  
PIERRE G. CARROLL,  
JOSEPH G. GAY, Commissioners.

JOHN P. DUNN, Clerk.

j21,f7

#### 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 FOX STREET (although not yet named by proper authority), from Prospect avenue to Leggett avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our 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 13th day of February, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 14th day of February, 1907, at 2 o'clock p. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 13th day of February, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line parallel to the northwesterly side of Wales avenue and distant 100 feet northwesterly therefrom with a line parallel to and distant 100 feet southerly from the southerly side of East One Hundred and Forty-ninth street; running thence easterly along the last-mentioned parallel line to its intersection with a line parallel to and distant 100 feet southerly from the southerly side of the Southern Boulevard; thence easterly and northeasterly along the last-mentioned parallel line and its continuation northeasterly parallel to and distant 100 feet southeasterly from the southeasterly side of the Southern Boulevard to its intersection with a line parallel to and distant 100 feet northeasterly from the northeasterly side of Longwood avenue; thence northeasterly along the last-mentioned parallel line to its intersection with a line parallel to and distant 100 feet northwesterly from the northwesterly side of Fox street; thence southerly and westerly along the last-mentioned parallel line to its inter-

section with a line parallel to and distant 100 feet northwesterly from the northwesterly side of Wales avenue; thence southerly along the last-mentioned parallel line to the point or place of beginning.

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 3d day of April, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 538 of the Laws of 1906.

Dated Borough of Manhattan, New York, December 17, 1906.

JOHN J. O'BRIEN, Chairman;

HENRY ILLWITZER,

PIERRE G. CARROLL, Commissioners.

JOHN P. DUNN, Clerk.

j21,f9

#### SUPREME COURT—SECOND DEPARTMENT.

##### SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of BLACKFORD AVENUE (although not yet named by proper authority), from Grant street and Nicholas avenue to a point about 170 feet east of Grant street, in the Third Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn in The City of New York, on the 11th day of February, 1907, at 10.30 o'clock in forenoon of that day; and that the said final report has been deposited in the office of the Clerk of the County of Richmond, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, February 4, 1907.

THOMAS GARRETT, Jr.,

JOHN F. DUNN, Commissioners.

JOHN P. DUNN, Clerk.

j21,f9

##### SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of HAMILTON STREET (although not yet named by proper authority), from Sanford street to Vernon avenue, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT the bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held for the hearing of motions, at the County Court House, in the Borough of Brooklyn, in The City of New York, on the 15th day of February, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Queens, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, January 31, 1907.

PETER A. LEININGER,

JOS. FITCH,

JOHN J. DALY, Commissioners.

JOHN P. DUNN, Clerk.

j21,f11

##### SECOND JUDICIAL DISTRICT.

In the matter of acquiring title by The City of New York to certain lands and premises situated at the SOUTHWESTERLY CORNER OF FLEET PLACE AND WILLOUGHBY STREET, in the Borough of Brooklyn, duly selected as a site for an office building, clinic and stable for the Department of Health, according to law.

NOTICE IS HEREBY GIVEN THAT John T. Booth, Charles F. Cotton and Arthur Beckwith, Commissioners of Estimate in the above-entitled proceeding, have made and signed their final report herein, and on January 31, 1907, filed the same in the office of the Department of Health of The City of New York, at southwest corner of Fifty-fifth street and Sixth avenue, in the Borough of Manhattan, in The City of New York, and on the same day filed a duplicate of said report in the office of the Clerk of Kings County, in the Hall of Records, in the Borough of Brooklyn, in The City of New York, and that said report will be presented for confirmation to the Supreme Court at Special Term for the hearing of motions, to be held in the County Court House, in Kings County, on February 14, 1907, at 10.30 o'clock a. m., or as soon thereafter as counsel can be heard.

Dated Borough of Brooklyn, City of New York, January 31, 1907.

WILLIAM B. ELLISON,

Corporation Counsel.

JOHN P. DUNN, Clerk.

j21,f11

##### SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to the lands, tenements and hereditaments required for the purpose of opening GRAND STREET,

from Hooper street to Havemeyer and South Fourth streets, in the Thirteenth, Fifteenth and Sixteenth Wards, in the Borough of Brooklyn, The City of New York, as the same has been heretofore laid out.

NOTICE IS HEREBY GIVEN THAT the bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, at a Special Term thereof, to be held for the hearing of motions, at the Kings County Court House, in the Borough of Brooklyn, in The City of New York, on the 14th day of February, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by the provisions of section 999 of title 4 of chapter 17 of chapter 378 of the Laws of 1897, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Brooklyn, New York, January 30, 1907.

WM. B. HURD, JR.,

JACOB A. WILLIAMS,

JAMES LANGAN, Commissioners.

JAMES F. QUIGLEY, Clerk.

j30,f9

##### SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the northerly side of GARRETSON AVENUE and the southerly side of CROMWELL AVENUE and the westerly side of JEFFERSON STREET in the Borough of Richmond, duly selected as a site for school purposes according to law.

NOTICE IS HEREBY GIVEN THAT IT IS the intention of the Corporation Counsel to make application at a Special Term of the Supreme Court for the hearing of motions to be held at the County Court House in the Borough of Brooklyn on the 13th day of February, 1907, at the call of the calendar on that day at 10.30 o'clock in the forenoon or as soon thereafter as counsel can be heard, for the appointment of three discreet and disinterested persons as Commissioners of Estimate and Appraisal in the above-entitled proceeding, being citizens of the United States and residents of the Borough of Richmond, to ascertain and appraise the compensation to be made to the owners and all persons interested in certain property in the Borough of Richmond, bounded and described as follows:

Beginning at a point formed by the intersection of the northwesterly line of Jefferson street with the southwesterly line of Cromwell avenue and running thence northwesterly along the southwesterly line of Cromwell avenue three hundred and twenty-five (325) feet two (2) inches; thence southwesterly and parallel with Jefferson street one hundred and ninety-five (195) feet to the northeasterly line of Garretson avenue; thence southeasterly along the northeasterly line of Garretson avenue three hundred and twenty-five (325) feet two (2) inches to the northwesterly line of Jefferson street; thence northwesterly along the northwesterly line of Jefferson street seventeen (17) feet nine and one-half (9½) inches to the southwesterly line of the lands of Public School 11; thence northwesterly along the southwesterly line of the said lands two hundred and twenty-four (224) feet six and one-half (6½) inches; thence northeasterly along the northwesterly line of the lands of said school one hundred and seventy-eight (178) feet five (5) inches; thence southeasterly along the northeasterly line of the lands of said school two hundred and twenty-five (225) feet two (2) inches to the northwesterly line of Jefferson street; thence northeasterly along the northwesterly line of Jefferson street seven (7) feet eight and three-quarters (8¾) inches to the southwesterly line of Cromwell avenue, the point or place of beginning.

Dated, New York, January 25, 1907.

WILLIAM B. ELLISON, Corporation Counsel,  
Hall of Records,  
Borough of Manhattan,  
New York City.

j28,f7

##### SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the SOUTH SIDE OF CLIFTON AVENUE and the NORTH SIDE OF PENNSYLVANIA AVENUE, adjoining Public School No. 13, in the Borough of Richmond, duly selected as a site for school purposes, according to law.

NOTICE IS HEREBY GIVEN THAT IT is the intention of the Corporation Counsel to make application at a Special Term of the Supreme Court for the hearing of motions, to be held at the County Court House, in the Borough of Brooklyn, on the 13th day of February, 1907, at the call of the calendar on that day, at 10.30 o'clock in the forenoon, or as soon thereafter as counsel can be heard, for the appointment of three discreet and disinterested persons as Commissioners of Estimate and Appraisal, being citizens of the United States and residents of the Borough of Richmond, to ascertain and appraise the compensation to be made to the owners and all persons interested in certain property in the Borough of Richmond, bounded and described as follows:

Beginning at a point formed by the intersection of the westerly line of the lands of Public School 13 with the northerly line of Pennsylvania avenue, and running thence northerly along the westerly line of the lands of Public School 13 three hundred and forty (340) feet to the southerly line of Clifton avenue; thence westerly along the southerly line of Clifton avenue to the easterly line of the lands of the Staten Island Rapid Transit Railroad Company; thence southerly along the easterly line of the lands of said railroad company to the northerly line of Pennsylvania avenue; thence easterly along the northerly line of Pennsylvania avenue to the westerly line of the lands of Public School 13, the point or place of beginning.

Dated New York, January 25, 1907.

WILLIAM B. ELLISON, Corporation Counsel,  
Hall of Records,  
Borough of Manhattan,  
New York City.

j28,f7

##### SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to CHURCH AVENUE, from Flatbush avenue to East Eleventh street, in the Twenty-ninth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, made and entered herein on the 1st day of December, 1905, and duly filed in the office of the Clerk of Kings County, a copy of which order was filed in the office of the Registrar of the County of Kings on the 13th day of December, 1905, and indexed in the Index of Conveyances in Section 14, Blocks 5072, 5073, 5074, 5075, 5076, 5077, 5078, 5079, 5080, 5081, 5082, 5083, 5084, 5085, 5086, 5087, 5088, 5089, 5100, 5101 and 5102, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate of the loss and damage, if any, to the respective owners, lessees, parties and persons entitled to or interested in the lands and premises to be taken for the purpose of opening the said street or avenue, as particularly described in the petition of The City of New York, filed with said order in the office of the Clerk of Kings County, and for the purpose of making a just and equitable assessment of the benefit of said street or avenue so to be opened to the respective owners, parties and persons respectively entitled to or interested in the lands and premises and not required for the purpose of opening said street or avenue, but benefited thereby, and of ascertaining and defining the district benefited by said assessment, and the extent and boundaries of the respective tracts and parcels of land participating in said benefit, and of performing the trusts and duties required of us by title 4 of chapter 17 of the Charter of The City of New York, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the lands and premises taken or to be taken for the purpose of opening said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office in the Bureau of Street Openings of the Law Department, No. 166 Montague street, Borough of Brooklyn, in The City of New York, with such affidavits or other proofs as the said owner or claimants may desire, within twenty days after date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 18th day of February, 1907, 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 proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Brooklyn, The City of New York, January 27, 1907.

ANDREW LEMON,  
GEO. W. PALMER,  
JOHN M. ZURN, Commissioners.

JAMES F. QUIGLEY, Clerk.

j21,f13

#### PROPOSALS FOR BIDS AND ESTIMATES FOR THE CITY OF NEW YORK.

##### NOTICE TO CONTRACTORS.

##### GENERAL INSTRUCTIONS TO BIDDERS.

The person or persons making a bid or estimate for any services, work, materials or supplies for The City of New York, or for any of its departments, bureaus or offices, shall furnish the same in a sealed envelope, indorsed with the title of the supplies, materials, work or services for which the bid or estimate is made, with his or their name or names and the date of presentation to the President or Board or to the head of the Department at his or its office, on or before the date and hour named in the advertisement for the same, at which time and place the estimates received will be publicly opened by the President or Board or head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each bid or estimate shall contain the name and place of residence of the person making the same, and names of all persons interested with him therein, and, if no other person be so interested, it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of The City of New York is, shall be or become interested, directly or indirectly, as contracting party, partner, stockholder, surety or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated herein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in The City of New York, or of a guaranty or surety company duly authorized by law to act as surety, and shall contain the matters set forth in the blank forms mentioned below.

No bid or estimate will be considered unless, as a condition precedent to the reception or consideration of any proposal, it be accompanied by a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the bond required, as provided in section 425 of the Greater New York Charter.

The certified check or money should not be inclosed in the envelope containing the bid or estimate, but should be either inclosed in a separate envelope addressed to the head of the Department, President or Board, or submitted personally upon the presentation of the bid or estimate.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work, reference must be made to the specifications, schedules, plans, etc., on file in the said office of the President, Board or Department.

No bid shall be accepted from or contract awarded to any person who is in arrears to The City of New York upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the City.

The contract must be bid for separately.

The right is reserved in each case to reject all bids or estimates if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

Bidders are requested to make their bids or estimates upon the blank forms prepared and furnished by the City, a copy of which, with tax proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department for which the work is to be done. Plans and drawings of construction work may also be seen there.