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## THE CITY RECORD.

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### BOARD OF CITY RECORD.

WILLIAM J. GAYNOR, MAYOR.

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

DAVID FERGUSON, SUPERVISOR.

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### BOARD OF ESTIMATE AND APPORTIONMENT.

#### PUBLIC NOTICES.

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment held this day consideration was had of the communication from the Public Service Commission for the First District transmitting resolutions as to route and general plan of construction for an additional rapid transit railway in the Borough of Queens, known as Flushing route, and requesting the approval and consent of this Board thereto, and the consideration was continued until Thursday, February 27, 1913, at 10:30 o'clock a. m., in room 16, City Hall, Borough of Manhattan.

JOSEPH HAAG, Secretary.

Dated New York, February 13, 1913.

f15.27

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment held this day consideration was had of the communication from the Public Service Commission for the First District transmitting resolutions as to route and general plan of construction for an additional rapid transit railway in the Borough of Manhattan, known as Park avenue-Lexington avenue connection at 42d street, and requesting the approval and consent of this Board thereto, and such consideration was continued until February 27, 1913, at 10:30 o'clock a. m., in room 16, City Hall, Borough of Manhattan.

JOSEPH HAAG, Secretary.

Dated New York, February 13, 1913.

f15.27

### THE BOARD OF ALDERMEN OF THE CITY OF NEW YORK.

PUBLIC NOTICE IS HEREBY GIVEN that the Committee on "Bronx Court House Investigation" of the Board of Aldermen will hold a public hearing on Friday evening, February 28, at 8 p. m. sharp, at Court House, 162d st. and Washington ave., Borough of The Bronx.

All persons interested in the above matter are respectfully invited to attend.

f24,28 P. J. SCULLY, City Clerk and Clerk of the Board of Aldermen.

### PUBLIC SERVICE COMMISSION—FIRST DISTRICT.

No. 154 NASSAU STREET, NEW YORK CITY.

Calendar for the Week Commencing February 24, 1913.

Wednesday, February 26, 1913—11 a. m.—Room 305—Case No. 1598—Staten Island Railway Company—"Application for discontinuance and relocation of Whitlock station"—Whole Commission. 11 a. m.—Room 310—Case No. 1642—New York Consolidated Railroad Company et al.—"Cutting off trains at points on the Bay Ridge, Sea Beach, West End and Culver lines, and extension of Parkville short line"—Commissioner Williams. 2:30 p. m.—Room 305—Case No. 1603—Fifth Avenue Coach Company—"Service on 7th avenue, north of 110th street"—Commissioner Eustis. 2:30 p. m.—Room 310—Case No. 1599—Jay Street Connecting Railroad—E. W. Bliss Company, complainants—"Failure to furnish service"—Commissioner Williams.

Thursday, February 27, 1913—10:30 a. m.—Room 305—Case No. 1588—Long Island Railroad Company—"Rate of fare upon Atlantic avenue division express trains, between East New York and Flatbush avenue stations"—Commissioner Williams.

2:30 p. m.—Room 305—Case No. 1438—Brooklyn Heights Railroad Company et al.—"Additional cars and service"—Commissioner Williams.

Friday, February 28, 1913—10 a. m.—Room 305—Case No. 1608—Brooklyn Heights Railroad Company—"Service on Bay Ridge avenue line"—Commissioner Williams. 2:30 p. m.—Room 305—Case No. 1573—Long Island Railroad Company—"Application for approval of exercise of rights in carrying out improvements between Brooklyn-Queensboro line and Fresh Pond Junction"—Commissioner Williams. 2:30 p. m.—Room 305—R. T. 3041—New York Connecting Railroad—"Application for approval of changes in certificate as to terminus of railroad in Borough of Queens and rental"—Commissioner Williams. 2:30 p. m.—Room 310—Case No. 1619—New York Municipal Railway Corporation and New York Consolidated Railroad Company—"Application for approval of agreement as to franchises to operate railroads of New York Municipal Railway Corporation"—Whole Commission. 2:30 p. m.—Room 310—Case No. 1617—New York Consolidated Railroad Company—"Application for approval of assumption of bonds of New York Municipal Railway Corporation, and execution of mortgage therefor"—Whole Commission.

Meeting of the Committee of the Whole held every Tuesday, Wednesday, Thursday and Friday at 10:30 a. m. in the Committee Room.

Regular meeting of the Commission held every Tuesday and Friday at 12:15 p. m. in Room 310.

### Department of Correction.

Abstract of transactions for the week ending January 18, 1913:

Communications were received as follows:

From City Prison, Manhattan—Report of fines received during week ending January 11, 1913: Court of Special Sessions, \$100; City Magistrates' Court, \$20-\$120.

From District Prisons—Report of fines received during week ending January 11, 1913: City Magistrates' Court, \$52.

From Penitentiary, Blackwells Island—List of prisoners received during week ending January 11, 1913: Men, 52.

Death at Penitentiary on January 10, 1913, of John J. Cottrell, a prisoner.

Cause of death: Pulmonary tuberculosis; friends and Coroner notified.

From Workhouse, Blackwells Island—Reporting that fines paid at Workhouse, during week ending January 11, 1913, amounted to \$60.

Death at Workhouse, on January 12, 1913, of Thomas Parker, aged 51 years.

Cause of death: Cirrhosis of liver; friends notified.

From Branch Workhouse, Harts Island—Death, on January 15, 1913, of John Honan, aged 59 years; friends notified.

From City Prison, Brooklyn—Report of fines received during week ending January 11, 1913: Court of Special Sessions, \$50; City Magistrates' Courts, \$66-\$116.

From City Prison, Queens—Report of fines received during week ending January 11, 1913: City Magistrates' Courts, \$9.

Contracts awarded, proposals of December 12, 1912:

Manhattan Hickory Broom Co., 623 E. 18th st., split hickory, \$2,625; surety, U. S. Fidelity and Guaranty Co.

H. Adams' Son, 81 Water st., syrup, \$2,627.50; surety, U. S. Fidelity and Guaranty Co.

The Fleischmann Co., 701 Washington st., yeast, \$1,800; surety, American Bonding Co. of Baltimore.

Thomas E. McCarty, N. Y. Produce Exchange, flour, No. 1, \$14,610; surety, Aetna Accident and Liability Co.

J. D. Stout & Co., 19 Jay st., butter and cheese, \$7,698; surety, Casualty Co. of America.

Samuel E. Hunter, 101 Murray st., vegetables, \$6,090.40; surety, Casualty Co. of America.

George A. Zabriskie, 123 Produce Exchange, flour, No. 2, and flour, spring wheat, \$30,968; surety, The Aetna Accident and Liability Co.

Robert P. Lawless, 833 Washington st., vegetables, \$5,938; surety, Casualty Co. of America.

Appointed: John Aquaro, M.D., Visiting Physician, at the City Prison, Queens, on probation for three months, to date from January 14, 1913, salary \$1,200 per annum.

Michael J. Hunt, Keeper, at \$800 per annum, on probation for three months, at Branch Workhouse, Harts Island, to date from January 14, 1913.

Jeremiah Leary, Keeper, at \$800 per annum, on probation for three months, at Branch Workhouse, Harts Island, to date from January 27, 1913.

John Skeffington, Orderly at Workhouse, Blackwells Island, at \$240 per annum, to date from January 20, 1913.

Salaries of Keepers increased—The salaries of the following Keepers have been increased in accordance with their length of service in the Department of Correction:

Harry Evans, City Prison, Queens, from \$1,000 to \$1,050 per annum, to date from January 1, 1913.

Joseph A. McCann, City Prison, Queens, from \$1,000 to \$1,050 per annum, to date from January 1, 1913.

Patrick Guilfoil, City Prison, Queens, from \$1,000 to \$1,050 per annum, to date from January 1, 1913.

Charles J. Henry, Penitentiary, Blackwells Island, from \$900 to \$900 per annum, to date from January 6, 1913.

Frank Donnelly, Branch Workhouse, Rikers Island, from \$900 to \$1,050 per annum, to date from January 6, 1913.

Frank A. Sheppard, Branch Workhouse, Harts Island, from \$900 to \$1,050 per annum, to date from January 25, 1913.

The continuance of above increases is subject to the future good conduct and the efficiency of said Keepers.

Fined: Harry Friedman, Keeper, at City Prison, Manhattan, at \$1,050 per annum, fined ten days' pay, to be deducted from his salary for January, 1913.

Frank G. McConnell, Keeper at N. Y. City Reformatory, Harts Island, at \$1,200 per annum, fined ten days' pay.

Resigned: William L. McDonald, Orderly at City Prison, Manhattan, at \$480 per annum, to take effect January 14, 1913.

Dismissed: Patrick H. McGloin, Orderly at Workhouse, Blackwells Island, at \$240 per annum, to take effect January 1, 1913. Cause: Absence from duty without leave.

PATRICK A. WHITNEY, Commissioner.

### Changes in Departments, Etc.

#### DEPARTMENT OF DOCKS AND FERRIES.

February 24, 1913—George Umstadter, a Painter in this department, has been transferred to the Department of the President of the Borough of Queens, taking effect to-day.

#### DEPARTMENT OF BRIDGES.

February 24, 1913—Edward Bolton, 206 Wilson st., Brooklyn, is transferred from the position of Bridge Painter to that of Riveter at \$5 per day, to date from February 27, 1913.

Joseph M. Kennedy, 621 E. 161st st., Bronx, N. Y., has been transferred from the position of Clerk in the Tenement House Department to a similar position in this department at \$600 per annum, to date from March 1, 1913.

Max Wallach, 1561 Fulton ave., The Bronx, having been appointed a Second Grade Clerk, and having failed to report for duty, and it appearing from

## BOARD OF ESTIMATE AND APPORTIONMENT.

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

The Board met in pursuance of an adjournment.

Present—William J. Gaynor, Mayor; William A. Prendergast, Comptroller; Douglas Mathewson, Deputy and Acting Comptroller; John Purroy Mitchel, President, Board of Aldermen; George McAneny, President, Borough of Manhattan; Alfred E. Steers, President, Borough of Brooklyn; Cyrus C. Miller, President, Borough of The Bronx; Maurice E. Connolly, President, Borough of Queens, and George Cromwell, President, Borough of Richmond.

The Mayor, Hon. William J. Gaynor, presided.

The Minutes of the meeting held January 30, 1913, were approved as printed in the CITY RECORD February 11, 1913.

## PUBLIC IMPROVEMENT MATTERS.

*Changing the Grade of 4th Avenue, from East 32d Street to East 34th Street; of Park Avenue, from East 34th Street to East 35th Street; of East 33d Street, from 4th Avenue to a Point 256 Feet Easterly Therefrom, and of East 34th Street, from Madison Avenue to a Point 238 Feet East of Park Avenue, Borough of Manhattan (Cal. No. 1).*

(At the close of the public hearing on June 13, 1912, this matter was referred to the President of the Borough of Manhattan and the Chief Engineer of the Board for report, and at the meeting of the Board on January 30, 1913, it was laid over for two weeks.)

On motion of the President of the Borough of Manhattan the matter was again laid over for two weeks (February 27, 1913).

*Changing the Line of North 15th Street, Between Bunker Street and Nassau Avenue, Borough of Brooklyn (Cal. No. 2).*

(This plan provided for including in the street system a small triangular area at the junction of North 15th street, Nassau avenue and Bunker street, the effect of which would be to create a large paved and flagged area at the junction of three unimportant streets, and was referred to the Chief Engineer on November 14, 1912.)

The Secretary presented the following communication from the President of the Borough of Brooklyn, which was ordered printed in the minutes and filed.

The City of New York, Office of the President of the Borough of Brooklyn, Brooklyn, February 5, 1913.

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

Dear Sir—There is before the Board of Estimate and Apportionment at the present time in the hands of the Chief Engineer a proposition regarding the widening of North 15th street, between Bunker street and Nassau avenue, where it was requested that there be included in the opening proceedings a small triangular plot at the junction of North 15th street, Bunker street and Nassau avenue. Since these proceedings were begun the owners of the property on both sides of North 15th street referred to have ceded to the City the land within the street lines. I think, therefore, that it would be inadvisable to proceed with the widening as heretofore requested, and would ask that all the papers be returned to me and the matter considered closed.

Yours very truly, ALFRED E. STEERS, President of the Borough.

*Laying Out North Street, from Morris Avenue to Walton Avenue, Borough of The Bronx (Cal. No. 3).*

(At the close of the public hearing on January 9, 1913, this matter was laid over for two weeks, on January 23 it was laid over for one week, and on January 30 it was laid over for two weeks.)

On motion of the President of the Borough of The Bronx, the matter was again laid over for two weeks (February 27, 1913).

*Petition for a Change in the Lines of Fort Schuyler Road, between Morris Lane and Shore Drive, Borough of The Bronx (Cal. No. 4).*

(At the meeting of the Board on January 23, 1913, this matter was laid over for one week, and on January 30 it was laid over for two weeks.)

The President of the Borough of The Bronx offered the following resolution:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby denies the petition dated June 28, 1912, from Arabella D. Huntington, requesting a change in the lines of Fort Schuyler road, between Morris lane and Shore drive, Borough of The Bronx.

Which was adopted by the following vote:

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

*Amending the Proceeding for Acquiring Title to Fort Schuyler Road, from the Easterly Boundary Line of the Land Acquired for West Farms Road at Westchester Creek to Shore Drive, by Excluding that Portion of the Street South of Morris Lane, Borough of The Bronx (Cal. No. 5).*

(At the close of the public hearing on January 9, 1913, this matter was laid over for two weeks, and on January 23 it was laid over for one week, and on January 30 it was laid over for two weeks.)

On motion of the President of the Borough of The Bronx the matter was again laid over for two weeks (February 27, 1913).

*Acquiring Title to Dyre Avenue, from Boston Road to the Northerly Line of The City of New York, Borough of The Bronx (Cal. No. 6).*

(At the close of the public hearing on February 6, 1913, this matter was laid over for one week.)

Mr. John H. Eden appeared in opposition to the proposed improvement.

The President of the Borough of The Bronx offered the following resolution:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 970 of the Greater New York Charter, as amended, deems it for the public interest that the title, for the uses and to the extent thereof as herein mentioned, to the lands and premises required for the opening and extending of Dyre avenue, from Boston road to the northerly line of The City of New York, in the Borough of The Bronx, City of New York, should be acquired by The City of New York.

Resolved, That the title to be so acquired is hereby determined to be a title in fee in such premises.

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest so to do, hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment, and to take the necessary proceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public for the same purpose, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Dyre avenue, from Boston road to the northerly line of The City of New York, in the Borough of The Bronx, City of New York, upon the receipt by him of a rule map, damage map and profile, certified as having been approved by this Board.

Resolved, That no portion of the cost and expense of said proceedings, incurred by reason of the provisions of title 4, chapter 17 of the Greater New York Charter, as amended, shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the expense of the Bureau of Street Openings, the cost and expense incurred by the President of the Borough of The Bronx, in the preparation of rule, damage, benefit and profile maps, for the use thereof; and of the awards, if any, for damages caused by intended regulation and all other expenses and disbursements authorized by section 997 of said title, as amended, shall be assessed upon the property deemed to be benefited thereby; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the lands required for this improvement that the Board of Estimate and Apportionment would consider a pro-

posed area of assessment as therein described and would give a public hearing thereon upon the 6th day of February, 1913; and

Whereas, At the aforesaid time and place a public hearing was given to all persons interested in such proposed area of assessment who appeared, and such proposed area of assessment was duly considered by this Board;

Resolved, That the area of assessment for benefit in these proceedings be and is hereby fixed and determined to be as follows:

Beginning at a point on the northerly boundary line of The City of New York where it is intersected by the prolongation of a line distant 100 feet westerly from and parallel with the westerly line of Harper avenue, the said distance being measured at right angles to Harper avenue, and running thence southeastwardly along the said boundary line to the intersection with the prolongation of a line distant 100 feet easterly from and parallel with the easterly line of Merritt avenue as this street adjoins East 23d street on the north, the said distance being measured at right angles to Merritt avenue; thence southwardly along the said line parallel with Merritt avenue and along the prolongation of the said line to the intersection with the northerly line of East 23d street; thence southwardly in a straight line to a point on the southerly line of East 23d street distant 100 feet easterly from the easterly line of Merritt avenue, the said distance being measured at right angles to Merritt avenue; thence southwardly and always distant 100 feet easterly from and parallel with the easterly line of Merritt avenue to the intersection with a line distant 100 feet southerly from and parallel with the southerly line of Boston road, the said distance being measured at right angles to Boston road; thence westwardly along the said line parallel with Boston road to the intersection with a line midway between DeLavall avenue and Merritt avenue; thence southwardly along the said line midway between DeLavall avenue and Merritt avenue to a point distant 100 feet southerly from the southerly line of Hollers avenue; thence westwardly and parallel with Hollers avenue to the intersection with a line midway between Rombouts avenue and DeLavall avenue; thence southwardly along the said line midway between Rombouts avenue and DeLavall avenue to the intersection with a line midway between Hollers avenue and Tillotson avenue; thence westwardly along the said line midway between Hollers avenue and Tillotson avenue to the intersection with a line midway between Varian avenue and Wright avenue; thence northwardly along the said line midway between Varian avenue and Wright avenue and along the prolongation of the said line to the intersection with the prolongation of a line distant 100 feet westerly from and parallel with the westerly line of Harper avenue as this street adjoins Conner street, the said distance being measured at right angles to Harper avenue; thence northwardly along the said line parallel with Harper avenue and along the prolongations of the said line to the point or place of beginning.

Resolved, by the Board of Estimate and Apportionment of The City of New York, in conformity with the provisions of section 994 of the Charter, That the Corporation Counsel be and he hereby is authorized to enter into agreements relative to the acceptance of deeds of cession to land lying within the lines of the street to which these proceedings relate, and comprising one-half or more of the street width, at a date subsequent to that on which the Commissioners of Estimate and Assessment may have been appointed in these proceedings, provided that the title of the grantors be established to his satisfaction, and that the sum of one dollar be accepted as an award for the land so ceded, the said agreement being also conditioned upon the release of all of the remaining abutting land owned by the grantor, extending to the centre line of the block and occupying a position approximately at right angles to the land ceded, from any assessment in the proceedings, except its proportionate share of any and all awards that may be made for the taking of buildings acquired, or awards for damages to buildings affected in and by the said proceedings, and its proportionate share of the expenses incurred in said proceedings to the date when the deed is accepted.

Which was adopted by the following vote:

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

*Rule Map and Damage Map in the Proceeding for Acquiring Title to Flatlands Avenue, from Ralph Avenue to East 76th Street; to Paerdegat Avenue North, from Ralph Avenue to Paerdegat Basin; to Ralph Avenue, from the Junction of Avenue H and Paerdegat Avenue North to Paerdegat Avenue South; to Paerdegat Avenue South, from Glenwood Road to Avenue J; to Avenue J, from Ralph Avenue to Paerdegat Avenue South; to East 71st Street, from Ralph Avenue to Avenue J; and to East 72d Street, from Ralph Avenue to Avenue J, Borough of Brooklyn (Cal. No. 7).*

(These maps were presented at the meeting of the Board on February 6, 1913, at which time they were referred to the Chief Engineer for report at this meeting.)

The Secretary presented the following report of the Chief Engineer:

Report No. 12113.

February 8, 1913.

*Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Under date of February 6, 1913, the President of the Borough of Brooklyn has submitted for consideration the rule map and damage map prepared for the court record and for the use of the Commissioners of Estimate and Assessment to be appointed in the proceeding for acquiring title to the following streets: Flatlands avenue, from Ralph avenue to East 76th street; Paerdegat avenue, north from Ralph avenue to Paerdegat basin; Ralph avenue, from the junction of Avenue H and Paerdegat Avenue North to Paerdegat Avenue South; Paerdegat Avenue South, from Glenwood road to Avenue J; Avenue J, from Ralph avenue to Paerdegat Avenue South; East 71st street, from Ralph avenue to Avenue J; East 72d street, from Ralph avenue to Avenue J.

This proceeding was instituted on February 6 last through the amendment of a proceeding authorized by the Board of Estimate and Apportionment on October 3, 1912, which did not provide for the small triangular area within the lines of 71st street and included all of East 72d street, from Ralph avenue to Avenue U.

The maps indicate that the proceeding affects a gross area of 429,016.58 square feet, distributed among the various streets as shown in the following table:

Street.	Area Hereto- fore Legally Acquired.	Net Area to be Acquired Under this Proceeding. Square Feet.
Flatlands avenue	176.12	57,797.56
Paerdegat Avenue North	.....	39,273.92
Ralph avenue	802.05	30,205.07
Paerdegat Avenue South	14,341.26	216,505.84
Avenue J	.....	37,962.00
East 71st street	.....	2,714.82
East 72d street	.....	29,237.94
<b>Total</b>	<b>15,319.43</b>	<b>413,697.15</b>

The streets are not in use and the area traversed is almost entirely unimproved. There are no encroachments except at the intersection of Ralph avenue, Flatlands avenue and Paerdegat Avenue South, where two buildings utilized by the City for sewage disposal purposes are wholly included within the street area.

Portions of the streets are shown on two property maps not filed.

Of the net area, 22,756.85 square feet within the lines of Ralph avenue, Paerdegat Avenue North and Flatlands avenue is subject to a sewer easement acquired under chapter 59 of the Laws of 1873, and 16,056.64 square feet within the lines of Flatlands avenue was acquired for Paerdegat Basin under proceedings confirmed on February 24, 1908.

I would recommend the approval of the maps, and that after certification they be forwarded to the Corporation Counsel. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby approves the rule map and damage map submitted by the President of the Borough of Brooklyn, to be used by the Corporation Counsel in the proceeding instituted by said Board on October 3, 1912, for acquiring title to Flatlands avenue, from Ralph avenue to East 76th street; Paerdegat Avenue North, from Ralph avenue

to Paerdegat Basin; Ralph avenue, from the junction of Avenue H and Paerdegat Avenue North to Paerdegat Avenue South; Paerdegat Avenue South, from Glenwood road to Avenue J; Avenue J, from Ralph avenue to Paerdegat Avenue South; and East 72d street, from Ralph avenue to Avenue U, Borough of Brooklyn, which proceeding was amended on February 6, 1913, so as to relate to Flatlands avenue, from Ralph avenue to East 70th street; Paerdegat Avenue North, from Ralph avenue to Paerdegat Basin; Ralph avenue, from the junction of Avenue H and Paerdegat Avenue North to Paerdegat Avenue South; Paerdegat Avenue South, from Glenwood road to Avenue J; Avenue J, from Ralph avenue to Paerdegat Avenue South; East 72d street, from Ralph avenue to Avenue J, and to East 71st street, from Ralph avenue to Avenue J.

Which was adopted by the following vote:

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

*Sewer in 51st Street, between Flushing Bay and Ditmars Avenue, Borough of Queens (Cal. No. 8).*

(At the meeting of the Board on February 6, 1913, this matter was referred to the Consulting Engineers of the five Boroughs and the Chief Engineer of the Board for report in one week.)

The Secretary presented the following report of the Consulting Engineers of the five Boroughs and the Chief Engineer of the Board:

Office of the Commissioner of Public Works, Borough of Manhattan, 21 Park Row, New York City, February 13, 1913.

*To the Honorable Board of Estimate and Apportionment:*

Gentlemen—The matter of granting separate authorization for constructing the outfall portion of the sewer in East 51st street, between Flushing Bay and Lurtig street, Borough of Queens, in advance of the final authorization of the entire work for which preliminary authorization was given on March 21, 1912, has been given careful consideration. It is proposed to divide the improvement into two contracts, one of which includes an outfall sewer to be built between Flushing Bay and Ditmars avenue, across a marsh, the surface of which is only a little above high tide, and the other a tunnel sewer to be built between Ditmars avenue and Lurtig street, on higher ground.

After able arguments to the contrary had been presented by Consulting Engineer Crowell it was the unanimous opinion of the undersigned that the separate immediate final authorization is not desirable. This conclusion is based upon the following reasons:

The ultimate completion of the whole work would not necessarily be advanced by the separate authorization of the outfall portion, and the latter, after completion, would not be available for use until the tunnel portions are finished.

The joint occupation of the outfall portions of the work by two contractors, as proposed under the separate authorization, would raise questions of responsibility for unsatisfactory work, and is therefore undesirable.

The work could be more cheaply done if let in one contract, as considerable advantage would accrue to a contractor building both the outfall and tunnel portions by having unrestricted access to the water-front for handling materials over the outfall portion of the structure, and in freely depositing material from the tunnel over the sewer.

After consideration of the outstanding obligations to be met from the Street Improvement Fund it was thought unwise to tie up money for this work prematurely, when such tying up of funds will not advance either the ultimate completion of the work or the time when its cost could be restored to that fund.

Respectfully,

E. P. GOODRICH, Consulting Engineer, Borough of Manhattan; GEO. W. TILLSON, Consulting Engineer, Borough of Brooklyn; AMOS L. SCHAEFFER, Consulting Engineer, Borough of The Bronx; FOSTER CROWELL, Consulting Engineer, Borough of Queens; LOUIS L. TRIBUS, Consulting Engineer, Borough of Richmond; NELSON P. LEWIS, Chief Engineer, Board of Estimate and Apportionment.

On motion of the President of the Borough of Queens the matter was laid over until such time as the second section of the work is ready to be placed under contract.

*Including in the Tax Leases of the Boroughs of Queens and Richmond Portions of the Expense of Completed Physical Improvements (Cal. No. 9).*

(At the meeting of the Board on February 6, 1913, this matter was laid over for one week.)

On motion, the Secretary was directed to call the attention of the Comptroller to the provisions of chapter 679 of the Laws of 1911, which requires that before the Borough assessments can be collected the amount of the expense involved must be certified by him to the Board of Assessors and to the Department of Taxes and Assessments.

*Improvement of the Tracks and Structures of the New York Central and Hudson River Railroad Company on the West Side of the City, Borough of Manhattan (Cal. No. 10).*

The Secretary presented the following communication from the Commissioner of Docks, which was ordered printed in the minutes and filed.

City of New York, Department of Docks and Ferries, Pier "A," North River, New York, January 31, 1913.

*Hon. WILLIAM J. GAYNOR, Mayor, and Chairman of the Board of Estimate and Apportionment:*

Sir—Referring to the resolution adopted by you on the 16th inst., I beg to advise that on the 24th inst. I submitted to the Secretary of War for approval proposed modifications in the pierhead line in the vicinity of West 79th street and West 96th street, on the North River, and proposed modification in the bulkhead line at West 158th street. I have to-day submitted to the Secretary of War for approval a proposed modification in the pierhead and bulkhead line extending for a distance of about 5,040 feet south of West 208th street, North River. Respectfully yours,

CALVIN TOMKINS, Commissioner of Docks.

*Determination of the Apportionment of Expense of Street Alterations By the Long Island Railroad at Main Street, Borough of Queens (Cal. No. 11).*

The Secretary presented the following, which was ordered printed in the minutes and filed:

State of New York, Public Service Commission for the First District, Tribune Building, 154 Nassau street, New York, February 4, 1913.

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

Dear Sir—Transmitted herewith, and hereby served upon The City of New York, is a certified copy of a Resolution in Case No. 1266, adopted by the Commission at a meeting on February 4, 1913, determining the expense of street alterations by the Long Island Railroad Company at Main street.

Please acknowledge receipt of the enclosure. Yours very truly,

TRAVIS H. WHITNEY, Secretary.

At an adjourned meeting of the Public Service Commission for the First District duly held at its office, No. 154 Nassau street, in the Borough of Manhattan, City and State of New York, on the 4th day of February, 1913.

Present—William R. Willcox, Chairman; Milo R. Maltbie, John E. Eustis, J. Sergeant Cram, George V. S. Williams, Commissioners.

*Case No. 1266—Resolution Determining Expense of Street Alterations at Main Street.*

In the matter of the hearing on the motion of the Commission on the question of alterations and changes in the following grade crossings with the tracks of the North Side Division of The Long Island Railroad Company in Flushing, namely: Lawrence street, Main street, Parsons avenue, Percy street, Wilson avenue, Boerum avenue, Murray street, 22d street, Broadway.

Whereas, on December 30, 1910, the Commission adopted a final order and determination in this proceeding as to changes in the grade crossing at Main street and at certain other streets, and on November 21, 1911, and at other times approved detailed plans for construction of bridge at Main street; and

Whereas, in the course of work done on elevating tracks at Main street and constructing said bridge it appeared that certain changes had to be made on Main street in order to dispose of surface water drainage; and

Whereas, the Long Island Railroad Company and The City of New York have asked the Commission to determine how much of said work of changing Main street paving is properly chargeable to this improvement, the Long Island Railroad Company claiming that only 208 square yards of paving is necessitated by the grade crossing elimination, and The City of New York claiming that 358 square yards of paving is necessitated by said improvement.

Now, therefore, it is

Resolved and determined, That 225 square yards of paving of Main street is necessitated by the improvement in this case, and that the cost of 225 square yards and no more of paving Main street be included in the cost of this improvement to be borne by the State of New York, The City of New York and the Long Island Railroad Company in the proportions required by law.

BY THE COMMISSION,

[L. s.] TRAVIS H. WHITNEY, Secretary.

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

I, Travis H. Whitney, Secretary of the Public Service Commission for the First District, do hereby certify, that I have compared the above with the original adopted by said Commission on February 4, 1913, and that it is a correct transcript therefrom and of the whole of the original.

In testimony whereof, I have hereunto subscribed my hand and affixed the seal of the Commission this 4th day of February, 1913.

[SEAL.] TRAVIS H. WHITNEY, Secretary.

*Proposed Amendment of the Charter, in Relation to the Expenses of the Bureau of Street Openings in the Law Department (Cal. No. 12).*

The Secretary presented the following:

City of New York, Law Department, Office of the Corporation Counsel, New York, February 3, 1913.

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

Sir—I have received from the Assistant Corporation Counsel, representing the City in matters in which it is interested pending before the Legislature at Albany, the enclosed copy of a bill introduced in the Senate by Senator Duhamel and known as Senate Bill No. 80, Int. 79, entitled "An Act to amend the Greater New York Charter in relation to the expenses of the Bureau of Street Openings in certain cases," and proposing to amend section 258 of the charter, so as to provide that half of the expenses incurred by the Bureau of Street Openings in the Law Department on account of proceedings conducted therein, shall be charged to The City of New York, and only half of such expense shall be included in the assessments for benefit in the several proceedings.

Whether or not the expense incurred by the City in conducting street opening proceedings should be borne in the manner provided by the proposed act would seem to be a question of policy which would more properly be decided by the Board of Estimate and Apportionment than by the Law Department.

I, therefore, enclose a copy of the proposed act, and would respectfully ask that it be presented to the Board for its determination as to what position should be taken by the Corporation Counsel with reference to the enactment of the proposed bill by the Legislature. Yours respectfully,

G. L. STERLING, Acting Corporation Counsel.

AN ACT to amend the Greater New York Charter, in relation to the expense of the Bureau of Street Openings in certain cases.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Section two hundred and fifty-eight of the Greater New York charter, as re-enacted by chapter four hundred and sixty-six of the laws of nineteen hundred and one, is hereby amended to read as follows:

BUREAUS.

Section 258. The corporation counsel may establish such bureaus for divisions of service in the law department as he may judge most conducive to the efficient discharge of duty. There shall be a bureau in the law department to be known as the "bureau of street openings." It shall have charge under the direction of the corporation counsel of such legal proceedings to open, widen, alter or close streets and parks, and to acquire title to or extinguish interests in real estate therefor, and of all such other proceedings involving awards for damages or assessments for benefit to lands, tenements and hereditaments as may be assigned to it by the corporation counsel. The corporation counsel shall appoint and remove, at will, the head of said bureau and all other employees thereof and shall regulate their salaries and compensation. The assistants to the corporation counsel assigned to such bureau, shall conduct in his behalf, and subject to his direction and control, all legal proceedings so assigned, and shall also act as clerks to the commissioners of estimate or the commissioners of estimate and assessment in all such proceedings without compensation therefor other than salaries. Such bureau shall furnish to the commissioners of estimate or the commissioners of estimate and assessment in each proceeding, suitable offices and all the assistants which they may require in preparing their preliminary abstracts of estimate or of estimate and assessment, and their final reports for presentation to the supreme court for confirmation. [The] One-half of the compensation of the head of said bureau and of all other employees thereof, and all the legal costs, charges, expenses and disbursements incurred by said bureau on account of such proceedings, shall be paid by the city of New York and shall not be assessable for benefit in any proceeding or proceedings, and the remainder thereof shall be divided proportionately, as nearly as practicable, to the services rendered or expense incurred in each of the said proceedings, and shall be included in the assessment for benefit to be imposed by the commissioners of estimate or the commissioners of estimate and assessment in each proceeding as part of the costs, charges and expenses thereof, after the same shall have been taxed by the court in the manner now provided by law for the taxation of such costs, charges, expenses and disbursements; but the compensation of the employees of said bureau and the necessary charges, expenses and disbursements thereof, shall be chargeable to and shall be paid monthly, in the first instance by the comptroller of the city of New York, out of the fund known as "the fund for street and park openings," created by chapter one hundred and seventy-three of the laws of eighteen hundred and eighty-five, and the acts amendatory thereof and supplemental thereto, upon pay-rolls and vouchers duly certified by the corporation counsel. The assistant clerks or other appointees, of this bureau, engaged in the transaction of business or duties pertaining to the borough of Brooklyn, may have their office in the borough hall or public building of the borough of Brooklyn, and if, in the judgment of the corporation counsel it be convenient and advisable, such of the assistants, clerks or other appointees of this bureau as may be engaged in the transaction of business pertaining to the borough of the Bronx, the borough of Richmond or the borough of Queens, may likewise have an office in either of said boroughs.

§2. Sections nine hundred and ninety-seven and nine hundred and ninety-nine of such charter, as amended by chapter six hundred and fifty-eight of the laws of nineteen hundred and six, are hereby amended to read, respectively, as follows:

CORPORATION COUNSEL TO REPRESENT INTERESTS OF CITY BEFORE COMMISSIONERS, AND PROVIDE CLERKS AND OFFICES; EXPENSES.

§997. It shall be the duty of the corporation counsel to furnish the commissioners of estimate and the commissioner of assessment who may be appointed in any proceeding authorized by this title, such necessary clerks and other employees, and to provide such suitable offices as they may require to enable them to fully and satisfactorily discharge the duties imposed on them by this chapter; the corporation counsel shall, either in person or by such assistant or assistants [counsel] as he shall designate for the purpose, appear for and protect the interests of the city in all proceedings in court and before the commissioners. All [expenses for searcher's or surveyor's fees, and such other] necessary expenses and disbursements which the city of New York shall incur under the provisions of this section shall be paid by the comptroller out of the fund for street and park openings provided for by existing laws, and [if the board of estimate and apportionment so directs,] one-half or fifty per centum of said expenses shall be borne and reimbursed and paid to the city of New York by the parties and persons interested and entitled, as owners or otherwise, unto and in the lands, tenements, hereditaments, and premises deemed to be benefited thereby, and the same shall be included in and taxed by the court, upon due proof of the services rendered, and disbursements charged as part of the necessary costs and expenses of the said proceedings; but such expenses and disbursements which are assessable, shall not be included in the assessments for benefit until after they have been taxed before a justice of the supreme court, in the appropriate department, and have been directed to be so included by the board of estimate and apportionment. The expenses of any and all

appeals taken by the city of New York, shall be paid by the city of New York, and the expenses incurred by reason of motions had after confirmation of any report shall be borne by the city of New York.

## TAXATION OF COSTS.

§999. A bill of said costs, charges, and expenses shall be filed in the office of the clerk of the county in which the order appointing the said commissioners has been entered, at least ten days before the same shall be presented for taxation. There shall be annexed a statement of the amounts, if any, previously taxed, to whom the same were payable, and the date of such taxation. A notice of at least ten days shall be published in the "City Record," and the corporation newspapers, and served upon the corporation counsel, of the time and place of taxing said costs, charges, and expenses, which shall be thereupon taxed by a justice of the supreme court, or a referee under his special order, and before the report or reports of said commissioners shall be presented for confirmation. It shall be the duty of the corporation counsel to present to the justice or referee upon such taxation his *verified* certificate in writing that the items of cost, charges and expenses have been audited and examined by him, and [Also setting forth the result of such audit and examination,] shall set forth the result of such examination in detail, and stating whether the items included therein were reasonable and necessary and that no items are included improperly. On said final taxation there may be a retaxation of any bill previously taxed in the same proceeding, if sufficient reason therefor be made to appear.

§3. This act shall take effect immediately.

Explanation—Matter in *italics* is new; matter in brackets [ ] is old law to be omitted.

Report No. 12126.

February 11, 1913.

Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Under date of February 3, 1913, the Corporation Counsel has transmitted to the Board a copy of Senate Bill No. 80, Introductory No. 79, by Senator Duhamel, which bill provides that one-half of the expenses incurred by the Bureau of Street Openings of the Law Department, in proceedings conducted therein, shall be charged to the City of New York, and only half of such expenses shall be assessed.

The Corporation Counsel says that this is a question of policy which should more properly be decided by the Board of Estimate and Apportionment than by the Law Department, and he asks the Board to determine what position should be taken by the Corporation Counsel in reference to the enactment of the bill.

The bill amends sections 258, 997 and 999 of the City Charter. Section 258 now provides that the compensation of the head of the said Bureau of Street Openings, of the Corporation Counsel's office, and of other employees thereof, and all the legal costs, charges, expenses and disbursements, shall be divided proportionately as nearly as practicable and included in the assessment for benefit in each street opening proceeding as a part of the costs. This results in placing upon the property owners who are assessed in street opening proceedings the cost of the entire Bureau of Street Openings, including the rent of the building occupied by that office, equipment, furniture and everything else which it is necessary for this division of the Law Department to have for the proper conduct of its business. The bill under consideration amends this section by providing that one-half of this expense shall be paid by The City of New York and shall not be assessable.

Section 997 provides that all expenses of the Street Opening Bureau of the Law Department shall be paid by the Comptroller out of the Fund for Street and Park Openings, and that if the Board of Estimate and Apportionment so directs, they shall be included in assessments levied in street opening proceedings. It is proposed to amend this section in a manner consistent with the amendment of section 258, and provide that only one-half of these expenses shall subsequently be recovered by including them in the assessments for street openings. It is further proposed to amend this section by adding to it a provision that the expense of any and all appeals taken by The City of New York shall be paid by the City, and that all expenses incurred by reason of motions after confirmation of any report shall be borne by The City of New York.

The proposed amendments to section 999 are unimportant, but provide for verification of the statement of the Corporation Counsel of the items of cost, and a further statement as to whether the items were reasonable and necessary, and that no items are improperly included.

The object of this bill is undoubtedly to reduce the cost of street opening proceedings. That these costs are large, cannot be denied, this being especially true since it has been the practice to include in them all the expense of the Borough Presidents in making surveys and maps. It can scarcely be questioned that some of the expenses, such as office rent and the compensation of the head of the Street Opening Bureau, of the Corporation Counsel's office, are naturally expenses of administration, but no provision has ever been made for them in the budget. It is now proposed to pay half of all of these expenses from the Fund for Street and Park Openings and not recover the amounts by including them in the assessments. The Street and Park Opening Fund is replenished when necessary by the issue of corporate stock, so that the effect of this bill would be to pay half the expenses of the Street Opening Bureau of the Corporation Counsel's office, by corporate stock, or with borrowed money. Inasmuch as the Board has endeavored to avoid using corporate stock to pay for anything other than permanent improvements, it would seem that the policy which would be established if this bill became a law is directly contrary to that which the Board has lately endeavored to follow.

The proposed addition to section 997, whereby the expenses of appeals and other expenses which are incurred after the confirmation of a report shall be borne by the City, seems fair and reasonable, but it does not seem proper that such expenses should be paid with borrowed money or advanced out of the Street and Park Opening Fund, which is in turn replenished by corporate stock, which amounts to the same thing.

Anything which will tend to reduce the cost of street opening proceedings is commendable, but it cannot be doubted that the disposition to assess the entire cost of such proceedings, which has been followed during the last few years, has brought about certain economies and has discouraged extravagant awards and unnecessary expenses through the vigilance of property owners who know that they are to be assessed.

In my judgment, a wrong remedy is proposed to accomplish a desirable object, and I beg to suggest that the Corporation Counsel be requested to draft a substitute bill which will relieve street opening procedure from certain expenses which are properly a part of administration by making provision for them in the annual budget in the usual manner, or by including in the budget each year a sum sufficient to meet the sums advanced out of the Street and Park Opening Fund during the previous year for administrative expenses which are not included in the assessment.

Respectfully, NELSON P. LEWIS, Chief Engineer.

On motion the matter was referred to a committee, consisting of the Corporation Counsel, the Comptroller and the Chief Engineer of the Board, for report at the next meeting (February 20, 1913).

New York and New Jersey Bridge Over the Hudson River, Extending from the State of New Jersey to the City of New York (Cal. No. 13).

(At the meeting of the Board on February 6th this matter was referred to the Comptroller.)

The Comptroller offered the following:

Whereas, A petition has been presented to this Board by the New York and New Jersey Bridge Company, dated January 31, 1913, asking us to recommend to Congress the passage of an Act S-5639, which provides for an extension of time for the construction of the proposed bridge over the Hudson River, extending from the State of New Jersey to the City of New York, which Act has already passed the United States Senate; and

Whereas, it is in our opinion in the public interest that such bill should be passed and that such a bridge should be built as soon as the location and character thereof, and the manner of its operation, are approved by the Secretary of War, the communities in New Jersey affected thereby, and this Board; now, be it

Resolved, That we favor the passage of said act by Congress; and further, be it

Resolved, That the Mayor be requested to send to the House of Representatives copies of said petition and this resolution.

It is understood, however, that our approval of said act is upon the express condition that it shall be so worded that the free and unrestricted rights of the States of New York and New Jersey to erect a bridge at any location between said States, shall be unimpaired except at the location which may be finally selected for the bridge to be constructed by the New York and New Jersey Bridge 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, Brooklyn, The Bronx, Queens and Richmond—16.

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

Improvement of the Tracks and Structures of the New York Central and Hudson River Railroad Company on the West Side of the City, Borough of Manhattan (No. 14).

The Secretary presented the following report of the Committee on Terminal Improvements:

February 13, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On January 16, 1913, the Commissioner of Docks was directed to apply to the Secretary of War for certain changes in pierhead and bulkhead lines along the Hudson River from the Harlem Ship Canal to 59th street. These modifications were applied for as a preliminary step in the pending readjustment of the tracks of the New York Central Railroad Company along the west side of Manhattan. The changes are all for the purpose of permitting the City to retain water-front facilities outside of the railroad company's right of way if relocated as tentatively agreed upon between the railroad company and your Committee on Terminal Improvements.

In its report of January 16, upon which action was taken by this Board, your Committee recommended that the State Canal Board be requested to relocate the port of call of the State Barge Canal at a point at least 300 feet south of Dyckman street, as a substitute for the location tentatively selected between Dyckman street and the Ship Canal.

The changes in pierhead and bulkhead lines south of Dyckman street proposed by your committee and adopted by this Board on January 16, are sufficient to provide a marginal way 100 feet in width outside of the proposed freight yard at Dyckman street. The State Engineer and Surveyor, in considering plans for the relocation of the port of call, has advised your committee that it will be necessary to secure a further extension of the pierhead and bulkhead lines south of Dyckman street in addition to that adopted by this Board on January 16. He has suggested that it would greatly simplify matters if the City would include in its application to the Secretary of War a request for changes required for the relocation of the port of call, and has asked that the Commissioner of Docks be instructed to amend the City's petition accordingly.

Your committee recommends that it be authorized to amend the petition of the City for changes of pierhead and bulkhead lines between West 208th street and a point approximately 5,040 feet south thereof to provide for needs of the proposed port of call as relocated, and that the Commissioner of Docks be directed to withdraw the petition now pending before the Secretary of War until necessary changes have been decided upon by your committee. Respectfully submitted,

JOHN PURROY MITCHEL, President of the Board of Aldermen; WM. A. PRENDERGAST, Comptroller; GEORGE MCANENY, President of the Borough of Manhattan; NELSON P. LEWIS, Chief Engineer of the Board of Estimate and Apportionment.

The following resolution was offered:

Resolved, That the Commissioner of Docks be requested to withdraw the petition of the City to the Secretary of War for the modification of pierhead and bulkhead lines from the southerly line of West 208th street to a point approximately 5,040 feet south, for the purpose of amending said petition to include modifications necessary for the relocation of the proposed port of call of the State Barge Canal at a point at least 300 feet south of Dyckman street, as recommended by the Board of Estimate on January 16, 1913. And be it further

Resolved, That the Committee on Terminal Improvements is authorized to confer with the State Engineer and Surveyor and with representatives of the State Canal Board for the purpose of determining what modifications in the pierhead and bulkhead lines south of Dyckman street are necessary for the purposes of the proposed port of call, and that said committee be authorized to request the Dock Commissioner to renew the petition of the City for changes between West 208th street and a point approximately 5,040 feet south thereof in such amended form as may appear to the said committee to be proper.

Which was adopted by the following vote:

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

Removal of Sidewalk Encroachments in West 28th Street, Between Broadway and a Point 100 Feet West of 6th Avenue, Borough of Manhattan (No. 15).

The Secretary presented a communication from the Secretary to the President of the Borough of Manhattan, transmitting a resolution directing the removal of sidewalk encroachments in West 28th street, between Broadway and a point 100 feet west of Sixth avenue.

Which was referred to the Chief Engineer of the Board for report.

## FRANCHISE MATTERS.

New York Motor Bus Company, Inc. (Cal. No. 1).

The public hearing was opened on the petition of the New York Motor Bus Company, Inc., for a franchise to establish, maintain and operate truck, stage and omnibus routes for public use in the conveyance and transportation of persons and property upon and along various streets and avenues in the Borough of Manhattan, between 96th and 20th streets, 4th and 8th avenues.

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

Affidavits of publication were received from the "Sun," the "New York Times" and the CIRR Record. Wm. H. Page, counsel for the Fifth Avenue Coach Company, appeared in opposition. Wm. A. Evans, counsel for the company, appeared in favor. No one else desiring to be heard, the Chair declared the hearing closed.

The Secretary presented the following:

Bureau of Franchises, February 5, 1913.

Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—At the meeting of January 16, 1913, there was presented to the Board an application of the New York Motor Bus Company, Inc., for the right to operate stages or omnibuses upon various streets and avenues in the Borough of Manhattan. The Board on that date adopted a resolution fixing February 13, 1913, as the date for the preliminary public hearing, and requested the Mayor to designate newspapers in which the notice of such hearing must be published pursuant to law. The petition was also referred to the Bureau of Franchises.

The proposed operation of the Company, as indicated by its application, is on Park avenue from 96th street to 45th street; thence on each side of the Grand Central Terminal to 42d street; thence again on Park avenue to 31st street; on Madison avenue from 40th street to 23d street; thence on 23d street from Madison avenue to Irving Place; thence on 4th avenue and Irving place to 20th street and on 20th street from 4th avenue to Irving place; thence on Irving place from 20th street to 14th street; on 31st street from 4th avenue to 8th avenue; on 35th and 36th streets—4th avenue to 7th avenue; thence south on 7th avenue to 33d street; thence on 33d and 34th streets to 8th avenue; on 39th and 40th streets from 4th avenue to 6th avenue; thence on 6th avenue to 42d street; thence on 41st and 42d streets to 7th avenue; thence on 7th avenue and Times square to 45th street; thence through 45th street to Grand Central Terminal.

Since the petition was presented to the Board, I have taken the matter up with the Company, and it has been stated by its representatives that the company does not propose to operate in all the streets named in its petition, but that the routes named therein would afford an opportunity to select the most favorable and practicable routes to give the service desired by the company. That service will involve, it is stated by representatives of the company, practically four routes, and possibly a fifth and a sixth, as follows:

First—From Park avenue by way of 45th street to Times square and return by way of 39th street.

Second—From Park avenue through 39th street to Times square and return by way of 45th street.

Third—From Park avenue by some route to the Pennsylvania Railroad station.

Fourth—From Park avenue and Madison avenue and various streets to 14th street and Irving place.

Fifth—From 14th street and Irving place to the Pennsylvania Railroad station.

Sixth—From 14th street and Irving place north to Times square.

Sufficient information has not yet been obtained or investigation made to draft a contract for the proposed franchise, and it is suggested that the matter be referred back to the Bureau of Franchises at the close of the hearing, in order that such investigation may be completed with a view to reporting to the Board at a later date.

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

The matter was then referred back to the Bureau of Franchises.

*Rapid Transit Railway, Flushing Route (Cal. No. 2).*

The Board proceeded to the consideration of the communication from the Public Service Commission for the First District transmitting resolutions adopted by said Commission as to route and general plan of construction for an additional rapid transit railway in the Borough of Queens known as "Flushing Route" and requesting the approval and consent of this Board thereto.

This communication was presented to the Board at the meeting of February 6, 1913, when by resolution duly adopted, this day was fixed as the date for consideration and the communication was referred to the Committee on Pending Transit Proposals.

An affidavit of publication was received from the CITY RECORD. The following appeared in opposition: G. D. Edgbert, who presented a resolution adopted by property owners on Amity street, Flushing, requesting the matter be referred back to the Public Service Commission, J. W. Treadwell and W. B. Parsons. The following appeared in favor: G. W. Pople, D. S. Sandborn and J. W. Paris. A petition was received signed by nine hundred and fifty property owners and residents of Flushing in favor. A communication was received from E. S. McKnight transmitting resolution adopted at a mass meeting of business men of Bayside in favor. A communication was also received from Park Mathewson on behalf of residents and property owners at Douglaston Manor, Queens, in favor of the extension of the line to Douglaston Station. The consideration was then continued until February 27, 1913.

*Rapid Transit Railway—Park Avenue-Lexington Avenue Connection at Forty-second Street (Cal. No. 3).*

The Board proceeded to the consideration of the communication from the Public Service Commission for the First District transmitting resolutions adopted by said Commission as to route and general plan of construction for an additional rapid transit railway in the Borough of Manhattan, known as "Park Avenue-Lexington Avenue Connection at Forty-second Street," and requesting the approval and consent of this Board thereto.

This communication was presented to the Board at the meeting of February 6, 1913, when by resolution duly adopted, this day was fixed as the date for consideration and the communication was referred to the Committee on Pending Transit Proposals.

An affidavit of publication was received from the CITY RECORD. Henry G. Wynne appeared and requested an adjournment. The consideration was then continued until February 27, 1913.

*Communications from the Mayor's Office (Cal. No. 4).*

Communications were received from the Mayor's office returning duly approved by his Honor, the Mayor, on February 6, 1913, resolutions adopted by this Board January 30, 1913, as follows:

(a) Granting George Ehret permission to install, maintain and use certain connections to the 14-inch salt water pipe between the pumping station on the southerly side of East 93d street, west of Avenue A, and the brewery on said street between 2d and 3d avenues, Borough of Manhattan.

(b) Granting Jaburg Brothers permission to install, maintain and use a wooden conduit under and across Front street between Canal and Thompson streets, Stapleton, Borough of Richmond.

(c) Amending ordinance granting a franchise to the New York, Westchester and Boston Railway Company by modifying section 2, twelfth, of said ordinance relative to the watering of the roadbed within the limits of the City.

(d) Consenting to the assignment by the New York, Westchester and Boston Railway Company of all rights and privileges granted by ordinance approved August 2, 1904, as amended, granting a franchise to said company so that the same shall pass to and vest in a certain consolidated corporation.

(e) Consenting to the surrender and cancellation of contract dated January 17, 1912, by and between the City and the New York Magnophone and Music Company.

(f) Designating the "Brooklyn Times" and "Standard Union" as the two daily newspapers in which the resolution, form of contract and notice of hearing thereon for the grant of a franchise to the Brooklyn and North River Railroad Company shall be published prior to the hearing on March 13, 1913.

Which were ordered filed.

*Harrison Street Cold Storage Company (Cal. No. 5).*

A communication was received from the Harrison Street Cold Storage Company submitting report and financial statement for the year ending December 31, 1912, under and pursuant to section 2, eighteenth, of contract dated December 27, 1909, granting said company a franchise to construct, maintain and operate conduits to distribute refrigeration in a certain portion of the Borough of Manhattan.

The Secretary presented the following:

Bureau of Franchises, February 4, 1913.

Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Section 2, Eighteenth, of the contract between The City of New York and the Harrison Street Cold Storage Company, dated December 27, 1909, authorizing the construction, maintenance and operation of conduits to distribute refrigeration in a certain district in the Borough of Manhattan, provides that the company shall submit a report to the Board not later than February 1 of each year, containing certain information in regard to its capital stock, funded and floating debt, operations, expenditures, etc., for the year ending December 31 next preceding.

Pursuant to this provision, the company filed a report under date of January 31, 1913, for the year ending December 31, 1912. From the information contained therein, it appears that the amount of capital stock has not been increased since the last report. The company has no funded debt. Its floating debt shows a slight increase over last year's. No additional conduits have been constructed during the year, and therefore no amendments are necessary to the map now on file in the Bureau.

I have been informed by the Finance Department that the report filed with it under the contract shows that the Company's gross receipts for the year 1912 amounted to \$54,663.80, upon which a payment of 2 per cent. has been made, amounting to \$1,092.28. A further payment of \$471 was made for 1,884 feet of conduit laid in the streets outside of the company's own vault space, at the rate of 25 cents per foot. These gross receipts and payments show a slight increase over 1911. For that year they were: Gross receipts, \$55,353.44; payment thereon at 2 per cent., \$1,107; payment for 1,884 feet of conduit at 25 cents per foot, \$471.

It is recommended that the report be filed. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

Which was ordered filed.

*Merchants Refrigerating Company (Cal. No. 6).*

A communication was received from the Merchants Refrigerating Company submitting report and financial statement for the year ending December 31, 1912, under and pursuant to section 2, eighteenth, of contract dated October 21, 1910, authorizing said company to construct, maintain and operate conduits to distribute refrigeration in certain districts in the Borough of Manhattan.

The Secretary presented the following:

Bureau of Franchises, February 4, 1913.

Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Section 2, Eighteenth, of the contract between The City of New York and the Merchants' Refrigerating Company, dated October 21, 1910, authorizing the construction, maintenance and operation of conduits to distribute refrigeration in certain districts in the Borough of Manhattan, provides that the company shall submit a report to the Board not later than February 1 of each year, containing certain information in regard to its capital stock, funded and floating debt, operations, expenditures, etc., for the year ending December 31 next preceding.

Pursuant to this provision, the Company under date of January 28, 1913, filed such report for the year ending December 31, 1912. It appears from this report that the company has not increased its capital stock since the last annual report was made. The company's funded debt shows a considerable decrease as compared with

last year, while its floating debt has been slightly increased. No additional conduits have been constructed during the year, and for that reason it is not necessary to amend the map now on file in the Bureau. I have been informed by the Finance Department that the report filed with it under the contract shows that the company's gross receipts for the year 1912 amounted to \$47,590.11, upon which a payment of 2 per cent. has been made, amounting to \$951.81. A further payment of \$196.21 was made for 784 feet of conduit laid in the streets outside of the company's own vault space, at the rate of 25 cents per foot. These gross receipts and payments show a slight increase over 1911. For that year they were: Gross receipts, \$41,470.57; payment thereon at 2 per cent., \$829.41; payment for 784 feet of conduit at 25 cents per foot, \$196.21.

It is recommended that the report be filed. Respectfully, HARRY P. NICHOLS, Engineer, Chief of Bureau.

Which was ordered filed.

*Harrison Street Cold Storage Company; Merchants' Refrigerating Company (Cal. No. 7).*

The Secretary presented the following:

Bureau of Franchises, February 8, 1913.

Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—The Harrison Street Cold Storage Company through its Treasurer, Alexander Moir in a petition dated February 7, 1913, has applied for the consent of the Board to assign to the Merchants' Refrigerating Company all its right, title and interest in and to a certain contract dated December 27, 1909, by and between the City and the company authorizing the company to construct, maintain and operate conduits for the purpose of distributing refrigeration within a certain district in the Borough of Manhattan.

The Merchants' Refrigerating Company joins in the petition.

In accordance with the precedent established by the Board in the case of the assignment of the franchise of the New York, Westchester and Boston Railway Company and in the case of the surrender for cancellation of the franchise of the New York Magnophone and Music Company, I would suggest that the Board fix a date for public hearing when all persons interested in the company or its affairs may have the opportunity to appear and be heard.

Notice of such hearing should be published in two daily newspapers to be designated by the Mayor and in the CITY RECORD.

It is recommended that February 27, 1913, be fixed as the date for the hearing.

A resolution to this effect is transmitted herewith. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

February 7, 1913.

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

Gentlemen—The Harrison Street Cold Storage Company, which holds a franchise from your Board, dated December 27, 1909, for the construction, maintenance and operation of conduits for refrigerating purposes, desires, and hereby applies for permission to assign said franchises to the Merchants' Refrigerating Company.

The reason for this proposed assignment is that the latter company is about to acquire all the rights, property and interests of the Harrison Street Cold Storage Company, dependent, in a degree, upon the obtaining of the consent of your Board as applied for herein, it being understood that such consent will not become effective until the filing with your Board of proper certificates relative to merger.

It is agreed that, if this consent be granted, all the obligations of the franchise of the Harrison Street Cold Storage Company will be undertaken by the Merchants' Refrigerating Company, and the operations under said franchise shall be kept separate and apart from those under the franchise now held by the Merchants' Refrigerating Company.

HARRISON STREET COLD STORAGE COMPANY,

[SEAL] ALEXANDER MOIR, Treasurer.

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

On the 7th day of February, 1913, before me personally came Alexander Moir, who, being by me duly sworn, did depose and say that he resided in Montclair, State of New Jersey; that he was Treasurer of the Harrison Street Cold Storage Company, the corporation described in and which executed the above instrument; that he knew the seal of the said corporation; that the seal affixed to said instrument was said 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] E. D. JUNIOR, Notary Public, Kings Co.

Certificate filed, New York Co., No. 12.

The Merchants' Refrigerating Company hereby joins in the above petition of the Harrison Street Cold Storage Company and agrees to abide by the stipulations therein contained.

[SEAL] FRANK A. HORNE, President.

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

On the 7th day of February, 1913, before me personally came Frank A. Horne, who, being by me duly sworn, did depose and say that he resided in Brooklyn, State of New York; that he was President of the Merchants' Refrigerating Company, the corporation described in and which executed the above instrument; that he knew the seal of the said corporation; that the seal affixed to said instrument was said 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] E. D. JUNIOR, Notary Public, Kings Co.

Certificate filed, New York Co., No. 12.

The following was offered:

Whereas, A joint petition from Harrison Street Cold Storage Company and Merchants' Refrigerating Company, dated February 7, 1913, was presented to the Board of Estimate and Apportionment at a meeting held February 13, 1913,

Resolved, That, in pursuance of law, this Board sets Thursday, the 27th day of February, 1913, at 10:30 o'clock in the forenoon, and Room 16, in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause a notice of such hearing to be published for at least two (2) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the CITY RECORD immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

Which was adopted by the following vote:

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

The petition was then referred to the Bureau of Franchises.

*Heermance Storage and Refrigerating Company (Cal. No. 8).*

A communication was received from the Heermance Storage and Refrigerating Company, submitting report and financial statement for the year ending December 31, 1912, under and pursuant to Section 2, Eighteenth, of contract dated January 15, 1911, authorizing said Company to construct, maintain and operate conduits for the distribution of refrigeration in a certain district in the Borough of Manhattan.

The Secretary presented the following:

Bureau of Franchises, February 4, 1913.

Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Section 2, Eighteenth, of the contract between The City of New York and the Heermance Storage and Refrigerating Company, dated January 15, 1911, authorizing the construction, maintenance and operation of conduits for the distribution of refrigeration in a certain district of the Borough of Manhattan, provides that the company shall submit, on or before February 1 of each year, a report containing certain information regarding its finances and operations for the year ending December 31 next preceding.

Pursuant to this section, the company has filed its report, verified January 23, 1913, for the year ending December 31, 1912, from which it appears that the company's capital stock has not been increased since making its last annual report. About 180 feet of additional conduit has been constructed during the year, making a total of 737 feet now in the streets, of which a portion is in the company's vault spaces. The map on file in the Bureau, showing the company's conduits, has been amended to include the additional construction. I have been informed by the Finance Department that the report filed with it under the contract shows that the company's gross re-

ceipts for the year 1912 amounted to \$16,158, upon which a payment of 2 per cent. has been made, amounting to \$323.16. A further payment of \$112.63 was made for 450 feet of conduit laid in the street outside of the company's own vault space, at the rate of 25 cents per foot. These gross receipts and payments show a slight increase over 1911. For that year they were: Gross receipts, \$15,378; payment thereon at 2 per cent., \$307.56; payment for 384 feet of conduit, \$96.25.

It is recommended that the report be filed. Respectfully,  
HARRY P. NICHOLS, Engineer, Chief of Bureau.  
Which was ordered filed.

*Conron Bros. Company (Cal. No. 9).*

A communication was received from Conron Bros. Company, transmitting report and financial statement for the year ending December 31, 1912, under and pursuant to Section 2, Eighteenth, of contract dated March 7, 1911, authorizing said Company to construct, maintain and operate conduits to distribute refrigeration in a certain district in the Borough of Manhattan.

The Secretary presented the following:

Bureau of Franchises, February 6, 1913.

*Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Section 2, Eighteenth, of the contract between The City of New York and Conron Bros. Company, dated March 7, 1911, authorizing the construction, maintenance and operation of conduits to distribute refrigeration in a certain district in the Borough of Manhattan, provides that the company shall submit a report to the Board, not later than February 1 of each year, containing certain information in regard to its capital stock, funded and floating debt, operations, expenditures, etc., for the year ending December 31 next preceding.

The company has now filed a report, under date of February 4, 1913, for the year ending December 31, 1912. From the information contained therein, it appears that the capital stock has not been increased since the last report. The company has no funded debt. Its floating debt shows a slight increase over last year's. No additional conduits have been constructed during the year, and, therefore, no amendments are necessary to the map now on file in the Bureau.

I have been informed at the Finance Department that the report filed with it, under the contract, shows the company's gross receipts for the year 1912 amounted to \$9,843.24. As, under the contract, the company must pay two per cent. of this amount to the City, with a minimum charge of \$250, the minimum sum has been paid, and also a payment on 134 feet of conduit, at 25 cents per foot, amounting to \$27.60. The receipts for 1912 are about the same as those for 1911, as are also the payments made under the franchise.

It is recommended that the report be filed. Respectfully,  
HARRY P. NICHOLS, Engineer, Chief of Bureau.  
Which was ordered filed.

*New York and Queens County Railway Company (Cal. No. 10).*

In the matter of the franchise granted the New York and Queens County Railway Company to construct, maintain and operate a second or additional track on its Flushing-College Point and on its Flushing-Jamaica lines, Borough of Queens.

This franchise was granted by resolution adopted by this Board December 5, 1912, approved by the Mayor December 6, 1912.

The Secretary presented the following:

Bureau of Franchises, February 8, 1913.

*Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—By resolution adopted by the Board of Estimate and Apportionment December 5, 1912, approved by the Mayor December 6, 1912, the New York and Queens County Railway Company was granted a franchise to construct, maintain and operate a second or additional track upon and along 13th street, College Point causeway, Lawrence street, Broadway, Main street, Jamaica avenue and Sanford avenue, from 8th avenue to Bowne avenue, Borough of Queens.

The contract as authorized by said resolution was executed by the President of the company January 21, 1913; by the Secretary of the company January 27, 1913, and by the Mayor and the City Clerk February 6, 1913, and bears the latter date.

The original contract has been placed on file and the duplicate original delivered to the company.

The departments interested have been advised of the execution of the contract.  
It is recommended that the papers be filed. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.  
Which was ordered filed.

*The Coney Island and Brooklyn Railroad Company (Cal. No. 11).*

In the matter of the petition of the Coney Island and Brooklyn Railroad Company for franchise to construct, maintain and operate a double-track street surface railway from the existing tracks of the Company at 4th avenue and 9th street, upon and along 4th avenue, to Flatbush avenue; thence across Flatbush avenue to Ashland place, to Fulton street, where the tracks diverge; a single track continuing along Ashland place to DeKalb avenue, and another single track continuing along Fulton street, from Ashland place to Rockwell place to DeKalb avenue, where connection is made with the existing tracks, Borough of Brooklyn.

At the conclusion of the public hearing on April 25, 1912, this matter was referred back to the Bureau of Franchises.

The Secretary presented the following:

THE CITY OF NEW YORK,  
BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES,  
Room 801, 277 Broadway, January 27, 1913.

*Hon. WILLIAM J. GAYNOR, Mayor, Chairman of Board of Estimate and Apportionment:*

Sir—The Coney Island and Brooklyn Railroad Company, under date of March 11, 1912, petitioned the Board for the right to construct, maintain and operate a street surface railway for the transportation of persons and property, beginning at the intersection of 9th street and 4th avenue, in the Borough of Brooklyn; thence along 4th avenue to Flatbush avenue; thence across Flatbush avenue to Ashland place; thence along Ashland place to Fulton street, all by double track; thence continuing by single track along Ashland place to DeKalb avenue; also beginning at the intersection of Fulton street with Ashland place; thence by single track along Fulton street to Rockwell place; thence by single track along Rockwell place to DeKalb avenue.

The petition was presented to the Board March 28, 1912, at which time the Board adopted a resolution fixing April 25, 1912, as the date for the preliminary public hearing, and requesting the Mayor to designate the newspapers in which the notice of such public hearing must be published, pursuant to law. Subsequently the Times and New York Press were designated by the Mayor as the papers in which such notice must be published.

On April 25, 1912, the public hearing was duly held. A representative of the Company appeared in favor of the petition and those opposed presented a petition, signed by John M. Van Wagner and others, protesting against the construction of a track in that portion of Ashland place between DeKalb avenue and Fulton street. At the close of the hearing the matter was referred back to the Bureau of Franchises. The Company filed a certificate of extension covering the routes now applied for in the office of the Secretary of State on March 15, 1912. The total length of the route covered by the petition is 7,750 feet, and the length of single track including that to be used in common with the Brooklyn City Railroad amounts to 13,940 feet.

*Present and Proposed Operation of the Applicant.*

The Coney Island and Brooklyn Railroad Company is at present operating three lines of cars in the Borough of Brooklyn, namely:

1. "Franklin Avenue Line" (so called).
  - (a) From the Manhattan end of the Williamsburg bridge via Wythe avenue, Franklin avenue and Coney Island avenue to Coney Island.
  - (b) Also from the ferry at the foot of Grand street, Brooklyn, and thence over the above-described route.
2. "DeKalb Avenue Line" (so called).
  - From the Manhattan end of the Brooklyn bridge via Washington street, Fulton street and DeKalb avenue to the Queens Borough line at Ridgewood.
3. "Smith Street Line" (so called).
  - (a) From the Manhattan end of the Brooklyn bridge via Jay street, Smith street, 9th street and Coney Island avenue to Coney Island; and

(b) From the Hamilton ferry, upon Hamilton avenue and over the above-described route, to Coney Island.

The extension for which authority is now asked would connect the Smith Street Line at the intersection of 4th avenue with 9th street with the DeKalb Avenue Line at the intersection of Rockwell and Ashland places with DeKalb avenue. The object of the extension, as stated by the representative of the Company, is to make the district in the vicinity of the Flatbush avenue station of the Long Island Railroad accessible to both the DeKalb Avenue and the Smith Street Lines of the Company and to provide a means for an interchange of traffic between the DeKalb Avenue and Smith Street Lines at a point easterly from that which now exists. The only intersecting point of these two lines is at the present time at Fulton and Smith streets.

The district at the intersection of 4th, Atlantic and Flatbush avenues is fast becoming one of the most active business sections in the Borough of Brooklyn. Terminating here are the Long Island Railroad and the rapid transit railroad, making this point one of the most desirable places to be reached by the street surface railways. It is also advantageous to the public that all the street surface railways should reach this point, in order to afford facilities to patrons of the Long Island Railroad and the rapid transit railroad for reaching other points in the Borough. The extension proposed by the applicant company would afford direct means of reaching this point to those who ride on both the DeKalb Avenue and Smith Street Lines.

*Physical Conditions.*

Fourth avenue is a wide thoroughfare, being one hundred and twenty feet in width. The sidewalks are each twenty-five feet in width. The roadway was formerly divided for north and south traffic by a park centre, having a width of approximately ten feet. A rapid transit railway in a subway is being constructed throughout the entire portion of 4th avenue covered by the application, and is now rapidly nearing completion. The park centre no longer exists, but the space is now occupied by ventilators for the rapid transit railway, so that two roadways of thirty feet in width still remain as formerly, except where a greater space is used in the centre of the avenue for station entrances. At these station entrances the roadways are each approximately twenty-five feet in width, and have recently been paved.

Ashland place from Flatbush avenue to Fulton street has been widened recently from fifty feet to seventy feet. This widening has taken place on the westerly side, the property having been acquired for rapid transit railway purposes. The rapid transit railway is being constructed in this street and a railway cannot be constructed therein until the street has, to some extent, been restored.

Ashland place from Fulton street to DeKalb avenue is fifty feet in width. It is proposed to operate only a single track in this portion of the street.

Tracks already exist in Fulton street and Rockwell place, which will be used by the applicant. These tracks are the property of the Brooklyn City Railroad Company, which is a part of the Brooklyn Rapid Transit system.

*Another Pending Application of the Company.*

The applicant company also filed, under date of March 11, 1912, a petition for the right to construct, maintain and operate a railway upon that portion of Atlantic avenue, between Franklin avenue and 4th avenue. This extension would connect the Franklin Avenue Line of the company at the intersection of Franklin avenue with Atlantic avenue, and would also connect with the proposed extension on 4th avenue, at the intersection of Atlantic avenue with 4th avenue. This extension would therefore afford means of travel between the business district at the intersection of Atlantic, 4th and Flatbush avenues, and the existing Franklin Avenue Line of the company. It has already been explained that the proposed 4th avenue extension would connect the other two lines of the company with this district.

A public hearing was held upon this application also, but no progress has been made in negotiations with the company upon the terms and conditions of the franchise, and the company, under date of January 18, 1913, through its attorney, has stated that it does not desire to negotiate further for the right.

*Protests Against the Operation of the Proposed Route.*

Reference has already been made to a petition which was presented at the public hearing, protesting against the construction and operation of a railway in that portion of Ashland place, between DeKalb avenue and Fulton street. This petition is signed by John M. Van Wagner and twenty-two other protestants, being owners of property in that block.

Under date of May 30, 1912, approximately a month after the public hearing was held, a communication was received, signed by the President, Vice-President, Secretary and Treasurer of the Brooklyn Academy of Music, in which objection is made to the construction of a street surface railway upon that portion of Ashland place between Hanson place and Lafayette avenue. It is claimed in this communication that there is no public necessity for the proposed railway, and that the neighborhood is amply provided with transit facilities by the existing tracks in Flatbush avenue, Fulton street and Lafayette avenue, and the proposed subway extension now being built under Ashland place. The Academy of Music is situated at the corner of Lafayette avenue and Ashland place, having front entrances on Lafayette avenue, and a side entrance on Ashland place. The officers of the institution claim that a large amount of money has been spent in the construction of this building, which was constructed with no idea of its ever becoming a profitable enterprise, but was intended merely to afford facilities for public meetings and entertainments of educational, artistic and musical character; that the entrance on Ashland place is used by persons who attend the meetings and performances in carriages or motors, and in consequence if a railway were constructed and operated in that portion of Ashland place it would seriously interfere with citizens who desire to patronize the Academy.

*Former Laws Prohibiting Railroads in 4th Avenue.*

Fourth avenue was widened to a uniform width of one hundred and twenty feet by chapter 335 of the Laws of 1860, as amended by chapter 299 of the Laws of 1861. This latter law provided in section 7 as follows:

"The Common Council of the City of Brooklyn are hereby prohibited from granting the right to lay any railroad in said avenue, and in consideration of the assessment for the improvements herein provided, it shall not be lawful for any person or persons, association or corporation to lay, construct or operate any railroad upon said avenue hereby improved."

If this provision were still in force, it would evidently prohibit the granting of a franchise to a street surface railway company on 4th avenue. During the last session of the Legislature this section was amended, through the efforts of representatives of the applicant Company, by providing that this prohibition shall apply only to that portion of 4th avenue in which no application for a franchise was then pending, that is, from 9th street to 5th avenue, and providing that the railway shall not be constructed between Flatbush avenue and 9th street, unless the consent of the local authorities and the property owners shall be obtained. (See chapter 450, Laws of 1912.) These consents are those which all street railway corporations must obtain, pursuant to the Railroad Law, before they can construct a railway upon any street within the City. The amendment, therefore, puts the application of the Coney Island and Brooklyn Railroad Company in the same class as all other street railway applicants, and the prohibition against the construction of a railway in that portion of 4th avenue, covered by this application, is now removed.

*Conditions of the Grant.*

A contract has been prepared for the franchise, which is acceptable to the Company, and is submitted herewith. The following is a discussion of some of the conditions contained therein, to which it appears special attention should be called.

*Term of Grant.*—The term originally proposed was to expire on July 29, 1927, with the privilege of renewal for a further period of twenty-five years, that date being fixed as the date upon which the renewal term of the franchise to the Nassau Electric Railroad Company to operate upon Livingston street and Lafayette avenue, in the Borough of Brooklyn, will expire. While the Livingston street franchise was granted to a company other than the applicant, its route intersected the route now proposed by this Company and in measure served the same territory and, as has been the custom heretofore, the term of grant in this franchise was originally proposed to expire on the same date, in order that renewals of the franchises in that district might be considered by the City at one time. The Company, however, through its representative, stated that it could not see its way clear to accept a franchise for a total period of less than thirty-five years with any hope of securing a sufficient profit under the other terms of the franchise to give a reasonable return upon the money invested and to pay for the cost of the structures in the streets during the period in order to turn such structures over to the City without any payment by the City at the end of the period. In view of the fact that the Company has accepted the form of franchise containing the other provisions as suggested, the term of grant was changed to expire on July 29, 1937, with a further period of renewal of twenty-five years. The first period will therefore expire exactly ten years after the Living-

ston street franchise will have expired, and in the consideration of a renewal of the Livingston street franchise that fact may be considered by the City authorities.

**Commencement and Completion of Construction.**—It is provided that the Company shall commence the construction of the railway within six months from the date upon which consents of property owners are filed with the Board and complete the same and put in full operation within nine months from the same date. Six months is given for the obtaining of the consents of the property owners, so that the Company will have in all a period of from nine to fifteen months, depending upon the time consumed in obtaining the property owners' consents, within which to construct the railway and put the same in operation. As already stated, a rapid transit railway is being constructed in Ashland place, Fulton street and 4th avenue. It is anticipated, however, that this construction work will be completed sufficiently early to enable the Company to construct its railway within the period herein specified.

**Motive Power.**—The contract provides that the Company may operate its railway by the system of overhead electric power similar to that used upon other lines in the Borough of Brooklyn, but that no wires, except trolley wires, shall be permitted unless they be placed in conduits underneath or alongside of the railroad. This provision is made for the reason that it is believed that no power wires should be permitted on the surface of the streets in a district which is as thickly populated as that through which it is proposed to operate the railway.

**Rate of Fare.**—The proposed route does not intersect any other line of the Company with which transfers must be exchanged, pursuant to law; the termini of the route being the only points where transfers must be exchanged with other lines of the Company. The lines of the Company at the termini of the proposed railway, that is, the DeKalb Avenue and Smith Street Lines, either operate directly or transfer to Coney Island, for which privilege the Company claims it has the right to charge an extra fare of five cents. In consequence of this, the rate of fare clause is slightly different from that which is commonly used in street surface railway franchises in boroughs other than Brooklyn. The clause which is used in the contract herewith provides that the Company shall not charge thereon a fare in excess of five cents, nor more than five cents for one continuous ride between any point on the proposed railway and any other point on any road, line or branch operated by the Company or under its control within the limits of the City, except a ride between such points for which a fare in excess of five cents may be lawfully charged; that is to say, that if the Company has at the present time a lawful right to charge a fare in excess of five cents from points along the proposed line to points in the vicinity of Coney Island, this franchise shall not deprive the Company of that right.

**Right Not Exclusive.**—As is usual in street surface railway franchises granted in recent years, the contract provides that the right granted to this Company shall not be an exclusive one and shall not prohibit the operation of another street surface railway company over the same route if a franchise is granted therefor by the City. The clause used in this contract, however, has been adopted by the Board in only a few recent cases and perhaps explanation of the same should be given here. The clause provides that if the franchise shall be granted to another corporation to operate over the same route that it may use the power, tracks and other street equipment of the applicant company upon payment of a sum or sums which shall be determined by the two companies, but that the operation of the second company need not be delayed until terms have been agreed upon between the two companies. Even if the compensation has not been determined, the second company can begin operation within ninety days after it receives its franchise. If the two companies cannot agree upon the terms, they may submit the question to arbitrators, and in case either party fails to appoint an arbitrator, or should the two arbitrators, that is, one appointed by each party, fail to appoint a third arbitrator within thirty days, or if no two of such arbitrators agree, then the question can be submitted to the courts upon the application of either party. It is provided in this franchise that the applicant company need not furnish power to the second company, if it has insufficient power for that purpose, but must furnish the necessary street equipment over which the second company may furnish its own power. It appears that this clause overcomes in the main the objections which have been heretofore raised to former non-exclusive clauses by those who have acted for either the City or the companies, and appears to be an equitable arrangement for all parties concerned.

**Compensation and Security Deposit.**—As is usual, compensation consists of (a) an initial payment, and (b) a percentage of the gross receipts with minimum annual payments. The percentages of gross receipts have been fixed to coincide with the minimum percentages required to be paid by the Railroad Law; that is, three per cent. for the first five years and five per cent. during the remainder of the original term. The minimum annual payments have been fixed on the basis of the earnings of the Company at the present time, it being assumed that the proposed railway will earn during the first five years approximately the same per mile as the existing lines of the Company do at present, and the percentages of gross receipts required by the contract, applied to these assumed earnings, have been used to determine the amounts of the minimum payments. The minimum payments provided are as follows:

Annually during the first five years.....	\$1,900 00
Annually during the second five years.....	3,500 00
Annually during the third five years.....	3,850 00
Annually during the fourth five years.....	4,235 00
Annually during the remaining term.....	4,650 00

It is provided that these payments shall be in addition to all taxes of whatsoever kind or description. The initial payment required is \$6,500. This is somewhat larger than first proposed and was changed for the reason that the Company desired a larger term contract than that which was at first suggested. The minimum payment being to some extent based upon the term of grant, this figure was increased from \$5,000 to \$6,500 in consideration of increasing the original term of grant from a period expiring July 29, 1927, to July 29, 1937.

The amount of security deposit required is \$5,000. This money is to be deposited in cash to secure the faithful performance of the terms and conditions of the contract.

**Other Conditions.**—The other terms and conditions of the contract are those which have been used in franchises to street surface railways a great many times and need no discussion here. Among those might be mentioned, the rights of the Company not to be assigned without consent of the Board; when the right ceases, property in the streets to become City's without payment thereto; no freight cars are to be operated; the Board is given jurisdiction over the heating, lighting and headway of cars; streets are to be watered; snow and ice are to be removed; Company to pave and keep in repair the street and two feet outside of the track, to bear the expense of sewers or drainage systems made necessary by the construction of the railway, and be liable for all damage because of construction and operation.

The attorney for the Company has stated in a communication dated January 18, 1913, on behalf of the Company, that the contract, in the form submitted herewith, is satisfactory to the Company. The contract has been submitted to the Corporation Counsel for his approval as to form, and if returned by him with his approval prior to the meeting of February 13, 1913, the Board at that time, may, if it desires to grant the franchise, fix a date for a final public hearing and order the contract to be spread upon the minutes for thirty days, as required by law; after such public hearing the Board may take final action.

As there was opposition to the construction of a railway in Ashland place, I believe it would be desirable to hear the opposition before the Board formally approves the contract and orders the same entered on the minutes of the Board. I have, therefore, forwarded copies of this report to the Board of Directors of the Brooklyn Academy of Music and to the signers of the petition, advising them that the matter will be placed on the calendar for the meeting of February 13. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

*Proposed Form of Contract.*

This Contract, made this day of , 1912, 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 pursuant of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and The Coney Island and Brooklyn Railroad Company (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 hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate a street surface railway as an extension to its existing railway, with the necessary wires and equipment, for the purpose of conveying persons and property

in the Borough of Brooklyn, in The City of New York, upon the following routes, to wit:

Beginning at and connecting with the existing tracks of the Company in Ninth Street at its intersection with Fourth Avenue; thence by double track in and upon Fourth Avenue to Flatbush Avenue; thence by double track in, upon and across Flatbush Avenue to Ashland Place; thence by double track in and upon Ashland Place to Fulton Street; thence by single track in and upon Ashland Place to De Kalb Avenue, and there connecting with the existing tracks of the Company in De Kalb Avenue.

Also beginning at and connecting with the tracks above described in Ashland Place at its intersection with Fulton Street; thence by single track in and upon Fulton Street to Rockwell Place; thence by single track in and upon Rockwell Place to De Kalb Avenue, and there connecting with the existing tracks of the Company in De Kalb Avenue.

And to cross such other streets and avenues, named and unnamed, as may be encountered in said routes.

The said routes with turnouts, switches and crossovers hereby authorized are shown upon a map entitled:

*"Map Showing Proposed Extension of the Coney Island & Brooklyn Railroad Company in the Borough of Brooklyn, City of New York, to accompany Petition to the Board of Estimate and Apportionment, dated the 11th day of March, 1912,"*

and signed by S. W. Huff, President, and E. L. Mathews, Supt. Roadway; a copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed, provided that deviations therefrom and additional turnouts, switches and crossovers which are consistent with the foregoing description, and the other provisions of this contract may be permitted by resolution of the Board.

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

**First.**—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of said railway shall be obtained by the Company within six (6) months from the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time, the Company shall, within said six (6) months, or within one (1) month thereafter, make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railway ought to be constructed; otherwise this grant shall cease and determine.

**Second.**—The said right to construct, maintain and operate said railway shall be held and enjoyed by the Company from the date upon which this contract is signed by the Mayor until July 29, 1937, with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluation of such right and privilege.

If the 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 (2) years and not later than one (1) 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 Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than the sum required to be paid during the last year prior to the termination of the original term of this contract.

If the Company and the Board shall not reach such agreement on or before the day one (1) year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty-five (25) years shall be reasonable, and either the City (by the Board) or the Company shall be bound upon request of the other to enter into a written agreement with each other fixing the rate of such compensation at such amount as shall be reasonable, but in no case shall the annual rate so fixed be less than the sum required to be paid for the last year prior to the termination of the original term of this contract, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the 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 (6) months prior to the expiration of this original contract, and their report shall be filed with the Board within three (3) 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 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 the original term of this 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 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.

**Third.**—The Company shall pay to the City for the privilege hereby granted the following sums of money:

(a) The sum of six thousand five hundred dollars (\$6,500) in cash within three (3) months after the date on which this contract is signed by the Mayor, and before anything is done in exercise of the privilege hereby granted.

(b) During the first term of five (5) years an annual sum, which shall in no case be less than one thousand nine hundred dollars (\$1,900), and which shall be equal to three (3) per cent. of its gross annual receipts, if such percentage shall exceed the sum of one thousand nine hundred dollars (\$1,900).

During the second term of five (5) years an annual sum, which shall in no case be less than three thousand five hundred dollars (\$3,500), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of three thousand five hundred dollars (\$3,500).

During the third term of five (5) years an annual sum, which shall in no case be less than three thousand eight hundred and fifty dollars (\$3,850), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of three thousand eight hundred and fifty dollars (\$3,850).

During the fourth term of five (5) years an annual sum, which shall in no case be less than four thousand two hundred and thirty-five dollars (\$4,235), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of four thousand two hundred and thirty-five dollars (\$4,235).

During the remaining term expiring July 29, 1937, an annual sum, which shall in no case be less than four thousand six hundred and fifty dollars (\$4,650), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of four thousand six hundred and fifty dollars (\$4,650).

The gross annual receipts mentioned above shall be that portion of the gross receipts of the Company as shall bear the same proportion to its whole gross receipts as the length of the extension hereby authorized shall bear to the entire length of the railway of the Company in operation within the limits of the City.

The annual charges shall commence from the date upon which this contract is signed by the Mayor.

All annual charges as above shall be paid into the treasury of the City on November 1 of each year, and shall be for the amount due to September 30 next preceding; provided that the first annual payment shall be only for that proportion of the first annual charge as the time between the date upon which this contract is signed by the Mayor and September 30 following shall bear to the whole year.

Whenever the percentage required to be paid shall exceed the minimum amount as above, then such sum over and above such minimum shall be paid on or before November 1 in each year for the year ending September 30 next preceding.

The annual charges herein provided are intended to include the percentages of gross receipts now required to be paid by railway companies to the City pursuant to the Railroad Law, as amended.

Any and all payments to be made by the terms of this contract to the City by the Company shall not be considered in any manner in the nature of a tax, but such

payments shall be made 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 resolution of the Board, or any law of the State of New York.

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

Fifth—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any other corporation or to any individual a similar right or privilege upon the same or other terms and conditions over the routes hereinbefore described, and the Company shall not at any time oppose, but shall consent to the construction and operation of any street surface railway by any such other corporation or individual which may receive a franchise therefrom from the City, and which may necessitate the use of any portion of the railway which shall be constructed or operated by the Company pursuant to this contract.

Should the City at any time during the term of this contract grant to any other corporation or to any individual the right or privilege to operate a railway upon the tracks of the Company on the route herein described, or any portion thereof, then the City shall, within thirty (30) days thereafter, give notice to the Company that such right has been granted and of the name of the corporation or individual to which such right has been granted.

At the expiration of ninety (90) days after the giving of such notice, such individual or corporation shall have the right to begin the operation of cars upon the tracks of the Company upon the route or any portion thereof over which such corporation or individual may receive a right or privilege, and to use therefor the tracks, equipment, power and all other property of the Company which shall be necessary in the operation of the cars of such individual or corporation upon the tracks of the Company, and shall have the right to continue such operation and use of such property during the term of this contract. Such corporation or individual shall pay to the Company for the right to use such tracks, equipment, power and other property above described, such sum or sums as may be agreed upon in writing by such corporation or individual and the Company within said ninety (90) days, or in the event that such agreement cannot be reached within said ninety (90) days, such sum or sums as shall be determined in the manner hereinafter provided for. Provided, however, that should the Company have insufficient power to operate both its own cars and the cars of such individual or corporation over such railway, then the Company shall not be required hereunder to furnish the power necessary to operate the cars of such individual or corporation, but in such event the Company shall permit such individual or corporation to furnish its own power and use the necessary equipment of the Company in the streets or avenues thereto.

If the Company and such corporation or individual cannot, prior to the expiration of said ninety (90) days agree upon the compensation for the use of such tracks, then such compensation shall be fixed by three arbitrators selected in the following manner:

One fit and impartial person shall be chosen by the Company; one fit and impartial person shall be chosen by such corporation or individual, and the two so chosen shall choose a third fit and impartial person. The decision under oath of any two of said persons who shall be so selected shall be final and conclusive.

The compensation and expenses of the persons selected as arbitrators in the determination of such sum or sums shall be borne by the individual or corporation to which such right may be granted.

Within thirty (30) days after an agreement shall have been reached between said parties, or in case said agreement cannot be reached before the time specified herein, then within thirty (30) days after the determination of the arbitrators, as herein provided, should two of such arbitrators agree, the said parties shall file a duplicate copy of a written agreement with the Board which shall specify the sum or sums which shall have been agreed to by the said parties or determined by said arbitrators as the sum or sums which such corporation or individual shall pay to the Company for said privilege. If the Company fails to file the same with the Board within said thirty (30) days, then the right granted under this contract shall cease and determine.

If either party fails to appoint an arbitrator, as herein provided, or should the first two arbitrators fail to agree on the selection of a third arbitrator within thirty (30) days after the expiration of said ninety (90) days, or if no two of said arbitrators so selected agree upon the sum or sums to be paid by such individual or corporation within sixty (60) days after they shall have been so selected, then such sum or sums shall be fixed by the Supreme Court upon the application of either party.

Sixth—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall the title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary 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—Upon the termination of this original contract, or if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any cause, or upon the dissolution of the Company before such termination, the tracks and equipments of the Company constructed pursuant to this contract within the streets and avenues 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 contract as above, the Board shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract and the said streets and avenues shall be restored to their original condition at the sole cost and expense of the Company.

Eighth—The Company shall commence construction of the railway herein authorized within six (6) months from the date upon which the consents of the property owners are filed with the Board, or from the date of the order of the Appellate Division of the Supreme Court made pursuant to section 174 of the Railroad Law confirming the determination of the Commissioners appointed thereunder, that such railway ought to be constructed and shall complete the construction and place the same in full operation within nine (9) months from the date of filing such consents or the date of such order; otherwise this right shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City, as hereinafter provided shall thereupon be forfeited to the City; provided that the period for commencement and the period for completion and placing the railway in full operation may be extended by the Board, but the total extension of time for either of such periods shall not exceed in the aggregate six (6) months; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and provided further, that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall, in writing, consent that the Board either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

Ninth—Said railway shall be constructed and operated in the latest approved manner of street railway construction and operation, and it is hereby agreed that the Board may require the Company to improve or add to the railway equipment, in-

cluding 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 Company to comply with the direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Tenth—Said railway 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 by the Charter of the City.

No construction upon said railway shall be commenced until written permits have been obtained from the proper City officials.

In any permits so issued such officials may also impose such conditions, as a condition of the granting of the same, as are necessary for the purpose of protecting any structures, in the streets and avenues, over which such officials have jurisdiction and the Company shall comply with such conditions.

The electrical equipment to be installed by the Company for the operation of the railway within the limits of the City, whether the same be upon streets and avenues or upon private property, shall be constructed and maintained under the supervision and control of the Commissioner of Water Supply, Gas and Electricity.

Eleventh—Said railway may be operated by overhead electric power substantially similar to the overhead electric system now in use by street surface railways in the Borough of Brooklyn, or by any other motive power, except locomotive steam power or horse power, which may be approved by the Board, and consented to by the abutting property owners, in accordance with the provisions of law, and by the Public Service Commission for the First District of the State of New York.

Twelfth—No wires for the transmission of power except trolley wires, shall be permitted unless they be placed in conduits underneath or along the side of the railway. When such conduits are constructed the Company shall provide two (2) ducts not less than three (3) inches in diameter each for the exclusive use of the City. Such conduits shall be used only by the Company for the operation of its railway and by the City, as above.

Thirteenth—The rate of fare for any passenger upon said railway shall not exceed five (5) cents. The Company shall not charge any passenger more than five (5) cents for one continuous ride from any point on its road or on any road, line or branch operated by it or under its control to any other point thereof, or any connecting branch thereof within the limits of the City unless a rate of fare in excess of five (5) cents may be lawfully charged therefor.

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

Fourteenth—No cars shall be operated upon the railway hereby authorized, other than passenger cars, cars for the transportation of express matter and cars necessary for the repair or maintenance of the railway, and no freight cars shall be operated upon the tracks of said railway.

Fifteenth—The Company shall attach to each car run over the said railway 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, or as may be required by resolution of the Board.

Sixteenth—All cars which are operated on said railway 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, or as may be required by resolution of the Board.

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

Eighteenth—Cars on the said railway shall run at intervals of not more than thirty (30) minutes both day and night, and as much oftener as reasonable convenience of the public may require, or as may be directed by the Board.

Nineteenth—The Company, so long as it shall continue to use any of the tracks upon the streets and avenues in which said railway shall be constructed, shall, if directed by the President of the Borough of Brooklyn, cause to be watered at least three (3) times every twenty-four (24) hours when the temperature is above thirty-five (35) degrees Fahrenheit, the entire width of the streets and avenues, except when the width of such streets and avenues shall exceed sixty (60) feet between curblines, in which case the Company shall cause to be watered only sixty (60) feet in width of such roadway, and the Company shall provide for such purpose at least one tank car, the capacity of which shall be sufficient to water such streets and avenues in a satisfactory manner.

Twenty—The Company shall at all times keep the streets and avenues upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, however, that the 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.

Twenty-first—As long as said railway, or any portion thereof, remains in any street or avenue, the Company shall pave and keep in permanent repair that portion of the surface of the street or avenue in which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) 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.

In case of the neglect of the Company to make pavement or repairs after the expiration of twenty (20) days' notice to do so from the President of the Borough of Brooklyn, said President may make the same at the expense of the Company. And the City shall have the right to change the material or character of the pavement of any street or avenue, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City official, at its own expense, and the provisions as to repairs herein contained shall apply to such renewed or altered pavement.

Twenty-second—Any alteration to the sewerage or drainage systems or to any other subsurface or to any surface structures in the streets, required on account of the construction or operation of the railway, shall be made at the sole cost of the Company, and in such manner as the proper City officials may prescribe.

Twenty-third—It is agreed that the right hereby granted to operate a street surface railway shall not be in preference or in hindrance to public work of the City, and should the said railway in any way interfere with the construction of public works in the streets and avenues, whether the same is done by the City directly or by a contractor for the City, the Company shall, at its own expense, protect or move the tracks and appurtenances in the manner directed by the City officials having jurisdiction over such public work.

Twenty-fourth—Should the grades or lines of the streets and avenues in which the railway is hereby authorized be changed at any time after the railway has been constructed and during the term of this contract, the Company shall, at its own expense, change its tracks and appurtenances to conform with such new grades and lines, and during the construction of any public improvement upon said streets and avenues the Company shall take care of and protect the tracks and appurtenances at its own expense, all to be done subject to the direction of the City official having jurisdiction over the construction of such change.

Twenty-fifth—The Company shall submit to the Board a report not later than November 1 of each year for the year ending September 30 next preceding, and at any other time, upon request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
2. The amount paid in as last report.
3. The total amount of capital stock paid in.
4. The funded debt by last report.
5. The total amount of funded debt.
6. The floating debt as by last report.
7. The total amount of floating debt.
8. The total amount of funded and floating debt.
9. The average rate per annum of interest on funded debt.
10. Statement of dividends paid during the year.
11. The total amount expended for same.
12. The names of the directors elected at the last meeting of the corporation held for such purpose.
13. Location, value and amount paid for real estate owned by the Company as by last report.
14. Location, value and amount paid for real estate now owned by the Company.
15. Number of passengers carried during the year.
16. Total receipts of Company for each class of business.

17. Amounts paid by the Company for damage to persons or property on account of construction and operation.

18. Total expenses for operation, including salaries.

—and such other information in regard to the business of the Company as may be required by the Board.

Twenty-sixth—The Company shall at all times keep accurate books of account of the gross receipts from all sources within the limits of the City, and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company, for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross receipts, the total miles in operation within the limits of the City and the miles of railway constructed and operated 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 its officers under oath.

Twenty-seventh—In case of any violation or breach or failure to comply with any of the provisions herein contained or with any orders of the Board acting under the powers herein reserved, the franchise or contract herein granted may be forfeited by a suit brought by the Corporation Counsel, on notice of ten (10) days to the 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 railway constructed and in use by virtue of this contract shall thereupon become the property of the City without proceedings at law or in equity. Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

Twenty-eighth—If the Company shall fail to give efficient public service at the rates herein fixed, or fail to maintain its structures and equipment as herein provided in good condition throughout the whole term of this contract, the Board may give notice to the Company specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time; and upon failure of the Company to remedy such default within a reasonable time, the 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 or equipment 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 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 for.

Twenty-ninth—The Company shall assume all liability to persons or property by reason of the construction or operation of the railway 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 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.

Thirtieth—This grant is upon the express condition that the 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 the sum of five thousand dollars (\$5,000), either in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all the terms and conditions of this contract and compliance with all orders of the Board acting under the powers herein reserved, especially those which relate to the payment of the annual charges for the privileges hereby granted, the rendering of efficient public service, at the rates herein fixed, the repairs of the street pavement, the removal of snow and ice, the quality of construction of the railway, and the maintenance of the property in good condition throughout the whole term of this contract, and in case of default in the performance by the Company of such terms and conditions, or compliance with such orders or either or any of them, 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 (10) days' notice to the Company; or in case of failure to observe the said terms and conditions of this contract and orders of the Board acting hereunder, relating to the headway, heating and lighting of cars, fenders, wheelguards and watering of street pavements, the 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 wheelguards, in case of a violation of the provisions relating to those matters, all of which sums may be deducted from said fund.

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

The Board, on complaint made, shall give notice to the Company, directing its President, or other officer, to appear before the Board on a certain day not less than ten (10) days after the date of such notice, to show cause why the Company should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or, after a hearing appears in the judgment of the Board to be in fault, said Board shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to the Board to be just, and without legal procedure direct the Comptroller to withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice pay to the City a sum sufficient to restore said security fund to the original amount of five thousand dollars (\$5,000), and in default thereof this contract shall be 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.

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

Thirty-second—The words "streets or avenues" and "streets and avenues" wherever used in this contract shall be deemed to mean "streets, avenues, highways, parkways, driveways, concourses, boulevards, bridges, viaducts, tunnels, public places or any other property to which the City has title or over which the public has an easement," encountered in the route hereinabove described, and upon or in which authority is hereby given to the Company to construct a railway.

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

Section 3. Nothing in this contract shall be construed as in any way limiting the present or future jurisdiction of the Public Service Commission under the Laws of the State of New York.

Section 4. This grant is also upon the further and express condition that the provisions of Article 5 and other provisions of the Railroad Law, pertinent hereto, shall be strictly complied with by the Company.

Section 5. 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.

THE CITY OF NEW YORK,

[CORPORATE SEAL.]

By ..... Mayor.

Attest: ..... City Clerk.

THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY,

[SEAL.] By ..... President.

Attest: ..... Secretary.

(Here add acknowledgments.)

City of New York, Law Department, Office of the Corporation Counsel, New York, January 22, 1913.

Board of Estimate and Apportionment, City of New York:

Sirs—I am in receipt of a communication from Harry P. Nichols, Engineer, Chief of Bureau of Franchises, dated January 21, 1913, and reading as follows:

"I am sending herewith two copies of a contract for a franchise to the Coney Island and Brooklyn Railroad Company to operate a street surface railway upon 4th avenue, Fulton street, Ashland place and Rockwell place, from 9th street to DeKalb avenue.

"This contract is forwarded to you for your approval as to form, it having been agreed to by the Coney Island and Brooklyn Railroad Company. It is proposed to submit this contract to the Board on January 30, 1913, if your approval is obtained in time to have it placed upon the calendar of the Board for that date. As the calendar closes on January 27, your approval of the contract is requested prior to that date, in order that action may be taken by the Board on January 30." I have examined the contract, as requested, and return the same with my approval as to form. Respectfully yours,

G. L. STERLING, Acting Corporation Counsel.

At the request of the President of the Borough of Brooklyn, action was deferred until the meeting of February 27, 1913, as he stated he had certain objections to offer and certain persons desired to be heard in opposition.

Nassau Electric Railroad Company. (Cal. No. 12.)

In the matter of the petition of the Nassau Electric Railroad Company for a franchise to construct, maintain and operate a street surface railway on 8th avenue from 39th street to 7th avenue, Borough of Brooklyn.

At the meeting of July 11, 1912, a report and form of contract was received from the Bureau of Franchises, and as the company offered certain objections to the proposed contract the matter was referred to the Franchise Committee.

The Secretary presented the following:

Bureau of Franchises, February 6, 1913.

Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—At the meeting of the Board held July 11, 1912, there was presented a report of this Bureau upon the application of the Nassau Electric Railroad Company for a franchise to construct, maintain and operate four street surface railway extensions, one of which was upon 8th avenue, from 39th street to 7th avenue; thence on 7th avenue to 79th street, and on 79th street to Stillwell avenue, Borough of Brooklyn.

As 79th street had a roadway not exceeding thirty (30) feet—too narrow for a double-track railway—the company requested that it be granted a franchise upon part of the route only, to wit, on 8th avenue, from 39th street to Bay Ridge avenue. For this route, therefore, a proposed form of contract was drawn and submitted to the company, which objected to three of the conditions imposed, as fully set forth in the report. The matter was thereupon referred to the Franchise Committee to report upon the points at issue, but no report has as yet been made.

The petition of this company has been pending since October, 1906. No definite action was taken upon any of the routes applied for during this time, as there were physical obstacles to each of them, the principal objection on the 8th avenue route being that the street was not open across the Long Island Railroad and the Sea Beach Railway, which railroads intersect 8th avenue between 61st and 62d streets, and where a bridge, or bridges, would be required.

On July 6, 1911, the Board adopted resolution, pursuant to section 90 of the Railroad Law, applying to the Public Service Commission to determine whether 8th avenue should be carried over or under the grade of the tracks of the Sea Beach Railway Company, and, on October 27, 1911, after holding hearings upon the application, the Public Service Commission issued an order determining that 8th avenue should be constructed across the tracks of the Sea Beach Railway Company by a bridge above the grade of the tracks; that such bridge shall connect with the bridge proposed to be constructed by the Brooklyn Grade Crossing Commission to carry 8th avenue across the tracks of the Long Island Railroad Company, which tracks are adjacent to the tracks of the Sea Beach Railway Company; that detailed plans and specifications must be submitted to the Public Service Commission for approval, and that the matter should be carried out in the manner provided by sections 91 to 97 of the Railroad Law; that is, that half of the cost thereof shall be borne by the Sea Beach Railway Company and half shall be borne by the City.

It was believed, in view of the issuance of this order, that the construction of the proposed bridge would proceed immediately by both the Sea Beach Railway Company and the Brooklyn Grade Crossing Commission, and, accordingly, the report upon the application of this company was presented to the Board on July 11, 1912, as above stated.

Subsequent orders of the Public Service Commission with respect to this matter, however, may make it desirable to change in some instances the contract for the franchise to the Nassau Electric Railroad.

In view of the proposed street surface railway in 8th avenue, it was thought desirable that a bridge across the Sea Beach Railway be constructed of sufficient strength and so framed as to permit of the laying of the tracks of a street surface railway, rather than a lighter structure which would have to be subsequently altered and strengthened to permit of such use. This procedure, it was found, would add to the cost of the bridge across the tracks of the Sea Beach Railway Company, and, since the bridge across the two railroads is to be a joint structure, it would add to the cost of the bridge across the Long Island Railroad as well. The Brooklyn Grade Crossing Commission, however, in charge of the construction of the tracks across the Long Island Railroad, refused to bear the additional expense to construct a bridge suitable for a street surface railway, but was willing to permit the change in plans, provided the Sea Beach Railway Company would bear the difference in expense between the two types of structures. This the Sea Beach Railway Company offered to do, and on this basis it was found that the portion of the total cost of the construction of the heavy bridge across both the Long Island Railroad Company and the Sea Beach Railway Company tracks, which would be chargeable to the Brooklyn Grade Crossing Commission fund, would be approximately 55 per cent. Therefore, the Brooklyn Grade Crossing Commission agreed to bear 55 per cent. of the total cost of such entire structure, and the Sea Beach Company agreed to bear the remaining 45 per cent. of the cost. Under the Railroad Law, the City must pay one-half of the cost of the bridge over the Sea Beach tracks—that is, one-half of the 45 per cent. assumed by the Sea Beach Company, if the 45 per cent. was expended solely for the bridge across the tracks of the Sea Beach Company. Subsequently, the Sea Beach Railway Company applied to the Public Service Commission for approval of the plans and specifications of the manner and payment of the construction of the bridge by the City to reimburse the railroad company for the City's proportionate part of the cost.

The Public Service Commission issued an order on December 17, 1912, in which it is stated that the manner of payment for the construction of the bridge by the City to reimburse the railroad company should not be fixed at that time, but approval was given to the plans and specifications in so far as they affected the tracks of the Sea Beach Railway Company. On the same day the Public Service Commission issued an order, in which it approved the agreement between the Brooklyn Grade Crossing Commission and the Sea Beach Railway Company, whereby such Commission and such company are to assume the cost, in the proportion of 55 per cent. and 45 per cent., respectively, with, however, the provision that nothing contained in the order should determine, or be construed as determining, that the share to be borne by the City of the cost of carrying the joint bridge across the two sets of tracks shall be in excess of half the cost of constructing so much of the joint bridge as spans the tracks of the Sea Beach Railway Company. It is further ordered that upon the completion of the joint bridge, an accounting should be had for the purpose of determining what the City shall pay for its half of the expense necessary to carry the tracks across the Sea Beach Railway.

It is evident from what has been said that the Sea Beach Railway Company has, pursuant to its agreement with the Brooklyn Grade Crossing Commission, assumed the portion of the cost of the bridge across the Long Island Railroad which is required to make the bridge sufficiently strong to carry a street surface railway. That sum

the Public Service Commission apparently does not, in view of the terms of the order issued December 17, 1912, mean to allow as a part of the cost of the Sea Beach improvement, half of which the City must pay. The sum required to construct the heavy bridge over the Sea Beach Railway might, however, be allowed by the Commission, and the City would be in a position of paying half of that extra cost. It is not equitable that the City should be required to contribute any sum for that purpose, but rather that this extra cost be placed on the street railway company. The Brooklyn Grade Crossing Commission, acting for the City, in providing a crossing at this point across the Long Island Railroad, one-half the expenditures of which are borne by the City, has already refused to include any such extra cost for that structure.

It is believed, therefore, that the contract for the franchise to the Nassau Electric Railroad Company on 8th avenue, which has been presented to the Board and referred to the Franchise Committee, should be modified by providing that that company shall bear any expense to which the City may be put in constructing a bridge stronger than that necessary for carrying the roadway. It has been estimated that a bridge capable of carrying a street surface railway would cost, approximately, \$8,700 more than a bridge for highway purposes only. In no case would the City be called upon to pay more than one-half of this amount.

The amendment to the contract suggested is as follows:

Add before the last paragraph of subdivision 3 of section 2 the following:

"The Company hereby agrees to pay to the City any sum which the City may be required to pay toward the difference between the estimated cost of the construction of a bridge to carry 8th avenue across the rights of way of the Long Island Railroad Company and the Sea Beach Railway Company, for highway purposes only, and the actual cost of constructing said bridge as approved by the Public Service Commission for the 1st District, which approved bridge is adapted to and sufficiently strong to support a street surface railway; said difference in cost of the two types of structures being approximately eighty-seven hundred dollars (\$8,700)."

If this provision is inserted in the franchise, it is suggested that the Public Service Commission be notified of that fact, in order that that Commission may take into account that condition of the franchise when the final accounting is had to determine the City's share of the expense.

I am informed that bids for the construction of this joint bridge will be opened in the near future, and it is presumed that the construction of the bridge will proceed immediately. If the Nassau Electric Railroad Company is to be granted the franchise, it would be desirable that that action be taken before the completion of the bridge, in order that the Company may lay its tracks before the roadway thereon shall be paved. That procedure would probably save considerable expense to the Company and an inconvenience to the public, since the laying of tracks and destruction of new pavement would necessarily interfere with the traffic on the bridge. Only recently considerable inconvenience was caused by the destruction of the new pavement on the Nostrand avenue bridge across the Long Island Railroad tracks, because the street surface railway company operating thereon took possession of the bridge after it was completed, for the purpose of laying its tracks and strengthening the bridge, and an extra expense of approximately \$5,500 was placed upon the company because the tracks had not been constructed before the bridge was completed.

In view of this, I would suggest that the Franchise Committee take up the question of the franchise to the Nassau Electric Railroad Company, with a view to reaching a determination in the near future.

I would recommend that this report be referred to the Franchise Committee. Respectfully, HARRY P. NICHOLS, Engineer, Chief of Bureau. Which was referred to the Franchise Committee.

#### *City Island Railroad Company. (Cal. No. 13.)*

In the matter of the communication from the Public Service Commission for the First District transmitting certified copy of order adopted by said Commission directing a hearing on the application of the Receiver of the City Island Railroad Company for approval of change of gauge of the railroad tracks of said company.

This communication was presented to the Board at the meeting of January 16, 1913, when it was ordered filed and the Engineer, Bureau of Franchises, instructed to attend the hearing.

The Secretary presented the following:

Bureau of Franchises, February 7, 1913.

*Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Pursuant to the instructions of the Board, I attended the hearing before the Public Service Commission for the First District, on January 29, upon the application of Bion L. Burrows, as Receiver of the City Island Railroad Company, for the consent of the Commission, pursuant to section 25 of the Railroad Law, to change the gauge of the railroad from narrow (3 feet 6 inches) to standard gauge (4 feet 8½ inches).

Since my last report on this Company and the Pelham Park Railroad Company, both have been sold under foreclosure, to wit, on July 2, 1912, but in the case of the City Island Company the receiver, appointed December 11, 1911, is still in possession, operates the railroad and makes the present application.

It appears from the testimony, at the hearing, that the Receiver was notified by the President of The Bronx that it was his intention to pave City Island avenue, the route upon which the railroad operated, and as the condition of the ties and rails were such, after twenty-five years' use, that it was practically impossible to remove them and relay them, it was deemed necessary to provide new material, and as a narrow gauge road was obsolete, it was thought best to lay a road of standard gauge. The Receiver thereupon petitioned the court for permission to reconstruct the road and to issue receiver's certificates for the expense involved, and such order was obtained May 9, 1912, and the railway of standard gauge thereafter laid, which extended from Belden's Point along City Island avenue (Main street) to the City Island bridge, thence across the bridge to Marshall's Corners in Pelham Bay Park, permits for the same having been received from the President of the Borough and the Bridge Commissioner. The railway as reconstructed is a single track road with one turnout at either end and one in the middle.

I had been previously informed that the railway company's share of the cost of the new pavement would be approximately \$11,500 on City Island avenue, and in answer to a question, the Receiver replied that an appropriation for such an amount had been made by the Railway Company, and the counsel stated that the Company had assumed the obligation.

As regards the paving on the City Island Bridge, and its approaches, the permit dated October 10, 1912, from the Bridge Department, provided that the wood block pavement on the bridge shall be done by the City and the macadam pavement on the approaches should be laid by the Company as its share of the paving. This has not been completed at the present writing, work having been stopped on account of the weather.

The Public Service Commission adopted an order on January 31, 1913, granting the application of the Company for authority for the standard gauge track, thus legalizing the existing structures. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

Which was ordered filed.

#### *Manhattan and Queens Traction Corporation (Cal. No. 14.)*

A communication was received from the Mayor's office returning, duly approved by His Honor the Mayor on January 28, 1913, resolution adopted by this Board January 23, 1913, granting the Manhattan and Queens Traction Corporation an extension of time until February 13, 1913, to complete and put in operation that portion of its railway from the Manhattan Terminal of the Queensboro Bridge to the intersection of the tracks of the Long Island Railroad with Thompson avenue at or near Greenpoint avenue, Long Island City, Borough of Queens.

Which was ordered filed.

A communication was received from the President of the Company stating the construction of the above mentioned portion of the route was completed January 29, 1913, and on that date was placed in operation.

Which was referred to the Bureau of Franchises.

#### *National Sugar Refining Company of New Jersey (Cal. No. 15.)*

In the matter of the consent granted the National Sugar Refining Company of New Jersey to install, maintain and use two pipes under and across the intersection of Front and Pidgeon streets, Long Island City, Borough of Queens.

This consent was granted by resolution adopted by this Board December 19, 1912, approved by the Mayor December 24, 1912.

The Secretary presented the following:

Bureau of Franchises, January 31, 1913.

*Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—By resolution adopted by the Board of Estimate and Apportionment December 19, 1912, approved by the Mayor December 24, 1912, the National Sugar Refining Company of New Jersey was granted permission to install, maintain and use two pipes under and across the intersection of Front and Pidgeon streets, Long Island City, Borough of Queens.

Section 14 of the said consent provides as follows:

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

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

Under and pursuant to the above quoted section the grantee presented an agreement dated January 22, 1913.

This agreement was approved as to form by the Corporation Counsel and returned to this office with a communication dated January 28, 1913.

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

It is recommended that the papers be filed. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

Which was ordered filed.

#### *American Sugar Refining Company of New York (Cal. No. 16.)*

In the matter of the consent granted the American Sugar Refining Company of New York to install, maintain and use a conduit under and across Kent avenue north of South 2d street, Borough of Brooklyn.

This consent was granted by resolution adopted by this Board December 19, 1912, approved by the Mayor December 24, 1912.

The Secretary presented the following:

Bureau of Franchises, January 31, 1913.

*Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—By resolution adopted by the Board of Estimate and Apportionment December 19, 1912, approved by the Mayor December 24, 1912, the American Sugar Refining Company of New York was granted permission to install, maintain and use a conduit under and across Kent avenue, north of South 2d street, Borough of Brooklyn.

Section 15 of the consent provides as follows:

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

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

Under and pursuant to the above quoted section, the grantee presented an agreement dated January 21, 1913. This agreement was approved as to form by the Corporation Counsel and returned to this office with a communication dated January 25, 1913. Certified copies of the approved resolution have been forwarded to the grantee and to the officials interested for their information and guidance.

It is recommended that the papers be filed. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

Which was ordered filed.

#### *Harlem Transfer Company (Cal. No. 17.)*

In the matter of the application of the Harlem Transfer Company for a revocation of the consent granted by the Board of Aldermen authorizing said Company to construct, maintain and operate certain railroad tracks along Park avenue, from the bulkhead at the Harlem River to a point south of 135th street, Borough of The Bronx, and a refund of the compensation paid for the unexpired period and of the amount of the security deposited.

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

The Secretary presented the following:

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

The Harlem Transfer Company respectfully represents that heretofore and on or about the 26th day of July, 1904, The City of New York, acting by and through the Board of Aldermen, duly granted to the Harlem Transfer Company the permit to lay, maintain and operate railroad tracks on Railroad avenue or Park avenue, south of 138th street, Borough of The Bronx, upon certain terms and conditions in the resolution of the Board of Aldermen and the Board of Estimate and Apportionment stated, among which conditions was the requirement that the Harlem Transfer Company should pay to The City of New York the annual sum of thirteen hundred twenty dollars (\$1,320) for each of the first five years of the duration of the franchise and the annual sum of thirteen hundred ninety dollars (\$1,390) during the second five years of the duration of the said franchise. That pursuant to the terms of the said resolution of the Board of Aldermen the Harlem Transfer Company, on or about the 11th day of August, 1904, duly accepted the said grant of the Board of Aldermen.

That the said Harlem Transfer Company has from time to time paid to The City of New York the annual sum in and by said grant specified, and did on the 30th day of October, 1911, duly pay to The City of New York the sum of \$1,390 for and on account of the annual payment for the year November 1, 1911, to November 1, 1912, in the said resolution of the Board of Aldermen specified.

That thereafter and on the 14th day of August, 1912, The City of New York, acting by and through the Public Service Commission for the First District of New York, duly gave and served upon the said Harlem Transfer Company a notice, a copy of which is hereto attached.

That pursuant to the said notice, the Harlem Transfer Company did on August 28, 1911, remove from the said Railroad avenue or Park avenue the tracks which it had placed therein and had theretofore maintained pursuant to the franchise granted to it as aforesaid.

And it is further represented that as and for security for the performance of the terms and conditions of the said grant from The City of New York to it, the said Harlem Transfer Company did on the 17th day of August, 1904, deposit with the Comptroller of The City of New York one bond registered in the name of the Comptroller of The City of New York, same being gold exempt 3½ per cent. corporate stock for the New East River Bridge, of \$500 face value.

Wherefore, The Harlem Transfer Company requests that The City of New York refund to it the unearned portion of the said annual payment of \$1,390, to wit, the sum of two hundred forty-three dollars and seventy-three cents (\$243.73), and that it return to the said Harlem Transfer Company the said security deposited with the Comptroller as aforesaid.

HARLEM TRANSFER COMPANY.

By E. E. LOOMIS, President.

Dated January 25, 1913.

Harlem Transfer Company, Park Avenue and 135th Street, The Bronx, New York, August 14, 1912.

Gentlemen—The City of New York, acting by the Public Service Commission for the First District, pursuant to a consent and appropriation by the Board of Estimate and Apportionment of The City of New York, entered into a contract on July 23,

1912, with Arthur McMullen and Olaf Hoff for the construction of section No. 14 of the Lexington Avenue Subway (Route No. 5) in the Boroughs of Manhattan and The Bronx. This section extends from a point near 129th street, in Manhattan, under Lexington avenue and the Harlem River to the Borough of the Bronx, and thence under Park or Railroad avenue and private property to points near East 138th street. In order to construct this section, it is necessary to take possession of Park or Railroad avenue between the bulkhead line of the Harlem River and East 135th street and to require you to remove from said avenue certain tracks which you now maintain thereon. The Commission, therefore, acting pursuant to the authority conferred upon it by the Rapid Transit Act and the Public Service Commission's Law, to-day adopted a resolution, a copy of which I herewith enclose, requiring you to remove these tracks from Railroad or Park avenue. You will, therefore, please take notice in accordance with the terms of the said resolution that the Commission will proceed to occupy Railroad or Park avenue in the Borough of The Bronx, between the bulkhead line of the Harlem River and East 135th street, and that you are required to forthwith remove your tracks therefrom; in case of your failure to remove said tracks, The City of New York, acting by the Commission, will proceed to remove the same at your expense. Yours very truly,

TRAVIS H. WHITNEY, Secretary.

Bureau of Franchises, February 3, 1913.

*Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—By resolutions adopted by the Board of Aldermen April 19 and July 26, 1904, and respectively approved by the Mayor April 21 and August 2, 1904, consent was granted to the Harlem Transfer Company to construct, maintain and operate two standard railroad tracks on and along Park avenue, or Railroad Avenue East, in the Borough of The Bronx, from the bulkhead at the Harlem River to a point about 30 feet south of 135th street, with turnouts, switches and connections, the consent to be for a period not exceeding twenty-five years, the grantee to pay into the City treasury during the first five years the annual sum of one thousand three hundred and twenty dollars (\$1,320); during the second five years an annual sum of one thousand three hundred and ninety dollars (\$1,390), and similar increases for the three succeeding periods of five years. It was also provided that the grantee should deposit with the Comptroller five hundred dollars (\$500) security for the faithful performance of the terms and conditions of the consent. After the approval, on August 2, 1904, of the second resolution granting consent, the Harlem Transfer Company deposited the said security in the shape of corporate stock of The City of New York and has regularly paid into the City treasury, in advance, on November 1 of each year, the annual payments for the privilege, to October 31, 1912.

On August 14, 1912, the Public Service Commissioner for the First District adopted a resolution requiring the Harlem Transfer Company to remove the said tracks to make way for the work of constructing Section 14 of the Lexington Avenue Subway, Route 5. A copy of said resolution was served upon the Harlem Transfer Company, and I have been informed by the Public Service Commission that the tracks were entirely removed by September 4, 1912.

The Harlem Transfer Company has now presented a petition, dated January 25, 1913, to the Board of Estimate and Apportionment, requesting a refund of the proportionate part of the annual charge of \$1,390 already paid into the City treasury for the year ending October 31, 1912, and the return of the security deposit.

As the tracks have been removed, there appears to be no good reason why the requested refund should not be made and the security returned. The question of repair of pavement after the removal of the tracks does not seem to enter here, as the street is about to be torn up for the construction of the subway, and in the meantime it is closed to public travel.

The two resolutions above mentioned, granting consent, should therefore be revoked and the Comptroller should be authorized to refund the proportionate part of \$1,390 covering the period from September 4 to October 31, 1912, inclusive, which is the sum of two hundred and twenty dollars and eighty-eight cents (\$220.88), and the security deposit should also be returned.

Resolutions so providing, in the customary manner, are herewith submitted for adoption. Respectfully, HARRY P. NICHOLS, Engineer, Chief of Bureau.

The following was offered:

Whereas, A resolution was adopted by the Board of Aldermen July 26, 1904, and approved by the Mayor August 2, 1904, granting consent to the Harlem Transfer Company to construct, maintain and operate two railroad tracks along Railroad Avenue East, sometimes known as Park avenue, in the Borough of The Bronx, from the bulkhead line of the Harlem River, northerly along said avenue, to a point south of East 135th street; the said consent to continue for a period not exceeding twenty-five years; the grantee to pay into the City treasury during the first five years the annual sum of one thousand three hundred and twenty dollars (\$1,320) and during the second five years the annual sum of one thousand three hundred and ninety dollars (\$1,390), and similarly increasing annual sums during the three succeeding periods of five years, and the said grantee to deposit with the Comptroller security in the sum of five hundred dollars (\$500) for the faithful performance of the terms and conditions of the consent; and

Whereas, The said Harlem Transfer Company accepted the said consent, constructed the said tracks, deposited security of five hundred dollars (\$500) with the Comptroller, and has regularly paid into the City treasury, in advance, on November 1 of each year, the annual sums above mentioned to October 31, 1912; and

Whereas, The said tracks were removed on or about September 4, 1912; and

Whereas, The Harlem Transfer Company has presented a petition, dated January 25, 1913, to the Board of Estimate and Apportionment, for a refund of the portion of the annual charge of one thousand three hundred and ninety dollars (\$1,390), covering the period from the date of the removal of the tracks to November 1, 1912, and the return of the security deposit of five hundred dollars (\$500); now, therefore, be it

Resolved, That the said resolution adopted by the Board of Aldermen July 26, 1904, and approved by the Mayor August 2, 1904, granting consent to the Harlem Transfer Company to construct, maintain and operate two tracks on Railroad Avenue East, sometimes known as Park avenue, from the bulkhead of the Harlem River northerly to a point south of East 135th street, in the Borough of The Bronx, be and it is hereby rescinded; and be it further

Resolved, That the Comptroller of The City of New York be and he is hereby authorized and requested to refund to the Harlem Transfer Company the sum of two hundred and twenty dollars and eighty-eight cents (\$220.88), as the proportionate part of the annual charge of one thousand three hundred and ninety dollars (\$1,390), for the period from September 4, 1912, the date of the removal of the tracks, to November 1, 1912, and to return to the said Harlem Transfer Company the security fund of five hundred dollars (\$500) deposited in his office for the faithful performance of the terms and conditions of the consent; and be it further

Resolved, That this resolution shall not become effective unless and until the Harlem Transfer Company shall execute an instrument in writing, releasing The City of New York from any and all claims, of any kind, character or description whatsoever, held, or claimed to be held under the terms and conditions of the aforesaid consent, and agreeing to quit-claim, waive and surrender to The City of New York any and all rights and privileges in and upon said Railroad Avenue East, sometimes known as Park avenue, in the Borough of The Bronx, held, or claimed to be held under and by virtue of said consent, and file the same with the Board of Estimate and Apportionment of The City of New York.

Which was adopted by the following vote:

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

The following was offered:

Whereas, A resolution was adopted by the Board of Aldermen on April 19, 1904, and approved by the Mayor April 21, 1904, granting consent to the Harlem Transfer Company to construct, maintain and operate two railroad tracks along and on the surface of Railroad avenue, sometimes known as Park avenue, in the Borough of The Bronx, from the foot of said avenue to a point about thirty feet south of 135th street; and

Whereas, The said tracks have now been removed, as more fully recited in a report from the Bureau of Franchises presented to the Board of Estimate and Apportionment at the meeting held this day; now, therefore, be it

Resolved, That the said resolution adopted by the Board of Aldermen April 19, 1904, and approved by the Mayor April 21, 1904, be and it hereby is rescinded.

Which was adopted by the following vote:

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

*Patrick Ryan, Patrick Ryan Construction Corporation. (Cal. No. 18.)*  
In the matter of the consent granted Patrick Ryan to assign to the Patrick Ryan Construction Corporation all his right, title and interest in and to a certain bridge and a certain track in Long Island City, Borough of Queens.

This consent was granted by resolution adopted by this Board January 16, 1913, approved by the Mayor January 23, 1913.

The Secretary presented the following:

Bureau of Franchises, February 7, 1913.

*Hon. WILLIAM J. GAYNOR, Mayor, Chairman, Board of Estimate and Apportionment:*  
Sir—By resolution adopted by the Board of Estimate and Apportionment January 16, 1913, approved by the Mayor January 23, 1913, Patrick Ryan was granted permission to transfer to the Patrick Ryan Construction Corporation all his right, title and interest in and to certain structures, as follows:

(a) A bridge over and across the Boulevard, between Ditmars avenue and Potter avenue, Long Island City, Borough of Queens.

(b) A 36-inch gauge railroad track across and on the surface of Van Alst avenue and other streets within the right of way of the New York Connecting Railroad Company in Long Island City, Borough of Queens.

The grantee has accepted the consent as provided therein, and such agreement has been approved by the Corporation Counsel, and is on file in this office.

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

It is recommended that the papers be filed. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

Which was ordered filed.

*The Brooklyn City Railroad Company (Cal. No. 19.)*

The Secretary presented the following:

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

The Brooklyn City Railroad Company hereby makes the following application:  
1. To construct and operate a spur track leading from its double-track street surface railroad into the property of Meurer Bros. Company, at No. 575 Flushing avenue, in the Borough of Brooklyn, City of New York, as more particularly described and shown upon the plan submitted herewith, marked Exhibit A.

2. Your petitioner is the owner of said double-track street surface railroad in Flushing avenue and has the right, as owner, to install and maintain said spur track and operate the same in connection with its business.

3. This application is for a license to install said spur track at said place under section 242 of the Charter, revocable at the pleasure of the Board.

4. The petitioner expects to do a large business for Meurer Bros. Company in transporting freight from said point to various water fronts and steam railroads, over the tracks of the Brooklyn City Railroad Company, at a time when the same will not interfere with the passenger business petitioner is doing over said railroad. That said spur track will be installed and used so as not to encumber Flushing avenue or in any way be a detriment to the public or any private owner of property in said locality.

5. The petitioner has the right, and expects, to do other freight business in said locality and, so far as the same is required, to do a general local freight business over said line by receiving and delivering freight at said point, so far as its facilities will permit and so long as it does not interfere with its operation of cars in the transportation of passengers over its said tracks.

Dated Brooklyn, N. Y., January 30, 1913.

Respectfully submitted,

THE BROOKLYN CITY RAILROAD COMPANY,

By Z. E. WATSON, Secretary and Treasurer.

Bureau of Franchises, February 8, 1913.

*Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—The Brooklyn City Railroad Company, as owner of the street surface railway in Flushing avenue, Borough of Brooklyn, has presented a petition dated January 30, 1913, to the Board of Estimate and Apportionment, for permission to construct, maintain and operate a spur track from its double track street surface railway in Flushing avenue to and into the property of Meurer Bros. Company at No. 575 Flushing avenue.

The petition recites that the proposed spur track is desired for the conveyance of freight between Meurer Bros. Company and various steam railroads, at a time when such operation will not interfere with the passenger business of the petitioner. Counsel for the petitioner has stated that approximately six cars per week will be operated over the said spur. The route of operation will be from Meurer Bros. to the Bush Terminal transfer station at 48th street via Flushing avenue, Washington avenue, Park avenue, Navy street, Willoughby street, Court street, Hamilton avenue, 3d avenue, 29th street and 2d avenue. With the exception of the portion in the vicinity of Borough Hall, the route given is along streets given over to business, and no portion of the route passes through what might be called a residential section.

In this connection I would call attention to the matter of the spur track leading into the Arabol Manufacturing Company's premises at No. 56 Nostrand avenue, Brooklyn. This track was installed without the specific authority which the Corporation Counsel advised should have been obtained, and a resolution was adopted by the Board of Estimate and Apportionment on December 10, 1909, calling upon the Brooklyn Heights Railroad Company, lessee of the Brooklyn City Railroad Company, to remove the track by January 10, 1910. In the event of the Company neglecting to do so, it was provided that the Borough President should cause the track to be removed. The Railroad Company did not remove the track, but applied for an injunction against its removal by the Borough President. A temporary injunction was granted, but on the argument of the application on the merits a decision was rendered vacating the injunction, on the ground that the Railroad Company had not the right to construct or maintain the track. An appeal was taken from this decision, which has not as yet been decided. This appeal does not act as a stay, however, the track remaining in the street only by sufferance of the City, pending the determination of this appeal.

The present application opens up the question of the policy the Board desires to pursue in the matter of permitting street surface railways to carry freight from terminal points to individual manufacturers and business concerns which may be located on the lines of the railway.

The old franchises authorize the street railways to carry passengers and property, and under such authority several companies in the Boroughs of Manhattan and The Bronx entered into arrangements with express companies, and others, to carry express matter and freight in closed cars on their respective lines. The Board recognized this practice to a certain extent by granting spur tracks in several places into the stations of the express companies, and finally, in 1906, by granting one into the premises of R. H. Macy & Company, at 34th street and Broadway. This resulted in litigation, and the Court of Appeals decided, in the case of Hatfield vs. Straus, that the Board had no power to make such grant to a private individual, and the spur track was removed. Subsequently the street railways in Manhattan and The Bronx cancelled their contracts with the express companies and others, and several of the privileges previously granted for spur tracks were revoked by the Board and the tracks removed. I am informed that the reason given by the railway companies for discontinuing this service was that it interfered with passenger traffic.

In Brooklyn the attitude of the street railway companies is different, and to-day they are transporting a large amount of freight, principally by the South Brooklyn Railroad Company. I remember some instances where there has been serious complaint upon the part of householders on residential streets of the noise incidental to such traffic, not only in the day time, but particularly at night, when more use was made of the tracks for freight than in the day time, on account of the diminished passenger traffic. There have also been complaints that the switching of freight cars seriously delayed passenger traffic.

Of course passenger traffic is increasing and, in certain parts of Brooklyn, is congested. Whether or not the City should encourage the growth of such freight traffic by granting additional spurs is a serious question. If one manufacturer has such privilege it is difficult to see how another can be denied. If such grants are generally made, conditions will soon be created which will be beyond the control of the companies and will eventually have to be rectified by drastic action, thereby causing serious damages to those who have built up a business depending upon such facilities. On

the other hand, the claim is made that business in Brooklyn would be greatly benefited and that such increased railway facilities are absolutely essential.

In view of the above, I should like to have an expression of opinion from the Board as to the general policy which I shall pursue in regard to the present and future applications which may be received from street railway companies for such revocable privileges.

1. Shall such applications be considered favorably by the Board in any case?
2. If no general prohibition is laid down, shall they be limited?

(a) To such locations as are strictly of a manufacturing or business character; and

(b) To a route which does not pass through any residential section?

3. Whether or not the Board will consider the present application unless the Brooklyn Heights Railroad Company withdraws its appeal in the case of the Arabol Manufacturing Company and presents a petition and accepts a revocable privilege for the continued use of that spur, containing the usual conditions, including the charge for past use and occupation.

I would therefore recommend that the matter be referred to the Franchise Committee for report. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

Which was referred to the Franchise Committee.

*Standard Oil Company of New York (Cal. No. 20).*

An application was received from the Standard Oil Company of New York for permission to install, maintain and use a pipe line under West avenue north of 10th street, Borough of Queens, for the purpose of conveying water between premises of the applicant.

Which was referred to the Bureau of Franchises.

*The Stock Quotation Telegraph Company (Cal. No. 21).*

In the matter of the application of The Stock Quotation Telegraph Company for a franchise to use the streets of the City for the purpose of operating a stock ticker system.

At the meeting of December 19, 1912, a report and form of contract was received from the Bureau of Franchises and action was deferred to permit of further conferences between the Bureau and representatives of the company.

The Secretary presented the following:

Bureau of Franchise, February 8, 1913.

Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—At the meeting of the Board of Estimate and Apportionment held Thursday, December 19, 1912, there was presented a report of this Bureau upon the application of The Stock Quotation Telegraph Company for a franchise to use the streets of the City for the purpose of operating a stock ticker system, together with a proposed form of contract to govern the grant applied for. Upon request, however, the matter was laid over for the purpose of allowing representatives of the Company to consult further with this Bureau.

Since that time several consultations have been held with Hon. Morgan J. O'Brien, Counsel for the Company, when certain additional facts have been brought out regarding the operations of the Company, and certain amendments have been requested for the purpose of meeting the situation as developed by the additional data which was not previously known to this Bureau or brought out in the prior negotiations.

It has been ascertained that the Company, in its operations, uses the elevated railroads for the stringing of wires to quite a considerable extent, and it claims the right to continue to use the same under a ruling of the Federal Court that they are post roads and because of the fact that the Company has filed a certificate of acceptance of the Post Roads Act. From the information now at hand it appears that the Company operates in the following manner:

*Operations in New York.*

The Stock Quotation Telegraph Company is at the present time engaged in this City in the furnishing of a general news service, including financial news, sporting news, election news and items of general interest to subscribers both in this City and in the adjoining cities in the State and in New Jersey, from a central station located in its own building at 26 Beaver street, Borough of Manhattan. It has also recently inaugurated a service over the same wires and instruments by means of which stock exchange houses are able to obtain information regarding unlisted securities in the hands of other houses and thus facilitate the buying and selling of the same. It may be stated, however, that the Company has no connection with the New York Stock Exchange, all its news being obtained through reporters, correspondents, by means of leased telegraph lines to other cities and from the United Press Association and the New York News Bureau Association, and from tickers of other companies giving stock quotations. For the purpose of gathering news and exchanging the same with its correspondents and affiliated agencies, it uses Morse telegraph instruments on certain of its circuits within the City.

The Company's conductors are laid underground, strung overhead and attached to the elevated railroad structures and the Brooklyn Bridge. The use of the underground conductors appears to be confined to the Borough of Manhattan, where the Company has approximately ten miles of cable in subway ducts, containing over 455 miles of conductors. Its overhead wires, other than cable, are located in all of the boroughs in which it operates, it having approximately 10.5 miles of overhead wires in the Borough of Manhattan, 36.5 miles in the Borough of Brooklyn, 23.5 miles in the Borough of The Bronx and 8.15 miles in the Borough of Queens. All of these overhead wires are not located on poles, as a good portion of the same, particularly in Manhattan, are strung from house top to house top. Thus, in Manhattan, of the overhead wires mentioned above, about 6.4 miles are house top wires; in Brooklyn 1.75 miles are so strung; in The Bronx 0.6 miles, and in Queens 0.05 miles are so strung. The greatest length of cable in use by the Company is strung to the elevated railroads, there being almost 28 miles of cable of that character in Manhattan, each cable containing from 1 to 60 conductors. In Brooklyn it has over 22 miles of cables, containing 114 miles of conductors attached to the elevated railroad structures, and in The Bronx it has 8 miles of cable containing from 1 to 10 conductors so strung. The Company also uses the Brooklyn Bridge, on which it uses wires in a cable 0.75 miles in length, the portion used by it being 10 conductors out of a total of 26; the rest being apparently used by the Western Union Telegraph Company.

In addition to all the above it leases approximately 36.8 miles of conductors, as follows: 28.5 miles from the Gold and Stock Telegraph Company; 0.1 miles from the Postal Telegraph-Cable Company and 8.2 miles from the Western Union Telegraph Company. However, 3.72 miles of its own conductors are leased, of which 3.6 miles are leased to the Gold and Stock Telegraph Company and 0.12 miles to the American District Telegraph Company.

As was previously stated, the Company is, and its officers claim it to be, one whose nature more nearly approximates that of a newspaper than that of a telegraph company. It does not hold itself out to receive or transmit messages from one person to another, and its equipment is such that it would be extremely difficult, if not impossible, to do so.

The current in use on the circuits measures from one-tenth to seven-tenths of an ampere and the voltage used varies between 150 and 200 volts, depending upon the length of the line. The high voltage used by the Company is stated to require it to use its own cables and it is claimed that it would be very impracticable, owing to induction, to use any wires in any of the cables of the New York Telephone Company, which operates with a much smaller voltage. If such wires could be used it would avoid some of the problems that have arisen, due to the Company's desire to continue operation by the means of overhead wires.

This point was raised by a request of the Company for the amendment of the eighth subdivision of section 2 of the proposed form of contract, in such a manner that its use of the elevated railroad structures would be recognized and authorized.

When this request was first made, it was not thought necessary to make any amendment to the provision requiring the removal of the overhead wires when demanded by the Board or the Commissioner of Water Supply, Gas and Electricity. There is no doubt that any such demand when made would necessarily take into consideration the existing facilities for the placing of the said wires under ground, and would presumably cover but a limited district at any one time, as has been the case heretofore. When the matter was called to the attention of the engineers of the Department of Water Supply, with whom I consulted, it was suggested that, as a remedy in case of absolute necessity, if the Company desired to extend its wires and not undergo the expense of underground construction, it could possibly use wires in cables of the New York Telephone Company, as is done by other companies. It already

uses wires of the Western Union Telegraph Company, the Gold and Stock Telegraph Company and the Postal Telegraph-Cable Company, and the Department of Water Supply informs me that the Gold and Stock Company itself uses wires in the cables of the New York Telephone Company.

Upon discussing the matter with the Superintendent of the Company he stated that, in view of the voltage of the current used, it would be very impracticable, owing to induction, to use any wires in any of the cables of the New York Telephone Company, which uses a much smaller voltage.

The Commissioner of Water Supply, Gas and Electricity has been requested to test this matter, and under date of January 27, 1913, signified his willingness to do so.

It must be noted that any recognition of the right of the Company to use the elevated railroad structures for the stringing of its wires, because of the claim that the same are post roads, would be altogether inconsistent with the position of the City regarding the use by the Company of its streets and avenues. Conceding the Company to be of a type which can derive privileges by filing an acceptance of the Post Roads Act, it would then obtain just as much privilege to use the streets and avenues, which are post roads, as it claims to have to use the elevated railroad structures. The Corporation Counsel having held it to have no rights, or, at most, rights of a very doubtful character, and the Company being willing to submit for the present to the jurisdiction of the City as to its operations in the streets and avenues, the City is not in a position to concede any claim on its part inconsistent with the ruling of the Corporation Counsel.

The Presidents of the various Boroughs have, in communications to this Bureau, stated generally that they do not desire to have any new companies authorized to carry wires over ground.

*Amendments Desired to Proposed Form of Contract*

In view of the necessity for the use of lines operated by means of Morse instruments in the gathering of news to be distributed to the Company's tickers, counsel for the Company desires the contract amended so as to recognize its right to continue and conduct such operations as are necessary in this connection. This I have agreed to recommend and the recitals in the resolution and Section 1 of the contract have been amended accordingly.

The elimination of the Borough of Richmond and the consequent reduction of the initial payment from \$12,000 to \$10,000 has also been requested. As originally drafted by this Bureau, the contract was to cover only the four Boroughs in which the Company is operating, the initial payment therefor being fixed at \$10,000. Upon request of one of the attorneys for the Company, however, the Borough of Richmond was included and the proposed initial payment increased to \$12,000. The omission of the Borough of Richmond and a reduction of the initial payment conforms to the original suggestion of this Bureau. As a consequence, I agree to recommend the same.

Because of its operation on the Brooklyn Bridge, counsel for the Company desires that its right to operate on bridges connecting the boroughs of the City be recognized in the contract. It may be noted that in view of the interborough operations of the Company it will be necessary for it in making connections from one borough to another either to use the bridges or lay submarine cables. Such continued use of the Brooklyn Bridge and perhaps of other bridges in the future may be unobjectionable, and I am willing to recommend that such use be authorized, subject to reasonable regulations and charge by the Bridge Commissioner and the designation at his discretion of the bridges, if any, to be used. Section 2, subdivision 1, and Section 2, subdivision 2, have been amended accordingly, a new subdivision, to be known as the Ninth, has been inserted in the said section, and the remaining subdivisions of the section renumbered.

While the percentages fixed by the contract have been agreed to by the Company, it now desires the minimums for the second term of five years and the remaining term of the original contract reduced so as not to place too onerous a burden on it, should its receipts decrease, and, in addition, it desired to have the subdivision relating to this matter amended so that it be definitely stated that no percentages are to be paid upon the rentals received from the building owned by it at 26 Beaver street. I am willing to recommend the insertion of a provision excluding the rentals from the receipts of the Company upon which it is to pay percentages, as a proper exception in this case, and also that the minimum for the second term of five years be reduced from \$7,000 a year to \$6,000 a year, and, during the remaining term, from \$10,000 a year to \$7,500 a year, providing certain other conditions in the franchise, hereinafter referred to, remain unchanged.

As to the requested omission of the condition requiring the reversion to the City of the property of the Company located in the public streets, without cost, at the termination of the contract, I would state that the Board has passed on similar requests in several previous applications, and denied them all. The result has been that every franchise granted by the Board contains such a provision, and I can recommend no departure from the usual form in this case, especially as the value of such property would be very small upon its removal from the streets, which the Company agrees that the Board may order.

The Company has requested the amendment of the Eighth subdivision of Section 2, in such a manner as would recognize its use of the elevated railroad structures and allow it to continue the same. This request has been discussed above, and, for the reasons stated, I am unwilling to recommend any changes.

Finally the Company has requested the insertion of what Mr. O'Brien terms a saving clause, stating explicitly that the agreement is made without prejudice to any rights which the Company may have heretofore acquired, if any, to carry on a telephone, telegraph or ticker business. The Company in its application to the Board for a franchise stated that the same was made

"without waiving its legal rights and without admitting any legal obligation on its part to require the consent of The City of New York for the use of the streets."

It may be noted that the Company was incorporated under the Telegraph Act of 1848; that on January 12, 1912, just before submitting its application to the Board, it filed a certificate of acceptance of the Post Roads Act of Congress with the Postmaster General, and that it is engaged at the present time in interstate operation and claims, therefore, to be under the jurisdiction of the Interstate Commerce Commission. Under the circumstances, Mr. O'Brien asserts that the Company has obtained certain rights to operate a telephone, telegraph and ticker business; not at all dependent upon the consent of The City of New York, and wishes to reserve those rights to the Company, if any such exist. However, he deems it more advisable at the present time to submit to the jurisdiction of the City, reserving to the future such claim as the Company may have, to be enforced in a court of law. His position is such that he does not believe that the Company should accept any grant without some reservation to it of this right, and I therefore agreed to recommend, subject to the approval of the Corporation Counsel, the insertion of an additional section, to be known as Section 3, and to read as follows:

"It is understood that this contract is made without prejudice to any rights which the Company may have heretofore acquired, if any, to operate a telephone, telegraph or ticker business. However, the Company shall not exercise any right or privilege other than that herein authorized and recognized and in accordance with the terms of this contract, except after final judicial determination in an action to which the City is made a party."

The Corporation Counsel, in an opinion under date of January 22, states that the Board may impose such terms and conditions as are, in its judgment and discretion, proper and necessary to fully secure the interests of the City and that he does not believe

"such interest will be at all injured or impaired by the insertion of a clause such as is here proposed and set out in your communication."

The above clause is the one approved by him, amended in accordance with the suggestion made in the opinion.

As a supplement to this clause, the Company desires the amendment of Section 5 (formerly Section 4) by the addition thereto of a limitation as to the time during which it shall be required to abide by the contract, being until in an action brought under Section 3 it should prove successful in the courts. As this amendment merely supplements that contained in Section 3, as inserted, I have agreed to recommend the same in proper form, subject to the approval of the Corporation Counsel.

In addition to the above, the Eighth subdivision of Section 2, permitting the Company to build conduits underground in those boroughs where it would find it necessary because of the absence of a general system of underground conduits, has been amended to authorize it to construct only

"such subways as are necessary for the accommodation of its cables and wires, and no more."

—and, after consultation with Engineer Wynkoop, the said subdivision has been further amended so that if the City should acquire a system of subways, it will not be bound to furnish space in the same to the Company unless the same is "available."

The amendments above recommended are in consideration of the acceptance by the Company of the clause relating to the reversion of its property to the City at the end of the term, and the retention of the provision regarding the removal of overhead wires. These two provisions are firmly established by precedent and should be retained.

The form of contract, as amended, has been submitted to the Corporation Counsel for approval as to form, and transmitted to counsel for the Company. If the same is approved by the Corporation Counsel, it is recommended that the Board adopt a resolution fixing Thursday, March 27, 1913, as the date for a final public hearing thereon, after publication of notice of the said hearing in newspapers to be designated by the Mayor.

A form of resolution for this purpose is herewith submitted. Respectfully,

HARRY P. NICHOLS, Engineer, Chief of Bureau.

February 13, 1913.

P. S.—The contract has been returned from the Law Department approved as to form.

H. P. N.

The following was offered:

Whereas, The Stock Quotation Telegraph Company has by a petition verified February 6, 1912, applied to this Board for its consent and approval to the continuance of its business, and the continued use and occupation of the streets of The City of New York, for the maintenance and operation of its system of wires and cables connecting its offices with each other, and with other offices and subscribers in the said City so as to allow of the collection and exchange by means of telegraph instruments, commonly known as "Morse instruments" of general news, financial news and other matters of general interest, and the distribution of the same over the said wires and cables to printing telegraph instruments, commonly known as "stock tickers," and

Whereas, Sections 72, 73 and 74 of the Greater New York Charter, as amended by Chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on March 28, 1912, fixing the date for the public hearing thereon as April 25, 1912, at which citizens were entitled to appear and be heard, and publication was had for at least two (2) days in the "Herald" and the "New York Press," newspapers designated by the Mayor, and in the CITY RECORD for ten (10) days immediately prior to the date of hearing, and the public hearing was had on such date; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for, and proposed to be granted to The Stock Quotation Telegraph Company, and the adequacy of the compensation to be paid therefor; now, therefore, it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by The Stock Quotation Telegraph Company containing the form of proposed contract for the grant of such franchise or right be hereby introduced and entered in the minutes of this Board, as follows, to wit:

Resolved, That the Board of Estimate and Apportionment hereby grants to The Stock Quotation Telegraph Company the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, embodying all of the terms and conditions, including the provisions as to rates and charges upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

*Proposed Form of Contract.*

This contract, made this day of 1913, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and The Stock Quotation Telegraph Company (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 hereby grants to the Company, subject to the conditions and provisions herinafter set forth, the right and privilege to lay, construct, maintain and operate suitable wires or other electrical conductors under the streets and avenues within the Borough of Manhattan and the portion of the Borough of The Bronx lying west of the Bronx River, and to lay, construct, maintain and operate suitable wires or other electrical conductors, and the necessary conduits for the same, under the streets and avenues within the Borough of Brooklyn and the Borough of Queens, for the purpose of electrically connecting its offices with each other and with other offices and with subscribers, so as to allow of the collection and exchange by means of telegraph instruments, commonly known as "Morse instruments" of general news, financial news, and other matters of general interest, and the distribution of the same over the said wires and cables to printing telegraph instruments, commonly known as stock tickers, and for no other purpose whatsoever.

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

First—The said right and privilege to lay, construct, maintain and operate wires or other electrical conductors in conduits, and on bridges, for the purpose aforesaid, shall be held and enjoyed by the Company for the term of fifteen (15) years from January 1, 1913, with the privilege of renewal of said contract for a further period of ten (10) 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, 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 (2) years and not later than one (1) 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 Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than the sum required to be paid during the last year prior to the termination of the original term of this contract.

If the Company and the Board shall not reach such agreement on or before the day one (1) year after the expiration of the original term of this contract, then the annual rate of compensation for such succeeding ten (10) years shall be reasonable, and either the City (by the Board) or the Company shall be bound upon request of the other to enter into a written agreement with each other fixing the rate of such compensation at such amount as shall be reasonable, but in no case shall the annual rate so fixed be less than the sum required to be paid for the last year prior to the termination of the original term of this contract, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the 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 (6) months prior to the expiration of this original contract, and their report shall be filed with the Board within three (3) 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 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 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—The Company shall pay to the City for the privilege hereby granted, the following sums of money:

1. The sum of ten thousand dollars (\$10,000) in cash within thirty (30) days after the date upon which this contract is signed by the Mayor.

2. The further sum of five thousand dollars (\$5,000) in cash for use and occupation of the streets of the City since October 4, 1911, to be paid within thirty (30) days after the signing of this contract by the Mayor.
3. During the first term of five (5) years an annual sum which shall in no case be less than forty-five hundred dollars (\$4,500) and which shall be equal to three (3) per cent. of its gross annual receipts within the City, exclusive of rentals from its building or buildings, if such percentage shall exceed the sum of forty-five hundred dollars (\$4,500).
4. During the second term of five (5) years an annual sum which shall in no case be less than six thousand dollars (\$6,000), and which shall be equal to four (4) per cent. of its gross annual receipts within the City, exclusive of said rentals, if such percentage shall exceed the sum of six thousand dollars (\$6,000).
5. During the remaining term of this original contract an annual sum which shall in no case be less than seventy-five hundred dollars (\$7,500) and which shall be equal to five (5) per cent. of its gross annual receipts within the City, exclusive of said rentals, if such percentage shall exceed the sum of seventy-five hundred dollars (\$7,500).
6. Such further sum or sums as may be imposed by the Bridge Commissioner for the use of such bridge or bridges under his jurisdiction as he may permit.

The annual charges shall commence from the date on which this contract is signed by the Mayor.

All annual charges as above shall be paid into the treasury of the City on November 1 of each year and shall be for the amount due to September 30 next preceding. Provided that the moneys due when this contract is signed by the Mayor shall be paid into the treasury of the City within thirty (30) days immediately following such date, and provided further that the first annual payment thereafter shall be only for that proportion of the first annual charge as the time between the date upon which this contract is signed by the Mayor and September 30 following shall bear to the whole of one year.

Whenever the percentage required to be paid shall exceed the minimum amount as above, then such sum over and above such minimum shall be paid on or before November 1 in each year for the year ending September 30 next preceding.

Any and all payments to be made by the terms of this contract to the City by the Company shall not be considered in any manner in the nature of a tax, but such payments shall be made 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 resolution of the Board, or any law of the State of New York.

Third—The annual charges or payments shall continue throughout the whole term of this contract (whether original or renewal), notwithstanding any clause in any statute or in the charter of any other company providing for payment for similar 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, 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.

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

Fifth—Upon the termination of this original contract, or, if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any cause, or upon the dissolution of the Company before such termination, the wires and equipment of the Company constructed pursuant to this contract within the streets and avenues 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 contract as above, the Board shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of its wires and other equipment constructed pursuant to this contract and the said streets and avenues shall be restored to their original condition at the sole cost and expense of the Company.

Sixth—The Company shall construct, maintain and operate its electric system subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City and in strict compliance with all laws or ordinances or departmental rules and regulations now in force, or which may be adopted affecting companies operating electrical conductors in the City. No construction or repair of said electrical system shall be commenced until written permits have been obtained from the proper City officials. In any permit so issued, such officials may impose such conditions, as a condition of the granting of the same, as are necessary for the purpose of protecting any structures in the streets and avenues and the proper restoration of the surface of such streets and avenues over which such officials have jurisdiction, and the Company shall comply with such conditions.

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

The electrical and other equipment to be installed by the Company, whether the same be under streets and avenues, in any Department of the City or in private property, shall be constructed and maintained subject to the approval and under the supervision and control of the Commissioner of Water Supply, Gas and Electricity.

Seventh—The plant, conduits, wires, conductors, connections, instruments and all appurtenances thereto, shall be constructed, maintained and operated in the latest approved manner and with the most modern and improved appliances, and it is hereby agreed that the Board may require the Company to improve or add to its plant, conduits, wires, conductors, connections, instruments and appurtenances, from time to time, as such conditions or improvements are necessary in the opinion of the Board. Upon failure on the part of the Company to comply with the direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Eighth—All cables and wires of the Company laid pursuant to this contract shall be placed in ducts, conduits or subways (referred to in this paragraph as subways). In the Borough of Manhattan and that portion of the Borough of The Bronx west of the Bronx River, such subways shall be leased from the company or companies having control thereof under the provisions of law, or from the City, should it succeed to the rights of such company or companies. In the other territory in which the Company is authorized to operate by virtue of this contract, it may construct such subways as are necessary for the accommodation of its cables and wires and no more. If the City shall construct or acquire subways for electrical conductors of the character or tension of those used by the Company or similar companies in any or all of the Boroughs, the Company hereby agrees to lay its wires and conductors in such subways and the City agrees to lease to the Company such space as may be necessary and available for the operation of the system hereby authorized. No cables or wires shall, in the future, be strung above the surface of the streets and avenues by the Company, and those at present in existence shall be removed and placed underground when and where required by the Board or the Commissioner of Water Supply, Gas and Electricity.

Ninth—The use of any bridge under the jurisdiction of the Department of Bridges shall be at the discretion of the Bridge Commissioner and in accordance with such terms and conditions and upon such reasonable charges as he may prescribe.

Tenth—It is a condition of this contract that the Company shall bear the entire expense of all work undertaken by reason of this grant. Any alteration to the sewerage or drainage system, or to any other subsurface or to any surface structures in the

streets required on account of the construction or operation of the underground conduits herein authorized to be placed in the streets, shall be made at the sole cost of the Company and in such manner as the proper City officials may prescribe.

Eleventh—It is agreed that the right hereby granted to lay and maintain conduits shall not be in preference or in hindrance to public work of the City, and, should the said conduits in any way interfere with the construction of public work in the streets and avenues, whether the same is done by the City directly or by a contractor for the City, the Company shall, at its own expense, protect or move its conduits and their appurtenances in the manner directed by the City officials having jurisdiction over such public work.

Twelfth—Should the grades or lines of the streets and avenues in which the Company is hereby authorized to operate be changed at any time during the term of this contract, or any renewal thereof, the Company shall, at its own expense, change its conduits and appurtenances to conform with such new grades and lines, and during the construction of any public improvement upon said streets or avenues the Company shall take care of and protect its conduits and appurtenances at its own expense, all to be done subject to the direction of the City official having jurisdiction over the construction of such change.

Thirteenth—The Company shall, upon request from any individual or corporation occupying or owning premises in the territory in which the Company is authorized to operate, by this contract, not in arrears to it for service already rendered, extend its wires to such premises and furnish news or other service to such individual or corporation, provided that such premises are not more than one-half mile from any other premises in which the Company has its apparatus installed at the time such request is made.

Fourteenth—The Company shall file with the Board on the first day of November in each year a map or plan upon which shall be plainly and separately indicated the number of wires which were in use by the Company on September 30 preceding, and the streets in which the same are located, and also those which were put in use during the year preceding that date. It shall also file with the Department of Water Supply, Gas and Electricity, on or before the 10th day of each month, a map or plan of the locations in which wires have been placed by it during the preceding month.

Fifteenth—The rates to be charged by the Company shall not be in excess of the following, and it is agreed that the same may be altered or changed by the Board as hereinafter provided:

(a) For ordinary news service, including the rental of the printing telegraph or ticker, the sum of fifteen dollars (\$15) a month, or one hundred and eighty dollars (\$180) a year.

(b) For general news service, including the rental of the printing telegraph or ticker, the sum of twenty dollars (\$20) a month, or two hundred and forty dollars (\$240) a year.

(c) For financial news service, including the rental of the printing telegraph or ticker, the sum of forty (\$40) a month, or four hundred and eighty dollars (\$480) a year.

(d) For any other service furnished or to be furnished by the Company the rates charged shall be reasonable and fair and subject to the approval of the Board.

The Company agrees upon request of any Board, Department or Bureau of the City government, to furnish service to any and all buildings under the control of such Board, Department or Bureau, at one-half the rates above authorized to be charged by it for whatever class or classes of service may be required.

Sixteenth—During the term of this contract, or any renewal thereof, the Board shall have the power, by resolution, to regulate and fix the maximum and minimum rates to be charged by the Company in the City, provided such rates shall be reasonable and fair.

Seventeenth—The Company shall not require nor receive from its subscribers any deposit or advance payment in excess of what is reasonably necessary to insure payment of current bills, and on such amounts so paid the Company shall pay interest at the statutory rate whenever such money is held for more than one month. Unpaid bills, unless due from its owner, shall never be charged against property, and no person not himself in arrears shall be denied service because any previous occupant of the same premises is in arrears to the Company for service.

Eighteenth—The wires of the Company shall be employed for no other purposes than those explicitly set forth herein and the Company binds itself not to lay, use, lease or operate wires for illegal purposes or to illegal places.

Nineteenth—The Company shall assume all liability to persons or property by reason of the construction or operation of the system 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 Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or defaults of the Company.

Twentieth—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege upon the same or other terms and conditions in the territory covered by this contract, or any part thereof.

Twenty-first—If the Company shall fail to give efficient public service at the rates herein fixed or fail to maintain its structures and equipment as herein provided in good condition throughout the whole term of this contract, the Board may give notice to the Company, specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time; and, upon failure of the Company to remedy such default within a reasonable time, the Company shall, for each day thereafter during which the default or defect remains, pay to the City the sum of one hundred dollars (\$100) as fixed or liquidated damages, or the Board, in case such structures or equipment 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 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 for.

Twenty-second—If for a period of twelve consecutive months, the system of the Company shall not be operated, or if the same shall not be operated for a period of eighteen months out of any consecutive twenty-four months, the Board may declare the right and franchise and this contract terminated without further proceedings at law or in equity.

Twenty-third—The Company shall at all times keep accurate books of account and shall, on or before November 1 in each year, make a verified report to the Comptroller of the City of the business done by the Company for the year ending September 30 next preceding. Such report shall contain a statement of the gross receipts received from the operation of the system hereby authorized from all subscribers served by the Company in the City, together with such other information and in such form and 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.

Twenty-fourth—The Company shall submit to the Board a report not later than November 1 of each year for the year ending September 30 next preceding, and at any other time, upon request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
2. The amount paid in as by last report.
3. The total amount of capital stock paid in.
4. The funded debt by last report.
5. The total amount of funded debt.
6. The floating debt as by last report.
7. The total amount of floating debt.
8. The total amount of funded and floating debt.
9. The average rate per annum of interest on funded debt.
10. Statement of dividends paid during the year.
11. The total amount expended for same.
12. The names of the directors and officers elected at the last meeting of the corporation held for such purpose.
13. Location, value and amount paid for real estate owned by the Company as by last report.
14. Location, value and amount paid for real estate now owned by the Company.
15. Number and location of premises served by the Company in the City.
16. Total receipts of the Company for each class of business in the City.
17. Amounts paid by the Company for damage to persons or property on account of construction and operation in the City.

18. Total expenses for operation, including salaries, in the City.—and such other information in regard to the business of the Company as may be required by the Board.

Twenty-fifth—This grant is upon the express condition that the 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 the sum of twelve thousand dollars (\$12,000), either in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privileges hereby granted, in default of which payment of the annual charges, the City shall collect the same, with interest, from the said fund after ten (10) days' notice to the Company.

In case of failure of the Company to comply with the terms of this contract relating to the filing of annual statements, furnishing of service to applicants as herein provided or its neglect or refusal to comply with any demand or direction of the Board or other municipal officials, made pursuant to the terms of the contract, or under the authority of any laws, ordinances or departmental regulations now or hereafter in force, in such case and in any of these events, the Company, except as herein otherwise provided, shall pay to the City a penalty of fifty dollars (\$50) for each violation.

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

The Board, on complaint made, shall give notice to the Company, directing its President, or other officer, to appear before the Board on a certain day not less than ten (10) days after the date of such notice, to show cause why the Company should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or after a hearing appears, in the judgment of the Board, to be in fault, said Board shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to the Board to be just, and without legal procedure direct the Comptroller to withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund, the Company shall, upon ten (10) days' notice in writing, pay to the City a sum sufficient to restore said security fund to the original amount of twelve thousand dollars (\$12,000), 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.

Twenty-sixth—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 (10) days to the 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 portion of its system constructed and in use by virtue of this contract and located in the public streets and avenues shall thereupon become the property of the City without proceedings at law or in equity. Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

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

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

Twenty-ninth—The words "streets and avenues" or "streets or avenues," wherever used in this contract, shall be deemed to mean streets, avenues, highways, parkways, driveways, concourses, boulevards, bridges, viaducts, tunnels, public places or any other property to which the City has title or over which the public has an easement, included within the limits of the territory in which the Company is hereby authorized to operate.

Thirtieth—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 and avenues of the territory in which the Company is authorized to operate by this contract.

Section 3. It is understood that this contract is made without prejudice to any rights which the Company may have heretofore acquired, if any, to operate a telephone, telegraph or ticker business. However, the Company shall not exercise any right or privilege other than that herein authorized and recognized, and in accordance with the terms of this contract, except after final judicial determination in an action to which the City is made a party.

Section 4. Nothing in this contract shall be construed as in any way limiting the present or future jurisdiction of the Public Service Commission under the Laws of the State of New York.

Section 5. 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, unless and until, in an action brought or conducted as hereinbefore provided, the courts shall finally determine that the Company had heretofore acquired the right to carry on its business as now conducted without the necessity of obtaining this franchise or consent from the City. The Company further promises, covenants and agrees that in the event of a decision in its favor in any action brought, as provided in Section 3, it will not claim or attempt to claim or demand any damage, penalty or recompense from The City of New York for any expense, expenditures, suits or other disadvantage incurred by it because of the entering into this contract with The City of New York, and hereby expressly waives and surrenders to the City any such claim or demand.

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

THE CITY OF NEW YORK,

By ..... Mayor.

[CORPORATE SEAL]

Attest: ..... City Clerk.

[SEAL.] THE STOCK QUOTATION TELEGRAPH COMPANY,

By ..... President.

Attest: ..... Secretary.

(Here add acknowledgments.)

Resolved. That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted, and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions, including the provisions as to rates and charges, are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved. That these preambles and resolutions for the grant of the franchise or right applied for by The Stock Quotation Telegraph Company and the said form of proposed contract for the grant of such franchise or right, containing said results of such inquiry, after the same shall be entered in the minutes of this Board shall be published for at least twenty (20) days immediately prior to Thursday, March 27, 1913, in the CITY RECORD, and at least twice during the ten (10) days immediately prior to Thursday, March 27, 1913, in two (2) daily newspapers to be designated by the Mayor therefor, and published in The City of New York at the expense of The Stock Quotation Telegraph Company, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment before authorizing any contract for the grant of the franchise or right applied for by The Stock Quotation Telegraph Company, and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right and before adopting any resolution authorizing any such contract, will, at a meeting of said

Board to be held in the City Hall, Borough of Manhattan, City of New York, on Thursday, March 27, 1913, at 10:30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

Which was adopted by the following vote:

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

#### FINANCIAL MATTERS.

##### Department of Docks and Ferries—Plans for Terminal Facilities in the Borough of Queens (Cal. No. 1).

The Chair announced a public hearing on the application of the Commissioner of Docks for authority to adopt plans for terminal facilities and equipment thereof, in the Borough of Queens.

(On January 23, 1913, the Board adopted a resolution fixing a hearing for this date on the amended plan for said terminal facilities, submitted by the Commissioner of Docks in accordance with the recommendation of the Terminal Committee of the Board.)

(The communication from the Commissioner of Docks and the report of the Terminal Committee, as above, are printed in the Minutes of the meeting of January 23, 1913, on pages 967-968 of the CITY RECORD of February 4, 1913.)

The Secretary presented the following:

City of New York, Board of Estimate and Apportionment, Office of the Secretary, 277 Broadway, February 12, 1913.

##### To the Honorable the Board of Estimate and Apportionment:

Gentlemen—I hereby certify that the following is a correct copy of notice of hearing published in the CITY RECORD on January 27, 28, 29, 30, 31 and February 1, 1913.

Yours very truly,  
JOSEPH HAAG, Secretary.

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

William VierTEL, being duly sworn, says that he is Bookkeeper in charge of advertising in the office of the CITY RECORD; that the advertisement hereto annexed has been regularly published in the CITY RECORD, the official journal of The City of New York, six (6) days consecutively, commencing on the 27th day of January, 1913.

WILLIAM VIERTEL.

Sworn to before me, this 1st day of February, 1913.

THOMAS B. FITZPATRICK, Commissioner of Deeds New York City.

Public notice is hereby given that the Board of Estimate and Apportionment, in pursuance of a resolution duly adopted by said Board on the 23d day of January, 1913, in accordance with the provisions of chapter 776 of the Laws of 1911, known as the New York City Freight Terminals Act, will hold a public hearing in Room 16, City Hall, in the Borough of Manhattan, City of New York, at 10:30 o'clock in the forenoon, on Thursday, the 13th day of February, 1913, relative to the application of the Commissioner of Docks to the Board of Estimate and Apportionment for authority to adopt plans for terminal facilities and equipment thereof, to be located upon the lands and lands under water, situate, lying and being in the Borough of Queens, City of New York, and bounded and described as follows:

Bounded by Hunters Point avenue, Van Dam street, Nott avenue, School street, Thompson avenue, Meadow street, and the north shore freight connection of the Long Island Railroad, and includes water and car float connections on Dutch Kills Creek at its head near Hunters Point avenue.

Notice is further given that at such meeting the parties in interest will be heard by the Board of Estimate and Apportionment, prior to the adoption of any resolution by said Board in the premises.

JOSEPH HAAG, Secretary.

Dated New York, January 24, 1913.

Mr. F. L. Croker appeared and requested that action be deferred.

Hon. Calvin Tomkins, Commissioner of Docks, appeared and urged immediate action.

No one else desiring to be heard the Chair declared the hearing closed.

The following resolution was offered:

Whereas, The Commissioner of Docks, pursuant to the provisions of chapter 776 of the Laws of 1911, has prepared and submitted to the Board of Estimate and Apportionment proposed plans for terminal facilities and equipment thereof and therefor, to be located upon the following described lands and lands under water situate, lying and being in the Borough of Queens, City of New York, and bounded and described as follows: Bounded by Hunters Point avenue, Van Dam street, Nott avenue, School street, Thompson avenue, Meadow street and the north shore freight connection of the Long Island Railroad, and includes water and car float connections on Dutch Kills Creek at its head, near Hunters Point avenue; and

Whereas, The Commissioner of Docks of The City of New York, in pursuance of section 3 of chapter 776 of the Laws of 1911, has made application to the Board of Estimate and Apportionment for authority to adopt said proposed plans; and

Whereas, The said proposed plans of the Commissioner of Docks, with the aforesaid application for authority to adopt said plans for terminal facilities upon and within the lines of the above described property, with equipment thereof and therefor, are on file in the office of the Board of Estimate and Apportionment at 277 Broadway, Borough of Manhattan, City of New York; and

Whereas, A public hearing has been given, and all the requirements of chapter 776 of the Laws of 1911 have been complied with; now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York does hereby authorize the Commissioner of Docks to adopt the aforesaid proposed plans for terminal facilities and equipment thereof and therefor, to be located upon the property above described, in pursuance of chapter 776 of the Laws of 1911.

Which was adopted by the following vote:

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

##### Requests for Establishment of Positions and Grades (Cal. Nos. 2, 3, 4).

The Secretary presented:

Resolution of the Board of Aldermen recommending the establishment of the position of Inspectors having charge of and supervising the construction of public work, graded at rates of compensation from \$1,200 up to and including \$3,000 per annum.

Communication from the Chief Clerk, Court of Special Sessions, requesting the establishment of grades of positions of Clerk at \$1,350 per annum, for the Boroughs of Manhattan and The Bronx, and of Stenographer and Typewriter at \$900 per annum, for the office of the Chief Probation Officer.

Communication from the Secretary of the Board of Education, transmitting certified copies of resolution adopted by said Board February 3, 1913, relative to fixing the compensation of Janitors of various school buildings.

Which were referred to the Committee on Salaries and Grades, consisting of the Comptroller and the President of the Board of Aldermen.

The Secretary presented:

Department of Public Charities—Issue of \$45,170 Special Revenue Bonds (Cal. No. 5). Communication from the Commissioner of Public Charities, requesting the Board to authorize the issue of \$45,170 special revenue bonds (subdiv. 8, sec. 188 of the Charter), on account of the request of the Board of Aldermen for the issue of \$200,133 for Fire Protection for the institutions of said Department.

(On July 27, 1911, the resolution of the Board of Aldermen, as above, was referred to the Comptroller, and on February 21, 1912, the Board, on the recommendation of the Corporate Stock Budget Committee, adopted a resolution authorizing the issue of \$3,000 corporate stock to provide for the employment of Expert Engineers and Architects to make a study of a Fire Protection System for the institutions under the jurisdiction of the Department of Public Charities.)

##### Department of Education—Appropriation of Proceeds of Sale of Products of the Manhattan Trades School for Girls (Cal. No. 6).

Communication from the Secretary of the Board of Education, transmitting certified copies of resolutions adopted by said Board on February 3, 1913, requesting that the sum of \$934.34, representing proceeds realized from the sale of products of the Manhattan Trades School for Girls, be transferred to the Special School Fund (Account No. 3482) for the year 1913.

##### Department of Education—Acquisition of School Site (Cal. No. 7).

Communication from the Secretary, Board of Education, transmitting certified copy of resolution adopted by said Board February 3, 1913, relative to the acquisition of a school site on Fairview and Hillside avenues, Corona Heights, Borough of Queens.

Which were referred to the Comptroller.

##### Department of Public Charities—Issue of \$14,500 Corporate Stock (Cal. No. 8).

The Secretary presented:

Communication from the Commissioner of Public Charities, requesting that the resolution adopted July 15, 1912, authorizing the issue of \$14,500 corporate stock, to provide means for the erection of an addition to the Storehouse, Kings County Hospital, be amended, by including therein alterations and equipment of present Storehouse, Kings County Hospital.

Which was referred to the Corporate Stock Budget Committee, consisting of the Comptroller, the President, Board of Aldermen, and the President, Borough of Manhattan.

##### Municipal Efficiency Exhibit (Cal. No. 9).

The Secretary presented:

Communication from the Director of the Bureau of Municipal Research relative to the probable discussion of Municipal departments and Municipal efficiency during the current year, and suggesting that a Municipal Efficiency Exhibit might help definitize this discussion if held toward the end of May.

On motion of the President of the Borough of Manhattan, the communication was referred to the following committee, with the request that it present its report thereon in two weeks, February 27, 1913: Robert Adamson, Robert B. McIntyre, R. C. Harrison, Leo Arnstein and B. F. Welton.

##### Department of Education—Approval of Form of Contract, Etc. (Cal. No. 10).

The Secretary presented:

Report of the Comptroller, recommending approval, pursuant to resolution adopted July 11, 1912, of the form of contract, specifications, as amended, and estimate of cost (\$1,400) for the erection of a new iron fence, tool house, etc., at the Crotona Athletic Field, Borough of The Bronx, under the jurisdiction of the Department of Education, provided the specifications be amended by omitting paragraphs noted in the accompanying resolution.

Protest from the Crotona Park Improvement Association against the use of these premises as an athletic field.

(On December 19, 1912, and January 9, 16 and 30, 1913, the above report and protest were laid over.)

Which was laid over two weeks, February 27, 1913.

The Secretary presented:

##### Bureau of Efficiency, Organization of (Cal. No. 11).

Report of the Budget Committee on the general plan for the organization of the Bureau of Efficiency, under the jurisdiction of the Board of Estimate and Apportionment, provided for in the Budget for the year 1913.

(On December 19, 1912, the Board, on motion of the President of the Board of Aldermen, empowered the above Committee to proceed with the organization of said Bureau and to report to the Board a general plan for its organization at the meeting of January 9, 1913.)

(On January 23 and 30, and February 6, 1913, the above report was laid over for one week.)

##### Board of Water Supply, Issue of \$22,235,663 Corporate Stock (Cal. No. 12).

Report of the Corporate Stock Budget Committee in the matter of the request of the Board of Water Supply for \$22,235,663 additional corporate stock.

(On January 30 and February 6, 1913, the above report was laid over for one week.)

Which were laid over one week, February 20, 1913.

##### County Judge and Surrogate of Richmond County, Transfer of Appropriation and Issue of Special Revenue Bonds (Cal. No. 13).

(On January 30, 1913, this matter was referred to the Comptroller.)

The Secretary presented the following:

Office of the County Judge and Surrogate of the County of Richmond, January 22, 1913.

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

Dear Sir—In order to meet outstanding liabilities incurred against several of the accounts of this department for the year 1912, in which the original appropriation was insufficient, it will be necessary to have revenue bonds issued and a transfer made of an unexpended balance in Account No. 2458.

I respectfully request that the necessary resolutions be prepared in accordance with the following memorandum:

##### TRANSFER FROM

Account No. 2458, Supplies and Materials.....	\$8 57
TO	
Account No. 2459, Telephones.....	8 57
REVENUE BONDS TO BE ISSUED TO	
Account No. 2459, Telephones.....	7 28
Account No. 2460, Contingencies.....	19 20

Very respectfully, J. HARRY TIERNAN, County Judge and Surrogate.

City of New York, Department of Finance, Bureau of Municipal Investigation and Statistics, February 3, 1913.

##### To the Board of Estimate and Apportionment:

Gentlemen—On January 22, 1913, the County Judge and Surrogate of Richmond County requested a transfer of funds within the 1912 appropriation to his Court and \$26.48 in special revenue bonds to cover outstanding liabilities against certain 1912 accounts. In connection therewith I report as follows:

It is proposed to transfer \$8.57 from No. 2458, Supplies and Materials, to No. 2459, Telephone Service. In No. 2459 there is a cash balance of \$6.75 and against the account there is a liability of \$22.60 for November and December telephone service. Also there are liabilities against No. 2460 contingencies for carfares and washing and ironing towels aggregating \$19.20. The account is exhausted. To meet the deficits in excess of the transfer revenue bonds are asked for. The request for an issue of revenue bonds should be made of the Board of Aldermen. In No. 2458 the unexpended balance is sufficient to cover the transfer.

I recommend the adoption of the attached resolution granting the request to the extent of the transfer. Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves transfer of funds appropriated to the County Court and Surrogate Court of Richmond County for the year 1912, as follows:

##### COUNTY COURT AND SURROGATE COURT, RICHMOND COUNTY.

2458 Supplies and Materials .....	\$8 57
TO	
2459 Telephone Service .....	\$8 57

Which was adopted by the following vote:

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

The Secretary was directed to transmit a copy of the Comptroller's report to the County Judge and Surrogate of Richmond County.

##### Department of Water Supply, Gas and Electricity, Approval of Form of Contract, Etc. (Cal. No. 14).

The Secretary presented the following:

Department of Water Supply, Gas and Electricity, Bureau of Supplies, Room 1904, 13-21 Park Row, City of New York, January 27, 1913.

Hon. WILLIAM A. PRENDERGAST, Comptroller, City of New York:

Dear Sir—I transmit herewith, for report by you to the Board of Estimate and Apportionment, in accordance with resolution adopted by said Board on July 17, 1911,

as amended August 31, 1911, a form of contract, specifications, etc., for furnishing and delivering cast iron pipe, Boroughs of Manhattan and The Bronx; the estimated cost of which is \$7,250.

I would ask that this be reported by you to the Board of Estimate and Apportionment as soon as possible. Yours truly,

J. W. F. BENNETT, Deputy and Acting Commissioner.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, February 4, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On January 27, 1913, the Acting Commissioner of Water Supply, Gas and Electricity requested approval of the form of contract, plans, specifications and estimate of cost in the sum of \$7,250 for furnishing and delivering cast iron pipe Boroughs of Manhattan and The Bronx.

The cost is to be paid from a corporate stock fund of \$1,768,243 approved by the Board of Estimate and Apportionment on January 31, 1908, and by the Board of Aldermen on March 18, 1908; and in the additional sum of \$1,125,000 by the Board of Estimate and Apportionment on July 2, 1909, as amended on May 27, 1910, and concurred in by the Board of Aldermen on July 13, 1909, and June 7, 1910. The fund is entitled "C. D. W.—13, Water Fund, Boroughs of Manhattan and The Bronx." On February 1, 1913, an unencumbered balance of \$8,913.85 remained in the fund.

The form of contract, drawings and specifications are satisfactory, and the estimate of cost is reasonable.

I recommend the adoption of the attached resolution granting the request.

Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution of July 11, 1912, hereby approves the form of contract, drawings, specifications and estimate of cost in the sum of seven thousand, two hundred and fifty dollars (\$7,250), for furnishing and delivering cast iron pipe in the Boroughs of Manhattan and The Bronx, under the jurisdiction of the Department of Water Supply, Gas and Electricity, the cost to be paid from the corporate stock fund entitled "C. D. W.—13, Water Fund, Boroughs of Manhattan and The Bronx."

Which was adopted by the following vote:

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

Department of Education—Modification of Salary Schedules (Cal. No. 15).

The Secretary presented the following:

Board of Education, Park Avenue and 59th Street, New York, January 28, 1913.

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

Dear Sir—In accordance with a resolution adopted by the Board of Education on November 27, 1912, the undersigned respectfully request modifications in salary schedules for the year 1913, to take effect January 22, 1913, as follows:

3440 Office of the Superintendent of School Supplies:

Strike out (in the schedule transmitted on January 13, 1913)—

Fuel Inspector, 5 at \$1,350.....	\$6,750 00
Fuel Inspector, 3 at \$1,150.....	3,450 00

and insert—

Fuel Inspector, 4 at \$1,350.....	\$5,400 00
Fuel Inspector, 4 at \$1,150.....	4,600 00

Unassigned balance.....	200 00
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3443 Office of the Supervisor of Lectures:

Strike out—

Clerk.....	\$1,650 00
Stenographer and Typewriter, 2 at \$750.....	1,500 00

and insert—

Clerk.....	\$1,350 00
Stenographer and Typewriter, 2 at \$900.....	1,800 00

The above modifications involve no increase in appropriation, and the modifications of schedule 3440 are in addition to the modifications requested in our communications of January 4 and 13, 1913. The modifications of schedule 3440 are required in order to provide for the payment of the salary of a Fuel Inspector at \$1,150 per annum appointed in place of a Fuel Inspector at \$1,350 per annum resigned; and the modifications of schedule 3443 are required to provide for the payment of the salaries of two Stenographers and Typewriters increased from \$750 to \$900 per annum each.

Copies of the schedules, as modified, are enclosed. Respectfully yours,

A. E. PALMER, Secretary, Board of Education; HENRY R. M. COOK, Auditor, Board of Education.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, February 4, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On January 28, 1913, the Board of Education requested modification of the 1913 schedules, entitled "Salaries, Regular Employees, Administration No. 3440, Office of the Superintendent of School Supplies," and "Salaries, Regular Employees, Administration No. 3443, Office of the Supervisor of Lectures." In connection therewith I report as follows:

The modification is to fill a vacancy and to increase two salaries. In No. 3440 a Fuel Inspector at \$1,350 per annum has resigned, and one at \$1,150 has been appointed to fill his place, thereby making an unassigned balance of \$200, which is available for salary increases. In 3443 it is proposed to reduce the rate for a \$1,650 Clerkship, which is vacant, to \$1,350, and to use the \$300 to increase two Stenographers from \$750 to \$900 per annum each.

The following table shows the line item changes in detail:

Code No.	Schedule Line.	Schedule Transfer.		Cash Transfer.	
		Decrease.	Increase.	Decrease.	Increase.
3440	Fuel Inspector, 5 at \$1,350....	\$1,350 00		\$1,350 00	
	Fuel Inspector, 3 at \$1,150....		\$1,150 00		\$1,150 00
	Balance unassigned (A. S. I.).....		200 00		200 00
		\$1,350 00		\$1,350 00	
3443	Clerk, 1 at \$1,650.....	\$1,650 00		\$1,650 00	
	Clerk, 1 at \$1,350 (A. S. I., \$250).....		\$1,350 00		\$1,350 00
	Stenographer and Typewriter, 2 at \$750.....		1,500 00		1,500 00
	*Stenographer and Typewriter, 2 at \$900 (A. S. I., \$450 each).....		1,800 00		1,800 00
		\$3,150 00		\$3,150 00	
				\$3,150 00	
				\$3,150 00	

I recommend the adoption of the attached resolution granting the request.

Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Education for the year 1913, as follows:

Salaries, Regular Employees, Administration

3440	Office of the Superintendent of Supplies:	\$7,500 00
	Superintendent.....	3,600 00
	Deputy Superintendent.....	2,200 00
	Clerk.....	2,500 00
	Clerk.....	2,100 00
	Clerk.....	2,000 00
	Clerk.....	1,800 00
	Clerk.....	1,650 00
	Clerk, 3 at \$1,500.....	4,500 00
	Clerk, 4 at \$1,350.....	5,400 00
	Clerk, 5 at \$1,200.....	6,000 00
	Clerk.....	1,150 00

Clerk, 4 at \$1,050 .....	4,200 00
Clerk, 5 at \$900 .....	4,500 00
Clerk .....	750 00
Clerk, 5 at \$600 .....	3,000 00
Clerk, 7 at \$540 .....	3,780 00
Clerk, 17 at \$420 .....	7,140 00
Clerk, 11 at \$300 .....	3,300 00
Bookkeeper .....	1,650 00
Mechanical Engineer .....	3,000 00
Fuel Inspector .....	1,800 00
Fuel Inspector, 2 at \$1,500 .....	3,000 00
Fuel Inspector, 4 at \$1,350 .....	5,400 00
Fuel Inspector .....	1,300 00
Fuel Inspector, 3 at \$1,150 .....	3,450 00
*Fuel Inspector, 1 at \$1,150 (A.S.I., \$250) .....	1,150 00
Stenographer and Typewriter .....	1,650 00
Stenographer and Typewriter .....	1,500 00
Stenographer and Typewriter, 3 at \$1,050 .....	3,150 00
Stenographer and Typewriter, 3 at \$900 .....	2,700 00
Stenographer and Typewriter .....	750 00
Stenographer and Typewriter, 3 at \$600 .....	1,800 00
Typewriting Copyist .....	1,050 00
Chemist .....	1,200 00
Printer for the Blind .....	900 00
Orderly .....	1,500 00
Orderly .....	1,050 00
Toolman, 2 at \$1,050 .....	2,100 00
Laborer .....	1,050 00
Laborer, 7 at \$900 .....	6,300 00
Laborer, 2 at \$750 .....	1,500 00
Laborer, 6 at \$600 .....	3,600 00
Cleaner, 10 at \$900 .....	9,000 00
Cleaner, 10 at \$750 .....	7,500 00
Cleaner, 16 at \$600 .....	9,600 00
Seamstress .....	900 00
Gymnasium Attendant .....	1,500 00
Auto Truck Engineer and Mechanic .....	1,050 00
Auto Truck Driver .....	1,050 00
Balance, unassigned (A.S.I.) .....	200 00

\$150,420 00

3443 Office of the Supervisor of Lectures:

*Clerk (A.S.I., \$250) .....	\$1,350 00
Clerk .....	540 00
Stenographer and Typewriter, 2 at \$1,200 .....	2,400 00
Stenographer and Typewriter .....	1,050 00
*Stenographer and Typewriter, 2 at \$900 (A.S.I., \$450 each) .....	1,800 00
Librarian .....	900 00

\$8,040 00

Which was adopted by the following vote:

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

President, Borough of Richmond—Approval of Form of Contract, Etc. (Cal. No. 16).

The Secretary presented the following:

The City of New York, Office of the President of the Borough of Richmond, Borough Hall, New Brighton, January 23, 1913.

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

Gentlemen—We send herewith for your approval plan, contract and specifications for "furnishing, delivering and erecting two steel tanks and six wooden tanks on existing foundation, together with furnishing and laying the necessary pipes, etc., in connection with the construction and maintenance of an experimental sewage disposal plant at West New Brighton, together with all work incidental thereto; contract No. 3."

The estimated cost of this work is as follows, viz:

2 steel tanks 6 feet by 11 feet by 17 feet, "Imhoff type" .....	\$2,000 00
2 wooden tanks 6 feet by 11 feet by 12 feet, "Hampton type" .....	1,

It is proposed to divide the cost and charge the expenditure to corporate stock funds, as follows:

\$4,500, for one truck, to "C. F. D. 12, Fire Department, Purchase of New Apparatus, Borough of Brooklyn."

\$4,500, for one truck, to "C. F. D. 13, Fire Department, Purchase of New Apparatus, Borough of Manhattan."

Appropriations of \$228,840 for "C. F. D. 12," and \$132,140 for "C. F. D. 13" were approved by the Board of Estimate and Apportionment on July 17, 1911, and by the Board of Aldermen on July 31, 1911.

On November 15, 1912, the unencumbered balances remaining in the funds were as follows:

"C. F. D. 12"..... \$70,007 48  
"C. F. D. 13"..... 80,183 93

As originally submitted, the specifications could be filled by only one make of motor truck now on the market. At the suggestion of the Department of Finance they have since been rewritten to allow competitive bids without losing the benefit of a uniformity of design of wheels, axles and bodies sufficient to allow interchangeability of spare parts with the three and five-ton trucks now in use in the Fire Department.

The form of contract submitted was also defective and a new form of contract has been prepared and substituted.

The estimate of cost should be reduced to \$8,500, as the Fire Department has purchased two similar five-ton trucks at this price under contract dated May 13, 1912.

I recommend the adoption of the attached resolution approving the request, with the amendments noted. Respectfully,

DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution adopted on July 11, 1912, hereby approves the form of contract and specifications, as amended, and an estimate of cost in the sum of eight thousand five hundred dollars (\$8,500) for two five-ton gasoline motor trucks for the Fire Department, the cost to be divided and charged to corporate stock funds as follows:

Four thousand two hundred and fifty dollars (\$4,250) for one truck to "C. F. D. 12, Fire Department, Purchase of New Apparatus, Borough of Brooklyn." Four thousand two hundred and fifty dollars (\$4,250) for one truck to "C. F. D. 13, Fire Department, Purchase of New Apparatus, Borough of Manhattan."

Which was adopted by the following vote:

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

*Department of Bridges—Approval of Schedule (Cal. No. 18).*

(On December 12, 1912, this matter was presented to the Board and laid over, and on December 19, 1912, was withdrawn by the Comptroller).

The Secretary presented the following:

City of New York, Department of Bridges, 13-21 Park Row, Manhattan, N. Y., October 4, 1912.

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

Gentlemen—On account of the complicated and important work in connection with the construction of the Subway Connection of the Manhattan Terminal of the Brooklyn Bridge, I have appointed, with the approval of the Civil Service Commission, an Advisory Engineer, to supervise this construction work, for which he is to receive compensation not to exceed the sum of \$10,000.

On August 3, 1912, your Board approved of the issue of corporate stock to an amount not exceeding \$500,000, to provide means for reconstructing the Manhattan Terminal of the Brooklyn Bridge as follows:

Subway Connection, including shoring of present structure..... \$390,000 00  
Signal System ..... 50,000 00  
Closing William and North William streets, exclusive of damage..... 20,000 00  
Contingencies ..... 40,000 00

The above fund for contingencies is known on the books of the Department of Finance as "C. D. B.—29D, Brooklyn Bridge, Reconstructing Westerly or Manhattan Terminal, Contingencies."

I beg to request that the following salary schedule be established, chargeable to this fund, "C. D. B.—29D," and reading as follows: Brooklyn Bridge, Reconstructing Westerly or Manhattan Terminal, Contingencies, Corporate Stock Force, Personal Service, Salary, Temporary Employee, Advisory Engineer, \$10,000. Respectfully,

ARTHUR J. O'KEEFFE, Commissioner.

City of New York, Department of Finance, Bureau of Municipal Investigation and Statistics, December 9, 1912.

*To the Board of Estimate and Apportionment:*

Gentlemen—On October 4, 1912, the Commissioner of Bridges requested approval of a schedule for the corporate stock fund entitled "C. D. B.—29D, Brooklyn Bridge, Reconstructing Westerly or Manhattan Terminal, Contingencies." In connection therewith I report as follows:

The request is to provide for the employment of Henry R. Asserson as an advisory engineer on the construction of the subway connection of the Manhattan Terminal of the Brooklyn Bridge. The Commissioner states that on account of the complicated and important nature of the work it was necessary to appoint an advisory engineer at a compensation not to exceed \$10,000 per annum.

The existing schedules of the Department of Bridges provide for the employment of 50 engineers and assistant engineers at a cost of \$176,050 per annum. This force is divided as follows:

	Engineers and Assistant Engineers.	Cost per Annum.
Administration .....	4	\$23,500 00
Operation and Maintenance, Supervision .....	11	41,000 00
Operation and Maintenance, Brooklyn Bridge .....	3	9,500 00
Operation and Maintenance, Williamsburg Bridge .....	2	7,100 00
Construction .....	30	94,950 00
	50	\$176,050 00

Included in this force are one Chief Engineer at \$10,000, one Deputy Chief Engineer at \$7,500, and three Consulting Engineers at \$7,500 per annum each. The position of Deputy Chief Engineer at \$7,500 per annum is vacant, and has not been provided for in the 1913 Budget, as recommended by the Budget Committee to your Board. An Assistant Engineer was recently promoted to \$6,000 per annum to do the work of the former deputy at \$7,500. This gives a total of \$38,500 for the class of service for which it is proposed to employ an additional \$10,000 incumbent.

No sufficient reason has been advanced to show that the reconstructing work calls for an engineering force greater than that now employed, or to justify an increase in the annual cost of the advisory engineering force from \$38,500 to \$48,500. Neither has the position been established in the department pursuant to the provisions of section 56 of the Greater New York Charter.

Mr. Asserson has been employed since August 26, 1912, as an expert, rendering services of an occasional and exceptional character at a compensation of \$500 per month. There is no grade for an advisory engineer at this rate.

The work upon which the Bridge Commissioner desires the services of Mr. Asserson involves a total expenditure of approximately \$500,000. It is the same kind of work done by the Public Service Commission. Engineers in charge of similar work in the Public Service Commission receive salaries ranging from \$1,801 to \$2,401 per year. The division engineer in the Public Service Commission, who has charge of the division which includes the section of Brooklyn Bridge and who has charge of approximately \$30,000,000 worth of work, receives a salary of \$4,000 a year.

In consideration of the aforementioned facts I recommend that the request of the Bridge Commissioner be denied. Respectfully,

DOUGLAS MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby disapproves of the request of the Commissioner of Bridges as set forth in a communication dated October 4, 1912, for the establishment of corporate stock schedule entitled

"C. D. B.—29D, Brooklyn Bridge, Reconstructing Westerly or Manhattan Terminal, Contingencies, Corporate Stock Force, Personal Service, Salary, Temporary Employee, Advisory Engineer, \$10,000."

Which was adopted by the following vote:

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

The Secretary was directed to transmit a copy of the Comptroller's report to the Commissioner of Bridges.

*Bramhall Deane Company—Certification of Claim (Cal. No. 19).*

The Secretary presented the following:

City of New York, Department of Finance, Comptroller's Office, February 3, 1913.

*To the Honorable the Board of Estimate and Apportionment:*

Gentlemen—Under and pursuant to the provisions of section 246 of the Greater New York Charter, I hereby certify that a claim has been presented by the Bramhall, Deane Co., for the sum of \$40.58, which is alleged to be due for certain material and labor furnished the Police Department in repairing a water back and the pipes of a range in the House of Detention on or about November 21, 1908; that the same were furnished in good faith and actually received and used by the Police Department; that no action has been instituted on this claim; that said material and labor appear to have been ordered verbally by one of the officers stationed at the House of Detention; that therefore, this claim is illegal and invalid against The City of New York, but notwithstanding, in my judgment, it is equitable and proper for the City to pay said claim in the sum of \$28.65, the cost price to claimant company for the said material and labor, inasmuch as the City has received a benefit and derived an advantage, which in money value is equal to said sum, and that \$28.65 is the amount which should be paid in full satisfaction of said claim from the fund entitled "R. C. L. 11B, Revenue Bond Fund for Claims—to be reimbursed from General Fund."

Respectfully,

WM. A. PRENDERGAST, Comptroller.

City of New York, Department of Finance, Comptroller's Office, November 7, 1912.

*In the Matter of Claim No. 67901 of Bramhall, Deane Co., for the sum of \$40.58, alleged to be due for certain work performed for the Police Department.*

*Hon. WILLIAM A. PRENDERGAST, Comptroller:*

Sir—The Bramhall, Deane Co. has presented a claim for \$40.58, for material and labor furnished the Police Department in repairing a water back and the pipes of a range at the House of Detention, No. 203 Mulberry street, Manhattan, on or about November 21, 1908. Claimant's itemized bill follows:

One water back \$10, less 25 per cent.....	\$7.50
Tub mortar .....	40
Six washers .....	60
Shop work, 5½ hours, at 75 cents.....	4.13
Work at job, 1 Mechanic, 25 hours, at 75 cents.....	18.75
Work at job, 1 Helper, 23 hours, at 40 cents.....	9.20
	\$40.58

Edward B. Brook testified in this division on August 16, in part as follows:

"I am the Vice President of claimant company. We never received a regular written order to perform this work. At many different times we received telephone or verbal orders of an emergency character from the Police Department, and my impression is that a Roundsman or somebody from the department either telephoned or came into our store and said the boiler pipes were leaking in the range and asked us to send some one immediately to attend to it. Such verbal orders were usually followed by written orders. I do not know why such a course was not followed in this case, although we have written several letters to the department.

"Concerning our actual outlay, the water back would cost us at least \$5; the tub mortar, 30 cents; the washers 5 cents each; the shop work, four years ago, cost us 60 cents an hour. We paid a mechanic four years ago \$4.50 for eight hours. That is about 57 cents per hour, and we paid a Helper 25 cents an hour."

From the above testimony, the net cost of the labor and material is as follows:

One water back, at \$5.....	5.00
One tub mortar, at 30 cents.....	30
Six washers, at 5 cents.....	30
Shop work, 5½ hours, at 60 cents per hour.....	3.30
At job 25 hours (Mechanic), at 56 cents per hour.....	14.00
At job 23 hours (Helper), at 25 cents.....	5.75
	\$28.65

Mr. Everts, an Examiner of this Division, in a report dated September 17, 1912, states:

"I examined the requisition book on file in the House of Detention, and find that a requisition dated November 18, 1908, was issued to make the necessary repairs called for in the above claim, but no order was issued by the Bureau of Repairs and Supplies of the Police Department, upon the above requisition. Copy of the above requisition is attached to the above claim."

"I interviewed Policeman Tesing, who is detailed in the House of Detention, and he informed me that the work was of an emergency nature, and that probably Lieutenant Thomas F. Adams, in command at the time, had telephoned the order to do the necessary work, and that the job had been done."

Under date of August 1, 1912, the First Deputy Police Commissioner, in a communication to you, states:

"There is no approved requisition order or other record on file in this Department authorizing the performance of this work. The 12th Precinct Station has a duplicate requisition dated November 18, 1908, covering this work, copy of which is attached. The original cannot be located."

"Attached hereto is a receipt dated November 20, 1908, signed by Lieutenant Thomas F. Adams, 12th Precinct, now dead, which appears to cover certain materials and Labor covered by the claim."

Edward M. Griffith, an Inspector of this Department, states in a report dated October 25, 1912, approved and forwarded by Richardson Saunders, Supervising Engineer, that he believes the cost charges of \$28.65 are reasonable and just.

From all the above, it appears that claimants performed the work covered by this claim without formal authorization by the head of the Police Department, or the filing of certificates of necessity, and that therefore, this claim is technically illegal or invalid. Claimants cannot recover in an action at law, nor has any suit been instituted on this claim. Claimants, however, seem to have performed the work in good faith and the City has received a benefit and derived an advantage, which in money value is equal to the sum of \$28.65, claimants' actual outlay, and is justly and equitably obligated to pay the claim herein in that sum.

I respectfully recommend that this claim be disallowed as a legal charge against the City, but that you certify the same, pursuant to the provision of section 246 of the Charter, to the Board of Estimate and Apportionment for payment in the sum of \$28.65, without interest, out of the account entitled "R. C. L. 11B, Revenue Bond Fund, for claims—to be reimbursed from General Fund."

Respectfully,

CLIFFORD G. PEARCE, Deputy Auditor of Accounts.

Approved November 7, 1912: ALBERT E. HADLOCK, Chief, Division of Law and Adjustment.

Approved, December 28, 1912: D. MATHEWSON, Deputy and Acting Comptroller.

The following resolution was offered:

Resolved, That pursuant to section 246 of the Greater New York Charter, the Board of Estimate and Apportionment determines that the City has received a benefit from the Bramhall, Deane Co., and is justly and equitably obligated to pay said company, without interest, the sum of \$28.65 for certain material and labor furnished the Police Department at the House of Detention, in November, 1908; that the said sum shall be paid in full satisfaction of the claim which has been presented on behalf of said Bramhall, Deane Co., for the material and labor above mentioned; that the interests of the City will be best subserved by the payment thereof, and that said sum shall be paid only upon the execution by the said Bramhall, Deane Co., of a full release in favor of the City, in such form as may be approved by the Corporation Counsel, and the Comptroller is hereby authorized to pay said claim in the sum of \$28.65, from the account entitled "R. C. L. 11B, Revenue Bond Fund for claims—to be reimbursed from General Fund."

Which was adopted by the following vote:

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

*President, Borough of Richmond—Establishment of Grade of Position of Foreman (Cal. No. 20).*

(On January 30, 1913, this matter was referred to the Committee on Salaries and Grades.)

The Secretary presented the following:

The City of New York, Office of the President of the Borough of Richmond, Borough Hall, New Brighton, New York City, December 4, 1912.

*Hon. WILLIAM A. PRENDERGAST, Comptroller, 280 Broadway, N. Y.:*

Dear Sir—A recent modification of the schedule of the Engineering-Construction Division of this office shows among other changes 6 Foremen at \$1,200 per annum. We are about to request a modification of this same schedule as it appears in the budget as passed by the Board of Estimate and Apportionment for the year 1913, in order to incorporate the changes made in our recent modification, said modification having been made after the adoption of the Budget of 1913.

The budget as adopted for 1913 calls for per diem rate for Foremen of \$3.50 per day for 303 days, but in order that these Foremen may receive their present rate of \$1,200 per annum it will be necessary to make this rate \$4 per diem for the coming year. The question is as to whether the rate of \$4 per diem for these foremen must be separately established, or whether the position can be considered equivalent to the rate of \$1,200 per annum which has been heretofore established, or is it to be construed that these Foremen are in the labor class and that there is, therefore, no necessity to establish the positions under section 56 of the Charter? It is the custom to establish rates at the time of the adoption of the budget by the Board of Aldermen, but as no rate of \$4 per day for Foremen is included in the budget, as made up, this position could not be established in this way.

Please advise me in the matter so that we may proceed toward the modification of the schedule. Yours truly,

GEORGE CROMWELL, President of the Borough.

The City of New York, Office of the President of the Borough of Richmond, Borough Hall, New Brighton, New York City, January 23, 1913.

*Honorable Board of Estimate and Apportionment, 280 Broadway, New York City:*

Sirs—On December 4, 1912, we wrote asking for the establishing of the grade of Foreman, at \$4 per diem, for six incumbents, Bureau of Engineering Construction. This was done to comply with a change in salary schedules from a salary of \$1,200 per annum, to an equivalent rate per diem, due to the separation of the schedules of salaries and wages in the Budget for 1913.

This matter was not taken care of by the Budget, as these six Foremen had their salaries raised after it was adopted by action of the Board in approving the increasing schedules.

We have not been advised of any action having been taken in this matter, and it is impossible for these Foremen to receive pay at a rate equivalent to that given in the schedules for December, 1912, until the grade of Foreman, at \$4 per diem, has been established for this Bureau. The same grade has been established and is in use in other Bureaus in this Department, having been properly provided for in the Budget for 1913. It is urgently requested that action be taken promptly in this matter.

Very truly yours, GEORGE CROMWELL, President of the Borough.

City of New York, Department of Finance, Bureau of Municipal Investigation and Statistics, December 16, 1912.

*To the Board of Estimate and Apportionment:*

Gentlemen—On December 4, 1912, the President of the Borough of Richmond, in a communication to the Comptroller, called attention to the fact that the 1912 schedule for the Engineering Bureau in his office includes six Foremen, at \$1,200 per annum, and that the 1913 Budget provides for the same incumbents at a per day rate of \$3.50. In connection therewith we report as follows:

The grade of Foremen at \$4 per day is the equivalent of the annual rate of \$1,200. The rate of \$3.50 was recommended by the Budget Committee and adopted by your Board as the existing rate of \$1,050, on a per diem basis of the Foremen then employed. Subsequent to the approval of the Budget for 1913, however, a modification was adopted providing for an increase in annual rate of \$150 per annum for the Foremen. To pay these incumbents at the increased rate on a per diem basis, establishment is necessary of the grade of Foreman at \$4 per day for six incumbents.

We recommend the adoption of the attached resolution approving the establishment. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; Select Committee.

The following was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the office of the President of the Borough of Richmond of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Diem.	Number of Incumbents.
Foreman .....	\$ 4 00	6

Which was adopted by the following vote:

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

*Department of Education—Fixation of Compensation of Janitors (Cal. No. 21).*

(On January 9, 1913, this matter was referred to the Committee on Salaries and Grades.)

The Secretary presented the following:

Resolved, That the Board of Estimate and Apportionment be, and it is hereby respectfully requested to recommend to the Board of Aldermen that the compensation of Janitors of public school buildings be fixed in accordance with the following list, taking effect on the date indicated in each instance:

*Temporary Assignments.*

Charles E. Smith, assigned to Public School 79, Queens, compensation \$50 per month, taking effect December 6, 1912.

L. J. Radin, assigned to Public Schools 97C and 98A (and playground), Manhattan, compensation \$1,140 per annum, for playground \$1 per day, taking effect December 9, 1912.

John M. Cunliffe, assigned to Public School 96, Brooklyn, compensation \$600 per annum less \$221, taking effect December 16, 1912.

Edward L. Stapleton, assigned to Public School 162, Manhattan, compensation \$60 per month, taking effect December 16, 1912.

Samuel F. Bowen, assigned to Public School 82 (and portables), Queens, compensation \$2,148 per annum less \$221, taking effect December 23, 1912.

*Changes in Compensation.*

Public School 16, Brooklyn; present compensation, \$1,992; proposed compensation, \$2,148, on account of additional machinery; taking effect December 2, 1912.

Public School 43, The Bronx; present compensation, \$3,768; proposed compensation, \$355 per month (temporarily) (on account of a portion of the new addition being occupied); taking effect December 16, 1912.

Janitors of Public Schools 165, 167 and 171, Brooklyn, \$75 per month, in addition to their regular compensation during the months of December, January, February and March in each year, so that a Night Engineer may be employed in these schools.

A true copy of a resolution adopted by the Board of Education on December 26, 1912. A. E. PALMER, Secretary, Board of Education.

City of New York, Department of Finance, Comptroller's Office, January 30, 1913.

*To the Board of Estimate and Apportionment:*

Gentlemen—On December 26, 1912, the Board of Education requested the establishment, pursuant to the provisions of section 56 of the Greater New York Charter, of rates of compensation for sundry Janitors of public schools. In connection therewith we report as follows:

For public schools 79, 82 and portables, Queens, 97C and 98A and playground and

162, Manhattan, and 96, Brooklyn, temporary rates the same as or less than those now paid are requested. For public school 16, Brooklyn, an increase from \$1,992 to \$2,148 per annum is requested, on account of additional machinery. For public school 43, The Bronx, an increase from \$3,768 per annum to the temporary rate of \$355 per month (\$4,260 per annum) is requested on account of the opening of a part of the new addition to this building.

For the Janitors of Public Schools 165, 167 and 171, Brooklyn, \$75 each per month in addition to the regular compensation is requested for the months of December, January, February and March each year, in order that a Night Engineer may be employed. The buildings mentioned are equipped with the double duct plenum system of heating and ventilation. This system does not require the use of radiators for heating since the heating is accomplished by means of warm air, which is forced into the rooms and regulated automatically by means of thermostats. It does not require any longer time to heat the building by this system than by the use of direct heating with radiators. The necessity for the additional Engineer is stated to be caused by the use of buckwheat coal which, it has been said by an Engineer-Janitor, cannot be banked at night, so that in order to maintain heat in the boilers at night and obviate the necessity for starting fresh fires every morning, it is necessary to keep a Fireman on duty all night, at an additional expense to the Engineer-Janitor.

Buckwheat coal is now used in a large number of school buildings. It is, at present, the cheapest grade of coal, but if it is necessary to employ and pay for additional labor to handle it and burn an extra amount at night, the saving effected on coal bills will be offset by the increased cost of labor.

The statement that the buckwheat coal cannot be banked at night is not correct. Other users of this coal succeed in maintaining sufficient fire by banking over night to keep the water in the boilers warm and start the fires going in the morning. Should this extra compensation be granted to the Engineer-Janitors of Public Schools 165, 167 and 171, Brooklyn, it should, in justice to others, be granted to the Engineer-Janitors of other public schools using buckwheat coal.

We recommend that the request of the Board of Education for extra compensation for these schools be disapproved.

We also recommend that the remainder of the request be approved by the adoption of the attached resolution. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen, Committee on Salaries and Grades.

The following resolution was offered:

Whereas, By opinion of the Corporation Counsel, as of June 28, 1910, and July, 30, 1910, the Comptroller was advised that the payment of salaries of Janitors in the Department of Education is illegal unless such salary shall have been established under the provisions of section 56 of the Greater New York Charter; and

Whereas, The matter of adjusting the compensation of Janitors and the fixation of their salaries under the provision of section 56 of the Charter is now in the hands of a special committee of the Board of Estimate and Apportionment; therefore, be it

Resolved, That, pursuant to the provisions of section 56 of the Charter, the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, pending the report of said Committee, the compensation of Janitors in the Department of Education be fixed temporarily, and until further modified, in accordance with the following list:

	Rate of Compensation
Janitor, Public School 79, Queens, per month.....	\$50 00
Janitor, Public School 97 C and 98 A, Manhattan, per annum.....	1,140 00
Janitor, Public School 97 C and 98 A, Playground, Manhattan, per diem..	1 00
Janitor, Public School 96, Brooklyn, per annum, less \$221.....	600 00
Janitor, Public School 162, Manhattan, per month.....	60 00
Janitor, Public School 82 and Portables, Queens, per annum, less \$221.....	2,148 00
Janitor, Public School 16, Brooklyn, per annum.....	2,148 00
Janitor, Public School 43, The Bronx, per month.....	355 00

Which was adopted by the following vote:

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

*Department of Docks and Ferries—Establishment of Grade of Position of Carpenter (Cal. No. 22).*

(On January 9, 1913, this matter was referred to the Committee on Salaries and Grades.)

The Secretary presented the following:

City of New York, Department of Docks and Ferries, Pier "A," North River, New York, January 4, 1913.

*Hon. WILLIAM J. GAYNOR, Mayor and Chairman of the Board of Estimate and Apportionment:*

Sir—I herewith forward, with a recommendation for your favorable consideration, an application from the Carpenters of this Department for an increase in their rate of pay, from \$4.80 per day to \$5 per day.

In connection with this request, I also submit a copy of report thereon made to me by the Deputy and Acting Chief Engineer of this Department.

Yours respectfully,

CALVIN TOMKINS, Commissioner of Docks.

Department of Docks and Ferries, December 27, 1912.

*Report on the Petition of the Carpenters of the Department, Dated December 21, Requesting an Increase in Pay.*

Noting the attached from the Carpenters of the Department, requesting that their pay be fixed at \$5 per day instead of \$4.80 per day, I beg to state that all City Departments in the Borough of Manhattan are paying its Carpenters at the rate of \$5 per day, and also this is the same rate paid to Carpenters employed in the Bureau of Public Buildings and Offices in the Boroughs of Brooklyn and Queens. In the Bureau of Public Buildings and Offices for the Borough of Richmond the pay of Carpenters is \$4 per day, and in the Borough of The Bronx, \$4.50 per day. The prevailing rate of wages paid to Carpenters by private concerns is \$5 per day, paid by G. A. Fuller Construction Company—Thompson Starrett Company and Snare & Triest Company.

In the event of your concluding to pay the prevailing rate of wages it will affect 17 employees, based on working 304 days per year, or a sum total of \$1,030.20 per annum, which will have to be provided for after such pay is established.

These facts are submitted for your consideration in order to guide you to such action as you see fit to take in the premises.

S. W. HOAG, JR., Deputy and Acting Chief Engineer.

Department of Docks and Ferries, Foot West 56th Street, North River, December 21, 1912.

*Hon. CALVIN TOMKINS, Commissioner of Docks:*

Sir—We respectfully beg leave to renew our application to you to fix our compensation as Carpenters at \$5 per day, instead of \$4.80 per day, as at present.

In this connection would advise that the prevailing rate of wages for carpenters is \$5 and this is the only City Department that has not adopted this rate.

We would also request that in the consideration of this subject we be given an opportunity of calling upon you to present our case properly, knowing that we can convince you as to the justice of our claims.

Your favorable consideration will be appreciated. Yours very respectfully,

ALEX J. STENHOUSE, Chairman, Committee of Carpenters, Department of Docks and Ferries.

City of New York, Department of Finance, Bureau of Municipal Investigation and Statistics, January 18, 1913.

*To the Board of Estimate and Apportionment:*

Gentlemen—On January 4, 1913, the Commissioner of Docks requested an increase in the pay of Carpenter in the Department from \$4.80 to \$5 per day as the prevailing rate. In connection therewith we report as follows:

The rate of \$5 is paid in Manhattan by the other City departments. The same rate is paid by private employers in Manhattan, under an agreement between the building trades employers and the carpenters.

There are 17 Carpenters in the Department of Docks and Ferries. The increase of 20 cents a day, based on an average of 304 working days, will give an increase of \$1,030.20 in per annum cost.

We recommend the adoption of the attached resolutions approving the \$5 rate, and requesting the Commissioner of Docks to provide for the increase to December 31, 1913. Respectfully.

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen, Committee on Salaries and Grades.

## The following resolution was offered:

Resolved, That, pursuant to the provisions of section 56 of the Greater New York Charter, the Board of Estimate and Apportionment recommends to the Board of Aldermen the establishment in the Department of Docks and Ferries of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Diem.	Number of Incumbents.
Carpenter .....	\$5 00	Unlimited.

Which was adopted by the following vote:

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

## The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby requests the Commissioner of Docks to provide for the compensation of Carpenters in the Department of Docks and Ferries at the rate of five dollars (\$5) per day.

Which was adopted by the following vote:

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

## The Secretary presented:

Department of Education—Establishment of Grade of Position of Chemist (Cal. No. 23).

Report of the Committee on Salaries and Grades recommending that the request of the Board of Education for the establishment of the grade of position of Chemist, at \$1,400 per annum, for 1 incumbent, be referred to the Committee on Standardization of Salaries and Grades.

(On January 30, 1913, the above request was referred to said Committee.)

City Magistrates' Courts, First and Second Divisions—Establishment of Grades of Position of Probation Officer (Cal. No. 24).

Report of the Committee on Salaries and Grades recommending that the requests of the Chief City Magistrates of the First and Second Divisions for the establishment in the City Magistrates' Courts of grades of position for Probation Officer from \$1,200 to \$1,800 per annum inclusive, be referred to the Committee on Standardization of Salaries and Grades.

(On January 23, 1913, the above requests were referred to said Committee.)

Which were referred to the Committee on Standardization of Salaries and Grades, consisting of the Comptroller, the President of the Borough of Manhattan and the President of the Borough of Brooklyn.

The Secretary was directed to transmit copies of reports of the Committee on Salaries and Grades to the Board of Education and to the Chief City Magistrates, First and Second divisions.

Fire Department—Establishment of Grade of Position of Special Investigator (Cal. No. 25).

(On January 23, 1913, this matter was referred to the Committee on Salaries and Grades.)

## The Secretary presented the following:

Fire Department of The City of New York, Office of the Commissioner, January 17, 1913.

Hon. WILLIAM J. GAYNOR, Mayor and Chairman, Board of Estimate and Apportionment:

Sir—Pursuant to the provisions of section 56 of the Greater New York Charter, I have the honor to request that the Board of Estimate and Apportionment recommend to the Board of Aldermen the establishment in this department of the position of Special Investigator for three incumbents, one at the rate of \$2,000, and two at the rate of \$1,500 each per annum.

There is urgent and pressing need of these positions in connection with the task of the Bureau of Fire Prevention in ferreting out and bringing to justice the instigators and perpetrators of the numerous fires of incendiary origin which jeopardize the lives of tenement and flat dwellers in various sections of this city and which bear on the surface strong indications of being the crimes of the members of shrewd and well-organized bands of workers in this particular field of iniquity.

The department has had a considerable measure of success in its efforts to stamp out this detestable crime, forty convictions having been had during the past year; and I am confident that its powers for good in this direction would be markedly enhanced as the result of the additions to its force which the establishment of the three new positions would enable it to make.

Early and favorable action in this matter is therefore earnestly requested.

Respectfully, JOSEPH JOHNSON, Fire Commissioner.

The City of New York, Department of Finance, Comptroller's Office, January 30, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On January 17, 1913, the Fire Commissioner requested the establishment, in accordance with the provisions of section 56 of the Greater New York Charter, of the grade of position of Special Investigator for three incumbents. In connection therewith we report as follows:

It is proposed to establish the grade for one incumbent at \$2,000 and two at \$1,500 each, to be employed in the Bureau of Fire Prevention. In the departmental estimate for 1913 request was made for \$5,000 for secret service and \$3,000 for confidential service. These items were to provide for work similar to that proposed for the requested positions. After due consideration, the Budget Committee disapproved the items and no provision was included in the 1913 Budget.

We recommend, therefore, that the present request be not approved. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen, Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby *disapproves* of the request of the Fire Commissioner, as set forth in a communication dated January 17, 1913, for the establishment of the position of Special Investigator at the rate of two thousand dollars (\$2,000) per annum for one incumbent, and at the rate of fifteen hundred dollars (\$1,500) per annum for two incumbents.

Which was adopted by the following vote:

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

The Secretary was directed to transmit a copy of said report to the Fire Commissioner.

Court of Special Sessions—Establishment of Grades of Position of Probation Officer (Cal. No. 26).

## The Secretary presented:

Report of the Committee on Salaries and Grades recommending that the request of the Chief Clerk, Court of Special Sessions, for the establishment in the Court of Special Sessions of grades of position for Probation Officer, from \$1,200 to \$1,800 per annum, inclusive, be referred to the Committee on Standardization of Salaries and Grades.

(On January 9, 1913, the above request was referred to said committee.)

Which was referred to the Committee on Standardization of Salaries and Grades, consisting of the Comptroller, the President of the Borough of Manhattan and the President of the Borough of Brooklyn.

The Secretary was directed to transmit a copy of the report of the Committee on Salaries and Grades to the Chief Clerk, Court of Special Sessions.

President, Borough of Manhattan—Abolishment of Positions (Cal. No. 27).

(On January 30, 1913, this matter was referred to the Committee on Salaries and Grades.)

The Secretary presented the following:

City of New York, Office of the President of the Borough of Manhattan, City Hall, January 20, 1913.

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

Dear Sir—On November 16, 1909, the Board of Aldermen, acting upon a recommendation of the Board of Estimate and Apportionment, adopted a resolution estab-

lishing the following salary grades and positions under the jurisdiction of the President of the Borough of Manhattan:

Incumbents. Per Annum.		
Stationary Engineer in Charge of Hall of Records .....	1	\$2,100 00
Stationary Engineer in Charge of Criminal Court Building ..	1	2,000 00
Stationary Engineer in Charge of County Court House .....	1	2,000 00

These grades at the present time are not in use, as it has been found inadvisable to assign an engineer permanently in charge of any building. They have, however, been used as the basis of several damage suits against the City by engineers who have been assigned from time to time to the buildings mentioned at lower rates of pay than those mentioned in the resolution. The City has already lost two of these suits, and in order that it may be protected from further loss in this way, it is recommended that the grades be abolished. Very truly yours,

E. V. FROTHINGHAM, Acting President, Borough of Manhattan.  
City of New York, Department of Finance, Comptroller's Office, January 30, 1913.

To the Board of Estimate and Apportionment:  
Gentlemen—On January 20, 1913, the President of the Borough of Manhattan requested that the following grades of position in his office be abolished:

Title.	Rate Per Annum.	Number of Incum- bents.
Stationary Engineer in charge of Hall of Records.....	\$2,100 00	1
Stationary Engineer in charge of Criminal Court Building....	2,000 00	1
Stationary Engineer in charge of County Court House.....	2,000 00	1

At present the grades are vacant, it having been found inadvisable to assign an engineer permanently in charge of any building. At different times, however, Engineers, receiving lower rates than the compensation of these grades, have been assigned to the buildings mentioned in the titles, and the existence of the grades has resulted in several damage suits against the City. Therefore, to protect the City against further damage suits, the President proposes that the grades be abolished.

We recommend the adoption of the attached resolution approving the request. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen, Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen the abolition in the office of the President of the Borough of Manhattan of the following grades of positions:

Title.	Rate Per Annum.	Number of Incum- bents.
Stationary Engineer in charge of Hall of Records.....	\$2,100 00	1
Stationary Engineer in charge of Criminal Court Building....	2,000 00	1
Stationary Engineer in charge of County Court House.....	2,000 00	1

Which was adopted by the following vote:

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

Department of Education—Establishment of Grade of Position of Automobile Engineer and Mechanic (Cal. No. 28).

(On January 30, 1913, this matter was referred to the Committee on Salaries and Grades.)

The Secretary presented the following:

Resolved, That the Board of Estimate and Apportionment be and it is hereby respectfully requested to recommend to the Board of Aldermen that the position of Automobile Engineer and Mechanic, with salary at the rate of \$1,200 per annum, for one incumbent, be established for the Department of Education, in addition to the grades now existing.

A true copy of resolution adopted by the Board of Education on January 22, 1913.

A. E. PALMER, Secretary, Board of Education.  
City of New York, Department of Finance, Comptroller's Office, January 30, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On January 22, 1913, the Board of Education requested the establishment, pursuant to the provisions of section 56 of the Greater New York Charter, of the grade of position of Automobile Engineer and Mechanic, at \$1,200 per annum, for one incumbent. In connection therewith we report as follows:

It is stated that the new grade is requested for the purpose of increasing the salary of Chester M. Archer from \$1,050 to \$1,200 per annum. An increase for the incumbent was requested in the 1913 departmental estimate, but was disapproved in the Budget. For that reason we recommend that the present request be not approved.

Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen, Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby *disapproves* of the request of the Board of Education, as set forth in a resolution adopted by said Board January 22, 1913, for the establishment of the grade of position of Automobile Engineer and Mechanic, with salary at the rate of twelve hundred dollars (\$1,200) per annum, for one incumbent.

Which was adopted by the following vote:

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

The Secretary was directed to transmit a copy of the report of the Committee on Salaries and Grades to the Board of Education.

Establishment of Grade of Position of Steam Roller Engineer, at \$4.75 Per Diem, in All City Departments, Etc. (Cal. No. 29).

The Secretary presented:

Report of the Committee on Salaries and Grades recommending the establishment in City Departments of the grade of position of Steam Roller Engineer, at \$4.75 per diem, for an unlimited number of incumbents, and further recommending that the heads of City Departments employing Steam Roller Engineers be requested to provide for the compensation of such employees at the above rate, either by a transfer of funds or by the issue of special revenue bonds.

(In a communication to the Comptroller, dated November 16, 1912, the Business Representatives of Local Union No. 184, International Union of Steam Engineers, stated that the prevailing rate of wages, viz., \$4.75 per diem, was not paid in City Departments employing Steam Roller Engineers.)

Which was laid over one week—February 20, 1913.

Department of Education—Establishment of Grade of Position of Expert Accountant (Cal. No. 30).

(On January 9, 1913, this matter was referred to the Committee on Salaries and Grades.)

The Secretary presented the following:

Resolved, That the Board of Estimate and Apportionment be and it is hereby respectfully requested to recommend to the Board of Aldermen the establishment of the position or grade of Expert Accountant in the Bureau of Supplies, Department of Education, for one incumbent, with compensation at the rate of \$4,000 per annum.

A true copy of resolution adopted by the Board of Education on December 26, 1912.

A. E. PALMER, Secretary, Board of Education.

City of New York, Department of Finance, Bureau of Municipal Investigation and Statistics, January 15, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On December 26, 1912, the Board of Education requested the establishment, pursuant to the provisions of section 56 of the Greater New York Charter,

of the grade of position of Expert Accountant, at \$4,000 per annum, for one incumbent, in the Bureau of Supplies. In connection therewith we report as follows:

The new grade of Expert Accountant, at \$4,000 per annum, in the Bureau of Supplies, was included in the Budget for 1913, as adopted by the Board of Estimate and Apportionment. It was cut out by the Board of Aldermen, and not restored by the Mayor, although the Budget Committee requested him to veto its elimination.

In view of these facts we recommend that the request be not approved.

Respectfully, WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby *disapproves* of the request of the Board of Education, as set forth in a resolution adopted by said Board December 26, 1912, for the establishment of the grade of position of Expert Accountant, with compensation at the rate of four thousand dollars (\$4,000) per annum, for one incumbent.

Which was adopted by the following vote:

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

The Secretary was directed to transmit a copy of the report of the Committee on Salaries and Grades to the Board of Education.

*Department of Parks, Borough of Queens—Compensation of Head Gardeners and Gardeners (Cal. No. 31).*

The Secretary presented:

Report of the Committee on Salaries and Grades, referring to the protest of the Homestead Civic Association of Woodhaven, Borough of Queens, against decreases in the 1913 Budget in the compensation for Head Gardeners and Gardeners in the Park Department, Borough of Queens, and alleging discrimination in comparison with the compensation paid in the other Boroughs, and recommending that a copy of this report be sent to said association for its information, to prove that no discrimination exists.

(On January 9, 1913, the above protest was referred to said Committee.)

Which was ordered filed, and the Secretary directed to transmit a copy of the report of the Committee on Salaries and Grades to the said Association.

*College of The City of New York—Issues of Corporate Stock (Cal. No. 32).*

(On May 9, 1912, and January 23, 1913, this matter was referred to the Corporate Stock Budget Committee.)

The Secretary presented the following:

The College of The City of New York, Office of the Board of Trustees, St. Nicholas Terrace and 139th Street, January 14, 1913.

JOSEPH HAAG, Esq., Secretary, the Board of Estimate and Apportionment, The City of New York:

Dear Sir—There is at present a balance of about \$19,804.17 in the Corporate Stock account (C. C. N.—1) of the College of The City of New York. There are claims of the Architect, George B. Post, in course of settlement, amounting to \$4,467.42, for services rendered in connection with the construction of the college buildings, which are chargeable to this account. After reserving the amount of the Architect's claims there remains an unencumbered balance of \$15,336.75. Application is herewith made to the Board of Estimate and Apportionment for permission to use this unencumbered balance for the following purposes:

1. Equipment of a Laboratory for Courses in Psychology.....	\$5,000 00
(1) for demonstration purposes in connection with the introductory course in psychology; (2) for experiment purposes in connection with an elective course following the introductory course, and for such other advanced courses as it may be deemed wise to offer. At the present day no institution of high standing offers the subject of psychology without laboratory facilities. It is the consensus of opinion among modern psychologists that such a laboratory is most desirable, if not indispensable.	
2. One engine and generator, including installation and construction of foundations, also including fees of Consulting Engineer.....	8,500 00

The unit which it is proposed to install is about one-half the capacity of our present generators and is intended for use during evening college sessions and during the summer when the electrical requirements are at a minimum. The installation of a smaller unit will effect a saving in fuel as well as relieve the pressure of wear and tear on the larger generators at a time when the loads are below the normal requirements.

Total..... \$13,500 00

It is requested that the balance of the corporate stock account, after providing for the above-mentioned items, be reserved for additional improvements, for which application will be shortly made. Yours truly,

LEE KOHNS, Chairman, Finance Committee of the Board of Trustees of the College of The City of New York.

City of New York, Department of Finance, Comptroller's Office, January 30, 1913.

*To the Board of Estimate and Apportionment:*

Gentlemen—On January 14, 1913, the College of The City of New York requested permission to apply \$13,500 unencumbered balance of the original authorization for a new site and buildings for the college, to the equipment of three psychological laboratories and the installation of one engine and generator. In connection therewith we report as follows:

This is a repetition of requests previously submitted under dates of December 18, 1911; and May 3, 1912, pursuant to the resolution of your Board on November 16, 1911, requesting a statement of the corporate stock requirements of all City departments for the year 1912. The unencumbered balance in the last of the original authorizations for a new site and buildings for the college (January 13, 1905), exclusive of certain claims now in course of adjustment, is estimated at \$15,336.75.

The college has not as yet been equipped with laboratories for experimental work in psychology, and consequently courses in such work cannot be given because of the lack of proper facilities. Such equipment has come to be regarded as a necessity by the leading colleges and universities of the country, especially in connection with the practical application of the science of psychology to the art of teaching children. It is proposed to install three laboratories, at an aggregate cost of \$5,000, to be under the direction of the departments of philosophy, education and political science, respectively; the first to be a general psychological laboratory, the second an educational clinic, and the third a statistical laboratory.

During the evening session of the college and during the summer vacation the amount of electricity required for lighting the premises, etc., is considerably less than the capacity of the present generators. It is therefore proposed, in order to save fuel, to install an engine and generator having about one-half the capacity, at an estimated cost of \$8,500.

We recommend that the request be approved by the adoption of the attached resolutions for the rescindment of \$13,500 on the original authorization and for a new authorization in the same amount. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; GEORGE McANENY, President, Borough of Manhattan, Corporate Stock Budget Committee.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment on June 3, 1910, as follows:

"Resolved, That the following resolution adopted by the Board of Estimate and Apportionment at a meeting held January 13, 1905, which reads as follows:

"Resolved, That, pursuant to the provisions of chapter 168 of the Laws of 1895, as amended by chapter 608 of the Laws of 1896 and chapter 433 of the Laws of 1897, and sections 169 and 170 of the Greater New York Charter, the Board of Estimate and Apportionment hereby approves of an additional appropriation of two million fifty-eight thousand and nine hundred and thirty-one dollars and thirty-nine cents (\$2,058,931.39), and hereby authorizes the issue of corporate stock to the amount of two million fifty-eight thousand nine hundred and thirty-one dollars and thirty-nine cents (\$2,058,931.39) to provide means for

the completion of the new buildings of the College of The City of New York, in the Borough of Manhattan, the furnishing of said buildings, the grading, putting in order and properly planting the grounds, and for the removal of the college from its present site, and the Comptroller is hereby authorized to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding two million fifty-eight thousand nine hundred and thirty-one dollars and thirty-nine cents (\$2,058,931.39), the proceeds whereof to be applied to the purposes aforesaid,"

—be and hereby is amended to read as follows:

"Resolved, That, pursuant to the provisions of chapter 168 of the Laws of 1895, as amended by chapter 608 of the Laws of 1896 and chapter 433 of the Laws of 1897 and sections 169 and 170 of the Greater New York Charter, the Board of Estimate and Apportionment hereby approves of an additional appropriation of two million forty-five thousand four hundred and fifty-five dollars and eighty cents (\$2,045,455.80), and hereby authorizes the issue of corporate stock to the amount of two million forty-five thousand four hundred and fifty-five dollars and eighty cents (\$2,045,455.80), to provide means for the completion of the new buildings of the College of The City of New York, in the Borough of Manhattan, the furnishing of said buildings, the grading, putting in order and proper planting of the grounds, and for the removal of the college from its present site, and the Comptroller is hereby authorized to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding two million forty-five thousand four hundred and fifty-five dollars and eighty cents (\$2,045,455.80), the proceeds whereof to be applied to the purposes aforesaid."

—be amended to make the amount read two million thirty-one thousand nine hundred and fifty-five dollars and eighty cents (\$2,031,955.80).

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment hereby approves of the issue of corporate stock of The City of New York to an amount not exceeding five thousand dollars (\$5,000) to provide means for the equipment of psychological laboratories in the College of The City of New York, St. Nicholas terrace and 139th street, Borough of Manhattan, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller be and is hereby authorized to issue said corporate stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, the proceeds thereof to the amount of the par value of the stock to be applied to the purposes aforesaid.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment hereby approves of the issue of corporate stock of The City of New York to an amount not exceeding eight thousand five hundred dollars (\$8,500) to provide means for the installation of one engine and generator and the necessary expenses in connection therewith in the College of The City of New York, St. Nicholas terrace and 139th street, Borough of Manhattan, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller be and is hereby authorized to issue said corporate stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, the proceeds thereof to the amount of the par value of the stock to be applied to the purposes aforesaid.

Which was adopted by the following vote:

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

*Department of Parks, Boroughs of Manhattan and Richmond—Issue of \$500,000 Corporate Stock (Cal. No. 33).*

(On January 16, 1913, this matter was referred to the Corporate Stock Budget Committee.)

The Secretary presented the following:

The City of New York, Department of Parks, Boroughs of Manhattan and Richmond, Arsenal, Central Park, January 11, 1913.

*Honorable Board of Estimate and Apportionment, 277 Broadway, City:*  
Gentlemen—Pursuant to a communication received from the Trustee of the Metropolitan Museum of Art, I respectfully request that the resolution adopted by your Board under date of March 14, 1912, amending a resolution adopted December 14, 1906, which reads as follows:

"Resolved, That the resolution adopted by the Board of Estimate and Apportionment on December 14, 1906, as follows:

"Resolved, That pursuant to the provisions of chapter 108 of the Laws of 1904, as amended by chapter 27 of the Laws of 1905, the Board of Estimate and Apportionment hereby authorizes the Comptroller to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding five hundred thousand dollars (\$500,000), to provide for the construction of an extension of the building in Central Park occupied by the Metropolitan Museum of Art,"

—be amended to read as follows:

"Resolved, That pursuant to the provisions of chapter 108 of the Laws of 1904, as amended by chapter 27 of the Laws of 1905, the Board of Estimate and Apportionment hereby authorizes the Comptroller to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding five hundred thousand dollars (\$500,000), to provide means for the construction of an extension of the building in Central Park occupied by the Metropolitan Museum of Art, *including the construction and equipment of a carpenter shop,*"

—be further amended to include the words "and construction of a service roadway."

The estimated cost of this roadway is figured by the Engineers as \$10,388, while the unencumbered balance in the account "C. D. P.—62" is \$18,954.78. I have been informed by the Directors of the Museum, and the Architects having the building under their supervision, that it was originally intended that this roadway and the approaches to the building were to be included in the appropriation, but I think it advisable, in view of the fact that the purposes mentioned in the resolution do not specify the roadway, that the resolution should be amended to include same. The service road will enter the Museum grounds opposite 84th street and 5th avenue, running west parallel with the north wing of the new 5th avenue extension, known as Wing H, and then southerly down to the service entrance. The road will be a permanent construction, as the plans for additional wings will be built to the north. The resolution as amended will read as follows:

"Resolved, That the resolution adopted by the Board of Estimate and Apportionment on December 14, 1906, as follows:

"Resolved, That, pursuant to the provisions of chapter 108 of the Laws of 1904, as amended by chapter 27 of the Laws of 1905, the Board of Estimate and Apportionment hereby authorizes the Comptroller to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding five hundred thousand dollars (\$500,000), to provide for the construction of an extension of the building in Central Park occupied by the Metropolitan Museum of Art,"

—be amended to read as follows:

"Resolved, That, pursuant to the provisions of chapter 108 of the Laws of 1904, as amended by chapter 27 of the Laws of 1905, the Board of Estimate and Apportionment hereby authorizes the Comptroller to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding five hundred thousand dollars (\$500,000), to provide means for the construction of an extension of the building in Central Park occupied by the Metropolitan Museum of Art, *including the construction and equipment of a carpenter shop,*"

struction and equipment of a carpenter shop, and the construction of a service roadway."

Your immediate action upon the matter will be appreciated. Very truly yours,  
CHAS. B. STOVER, Commissioner of Parks, Boroughs of Manhattan and Richmond.

City of New York, Department of Finance, Comptroller's Office, January 24, 1913.

*To the Board of Estimate and Apportionment:*

Gentlemen—On January 11, 1913, the Commissioner of Parks, Boroughs of Manhattan and Richmond, requested amendment of a resolution authorizing corporate stock to the amount of \$500,000, to provide means for the construction of an extension of the building in Central Park occupied by the Metropolitan Museum of Art, including the construction and equipment of a carpenter shop. In connection therewith we report as follows:

The proposed amendment is to include the construction of a service roadway. The road is to be permanent, and is to run from 5th avenue around to rear of buildings. Its cost is estimated at \$10,388, and there is an unencumbered balance of \$18,954.78 in the account. The Directors of the Museum state that it was originally intended to include the roadway in the appropriation.

We recommend the adoption of the attached resolution approving the request.

Respectfully, WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; GEORGE McANENY, President, Borough of Manhattan, Corporate Stock Budget Committee.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment on March 14, 1912, as follows:

"Resolved, That the resolution adopted by the Board of Estimate and Apportionment on December 14, 1906, as follows:

"Resolved, That, pursuant to the provisions of chapter 108 of the Laws of 1904, as amended by chapter 27 of the Laws of 1905, the Board of Estimate and Apportionment hereby authorizes the Comptroller to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding five hundred thousand dollars (\$500,000), to provide for the construction of an extension of the building in Central Park occupied by the Metropolitan Museum of Art,"

—be amended to read as follows:

"Resolved, That, pursuant to the provisions of chapter 108 of the Laws of 1904, as amended by chapter 27 of the Laws of 1905, the Board of Estimate and Apportionment hereby authorizes the Comptroller to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding five hundred thousand dollars (\$500,000), to provide means for the construction of an extension of the building in Central Park occupied by the Metropolitan Museum of Art, including the construction and equipment of a carpenter shop,"

—be amended to read as follows:

Resolved, That, pursuant to the provisions of chapter 108 of the Laws of 1904, as amended by chapter 27 of the Laws of 1905, the Board of Estimate and Apportionment hereby authorizes the Comptroller to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding five hundred thousand dollars (\$500,000), to provide means for the construction of an extension of the building in Central Park occupied by the Metropolitan Museum of Art, including the construction and equipment of a carpenter shop and the construction of a service roadway.

Which was adopted by the following vote:

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

*Department of Water Supply, Gas and Electricity—Issue of \$8,913.81 Corporate Stock (Cal. No. 34).*

(On September 19, 1912, this matter was referred to the Corporate Stock Budget Committee.)

The Secretary presented the following:

Department of Water Supply, Gas and Electricity, Commissioner's Office, 13-21 Park row, City of New York, August 27, 1912.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, 277 Broadway, Manhattan:

Dear Sir—About three years ago this department procured from the Board of Water Supply the use of stove pipe well equipment and a quantity of material used in well work. At that time the department had under consideration the sinking of a large number of wells in the Boroughs of Brooklyn and Queens and in Nassau County. In transferring the equipment and supplies, it was understood and agreed by both departments that payment would be made for the use of the well driving apparatus and any supplies or material which the department might require. The value of the equipment, supplies, etc., as estimated by the Board of Water Supply, was \$14,292.63.

Use was made of this machinery wherever possible, and some months ago formal notice was sent to the Board of Water Supply that this department was ready to return same. It was suggested that an inspection of this equipment be made and that other items charged in the bill be checked off, so as to avoid any future controversy or dispute regarding the apparatus and material. As a result of this conference the Board of Water Supply has agreed to accept \$11,701.90 in full payment for the use of the stove pipe rig, tools, materials, etc., and the return of this equipment to some location to be selected by the Board of Water Supply, where it will be sold at public auction.

This department has but \$2,788.09 available to pay off this account. Many urgent demands have been made on this department by the Board of Water Supply for the adjustment of this matter.

I would, therefore, request that corporate stock in the sum of \$8,913.81 be issued for the payment for supplies and material used in connection with the well driving equipment. Yours truly, HENRY S. THOMPSON, Commissioner.

City of New York, Department of Finance, Bureau of Municipal Investigation and Statistics, January 21, 1913.

*To the Board of Estimate and Apportionment:*

Gentlemen—On August 27, 1912, the Commissioner of Water Supply, Gas and Electricity requested corporate stock in the sum of \$8,913.81, for payment of stove pipe well equipment, supplies and materials used in connection with well driving work. In connection therewith we report as follows:

About three years ago the Department of Water Supply, Gas and Electricity procured from the Board of Water Supply the use of stove pipe well equipment and a quantity of material used in well work. At that time the department had under consideration the sinking of a large number of wells in the Boroughs of Brooklyn and Queens and in Nassau County. It is stated by the Commissioner of Water Supply, Gas and Electricity that in transferring the equipment and supplies it was understood and agreed that payment would be made for the use of the well driving apparatus and any supplies or materials which his department might require. The value of the equipment, supplies, etc., as estimated by the Board of Water Supply, was \$14,292.63.

The Commissioner states that use of this machinery was made wherever possible, and some months ago formal notice was sent to the Board of Water Supply that the Department of Water Supply, Gas and Electricity was ready to return the same; it was also suggested that an inspection of the equipment be made and that other items charged in the bill of the Board be checked off, so as to avoid any future controversy or dispute regarding the apparatus and material.

As a result of this the Board of Water Supply has agreed to accept \$11,701.90 in full payment for the use of the equipment, materials, etc., and the return of the equipment to some location to be selected by the Board of Water Supply, where it will be sold at public auction.

The department has only \$2,788.09 available to pay off this account.

In our opinion the request is unnecessary, since the Board of Water Supply apparently surrendered property for which it had and now has no further use. The property therefore should have been transferred through the Sinking Fund Commission to the Department of Water Supply, Gas and Electricity for its use. To return it to the Board of Water Supply merely for the purpose of sale would be unbusiness-like, as would the issuing of corporate stock to pay for its use.

We recommend, therefore, that the request be not approved. Respectfully, WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; GEORGE McANENY, President, Borough of Manhattan, Corporate Stock Budget Committee.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby *disapproves* of the request of the Commissioner of Water Supply, Gas and Electricity, as set forth in a communication dated August 27, 1912, for an issue of eight thousand nine hundred and thirteen dollars and eighty-one cents (\$8,913.81) corporate stock to provide for supplies and materials used in connection with the well driving equipment procured from the Board of Water Supply.

Which was adopted by the following vote:

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

The Secretary was directed to transmit a copy of the report of the Corporate Stock Budget Committee to the Commissioner of Water Supply, Gas and Electricity.

*Fire Department—Selection of Fire Site in The Bronx (Cal. No. 35).*

(On January 9, 1913, this matter was referred to the Corporate Stock Budget Committee.)

The Secretary presented the following:

Fire Department of The City of New York, Office of the Commissioner, January 4, 1913.

Hon. WILLIAM J. GAYNOR, Mayor and Chairman, Board of Estimate and Apportionment:

Sir—At my request the Board of Estimate and Apportionment, at meeting held July 17, 1911, adopted a resolution providing for a corporate stock issue of \$50,000, to place at the disposal of this Department funds for the erection of a fireproof building for use as a fire alarm telegraph central station for the Borough of The Bronx, in the vicinity of St. Ann's avenue, Rose street and Germain place, in that Borough. This resolution was concurred in July 25, 1911, by the Board of Aldermen, and became effective. Subsequently it was amended by describing the site as follows: "In Crotona Park, on the northerly side of East 175th street, between Fulton and Arthur avenues."

The choice of a location in Crotona Park has aroused a strong measure of opposition in The Bronx among those who consider it would be inadvisable to select a site in this particular park for the purpose, but who nevertheless recognize the great advantage to the security of life and property which would inure from erecting a building of this character in public park space where it would remain indefinitely separate and apart from other buildings, thereby practically ensuring it from destruction by fire or other cause, with all the disastrous consequences that might follow the placing out of commission, even temporarily, of the fire alarm telegraph system of that Borough.

I have, therefore, the honor to request that the resolution be further amended as regards the site by selecting therefor a situation in the extreme southeasterly corner of New York Zoological Park, fronting on East 180th street. This point would be more central than the proposed Crotona Park location and would be in accord with prevailing public sentiment in The Bronx as to the most fitting site on which to erect a building for use as a fire alarm central station. Respectfully,

JOSEPH JOHNSON, Fire Commissioner.

City of New York, Department of Finance, Comptroller's Office, January 24, 1913.

*To the Board of Estimate and Apportionment:*

Gentlemen—On January 4, 1913, the Fire Commissioner requested that an authorization of \$50,000 in corporate stock for the erection of a fireproof building for a fire alarm telegraph station be amended to locate the structure in the extreme southeasterly corner of New York Zoological Park, fronting on East 180th street, Borough of The Bronx. In connection therewith we report as follows:

On July 17, 1911, the Board of Estimate and Apportionment, and on July 25, 1911, the Board of Aldermen authorized the \$50,000 for the erection of the building, on a site in the vicinity of St. Ann's avenue, Rose street and Germain place. It was found that this site was not desirable for the purpose, and amendment was made for a site "In Crotona Park, on the northerly side of East 175th street, between Fulton and Arthur avenues." The Fire Commissioner states that the selection of that site has met with considerable opposition, and, therefore, he proposes the new site, in the extreme southeasterly corner of New York Zoological Park, fronting on East 180th street. He further states that this site is more central than the Crotona Park site, and is approved by the civic associations which opposed the location of this building in Crotona Park.

Permission has been obtained from the Commissioner of Parks, Borough of The Bronx, for the use of the site. The United Civic Societies of the Borough of The Bronx have approved its selection, and formal consent also has been obtained from the New York Zoological Society, which has possession of the park under a fee lease from the City.

We recommend that the request be approved by the adoption of the attached resolution. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; GEORGE McANENY, President, Borough of Manhattan, Corporate Stock Budget Committee.

The following resolution was offered:

Resolved, That, subject to the concurrence herewith by the Board of Aldermen, the resolution adopted by the Board of Estimate and Apportionment on July 15, 1912, and which became operative without action having been taken by the Board of Aldermen, as follows:

"Resolved, That, subject to the concurrence herewith by the Board of Aldermen, the resolution adopted by the Board of Estimate and Apportionment July 17, 1911, and approved by the Board of Aldermen July 25, 1911, which reads as follows:

"Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment hereby approves of the issue of corporate stock of The City of New York to an amount not exceeding fifty thousand dollars (\$50,000), to provide means for the erection of a new fireproof building on part of a site located in the vicinity of St. Ann's avenue, Rose street and Germain place, for the use of the Fire Department of The City of New York, for a fire alarm telegraph central office, Borough of The Bronx, and that when authority therefor shall have been obtained from the Board of Aldermen the Comptroller be and is hereby authorized to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, the proceeds thereof to the amount of the par value of the stock to be applied to the purposes aforesaid."

"—be amended by describing the site as follows: 'In Crotona Park on the northerly side of East 175th street, between Fulton and Arthur avenues.'

—be amended by describing the site as follows: "In the extreme southeasterly corner of New York Zoological Park, fronting on East 180th street."

Which was adopted by the following vote:

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

*Department of Parks, Borough of Queens—Issue of \$30,000 Corporate Stock (Cal. No. 36).*

The Secretary presented:

Report of the Corporate Stock Budget Committee, recommending that the request of the Commissioner of Parks, Borough of Queens, for the issue of \$30,000 corporate stock for the construction of a wagon shed, etc., in Forest Park, Borough of Queens, be disapproved, as there does not appear to be any urgency for this appropriation.

(On January 23, 1913, the above request was referred to said Committee.)

Communication from the Commissioner of Parks, Borough of Queens, withdrawing the above request.

Which report was ordered filed and the Secretary directed to return the request to the Commissioner of Parks, Borough of Queens.

## Police Department; Fire Department—Issue of Corporate Stock (Cal. No. 37).

The Secretary presented:

Resolution of the Board of Aldermen, requesting the Board to authorize the issue of corporate stock to provide for the erection of a Police station house and a new Fire Department building on the site owned by the City on Bedford avenue, between Filmore street and Metropolitan avenue, Brooklyn.

Which was referred to the Corporate Stock Budget Committee, consisting of the Comptroller, the President, Board of Aldermen, and the President of the Borough of Manhattan.

## Department of Docks and Ferries—Plans for Freight Terminal Facilities and Equipment Thereof, Along South Brooklyn Water-front (Cal. No. 38).

The Secretary presented the following, which was ordered printed in the minutes and filed, and the Secretary was directed to transmit a copy thereof to the Commissioner of Docks:

Board of Estimate and Apportionment, City of New York, February 10, 1913.

## To the Honorable the Board of Estimate and Apportionment:

Gentlemen—On December 19, 1912, the Board of Estimate and Apportionment adopted a resolution authorizing the Commissioner of Docks, pursuant to the provisions of chapter 776 of the Laws of 1911, known as the New York City Freight Terminals Act, to adopt a plan for terminal facilities and equipment thereof and therefor, along the South Brooklyn waterfront. Subsequent to the adoption of this resolution, and on the invitation of the Chairman of the Committee on Terminal Improvements, a conference of representatives of the various trunk line railroad companies which would naturally use the terminal railroad, was held at the New York Chamber of Commerce, and a committee was appointed to consider plans for operation. This committee has been in conference with the Commissioner of Docks as to the general plan, with the object that the plan finally adopted might be entirely feasible and one which the several companies could advantageously use. This conference, in which a representative of the chairman of the committee and the Chief Engineer of the Board joined, has resulted in certain minor modifications, and a new plan, in which these modifications were incorporated, was presented to the Board by the Commissioner of Docks on January 30, 1913, when a resolution was adopted fixing February 20, 1913, as the date for a hearing on the modified plan, which was at the same time referred to the Committee on Terminal Improvements.

The general plan remains as approved by the Board on December 19, 1912, but the line of the railroad has been changed from Beard street to Van Dyke street, at the request of the committee representing the railroads, in order to facilitate access to the transfer bridges at the foot of Conover street. The area required for these transfer bridges has been somewhat enlarged, and provision has been made for additional transfer bridges at the northerly end of the line near Fulton Ferry. The large yard, or "terminal way and terminal station," at Red Hook Point has been slightly modified, and an additional terminal station has been laid out in the block between 1st and 2d avenues, 59th and 60th streets.

At the suggestion of the Corporation Counsel there have been added to the plan details showing the precise location of all of the property which it would be necessary to acquire to carry out the plan, and the new resolution herewith submitted describes all of this property with sufficient precision to form the basis of proceedings to acquire title.

Your committee submits herewith a resolution which rescinds the resolution adopted on December 19, 1912. The resolution herewith submitted also authorizes the Commissioner of Docks to adopt the plan dated January 30, 1913, and describes the terminal ways and terminal stations, and the transfer bridges, and also defines by metes and bounds the land and land under water which it will be necessary to acquire to carry out the plan. The resolution further authorizes the Commissioner of Docks to amplify the plan "by the incorporation thereon of such additional specific details as may be necessary to carry it into effect, upon submission of such specific details to the Board and its approval thereof by resolution, without the necessity of further notice or an advertised public hearing."

The resolution has received the specific approval of the Corporation Counsel.

Respectfully submitted, JOHN PURROY MITCHEL, President, Board of Aldermen; WM. A. PRENDERGAST, Comptroller; GEO. MCANENY, President, Borough of Manhattan; ALFRED E. STEERS, President, Borough of Brooklyn; NELSON P. LEWIS, Chief Engineer, Board of Estimate and Apportionment.

Resolved, That the Board of Estimate and Apportionment hereby fixes the hour of 10:30 o'clock in the forenoon on Thursday, the 13th day of March, 1913, in room 16 of the City Hall, Borough of Manhattan, City of New York, as the time and place for a public hearing in the matter of the application of the Commissioner of Docks to the Board of Estimate and Apportionment to have said Board certify the plan for terminal facilities and equipment thereof and therefor, which plan is dated January 30, 1913, and was heretofore duly adopted by the Commissioner of Docks on February 20, 1913, under authority of a resolution of the Board of Estimate and Apportionment adopted February 20, 1913, in pursuance of section 3, of chapter 776 of the Laws of 1911.

The said plan is for the construction of terminal facilities and equipment thereof and therefor, to be located upon lands and lands under water, situate, lying and being on, adjacent or near to the shores of the East River, Buttermilk Channel, Gowanus Bay and Upper Bay, between the foot of Fulton street and the foot of 66th street, Borough of Brooklyn, City of New York, and more particularly described as follows:

1. A double track terminal freight railway of standard gauge, with the necessary sidings and connections, is to be provided between Fulton street and 66th street, and more particularly described as follows:

Beginning at a point south of and adjoining Fulton street coincident with the present position of the tracks of the New York Dock Company, and running thence southwardly along the said tracks on the property of the New York Dock Company to a point distant about 150 feet south of the southerly line of Joralemon street; thence running southwardly and southeastwardly across the property of the New York Dock Company and other private property to a point in Furman street near its intersection with Atlantic avenue; thence southeastwardly across Furman street and Atlantic avenue and across private property at the southwesterly corner of Atlantic avenue and Columbia street to Columbia street; thence southwardly along the centre line of Columbia street and across private property at the northwesterly corner of Sedgwick street to Sedgwick street; thence westwardly along the centre line of Sedgwick street and across private property at the southeasterly corner of Van Brunt street to Van Brunt street; thence southwardly along the centre line of Van Brunt street and across private property in the block bounded by Hamilton avenue, President street, Van Brunt street and Carroll street to Hamilton avenue about opposite Imlay street; thence southwardly across Hamilton avenue to Imlay street; thence southwardly along the centre line of Imlay street and across private property at the northwesterly corner of Pioneer street to Pioneer street; thence across Pioneer street and across private property at the southeasterly corner of Pioneer street and Conover street to Conover street; thence across Conover street and across private property at the northwesterly corner of Conover street and King street to King street; thence westwardly along the centre line of King street and across private property at the southeasterly corner of Ferris street to Ferris street; thence southwardly along the centre line of Ferris street to Coffey street; thence across private property southwardly and southeastwardly to Van Dyke street; thence eastwardly along the centre line of Van Dyke street to Otsego street; thence still eastwardly across Otsego street and over private property, and curving to the left, to the centre line of Halleck street; thence still eastwardly along the centre line of Halleck street and its prolongation across the Henry street slip to Smith street; thence deflecting slightly to the right, crossing Smith street and passing over private property and across Gowanus Canal and curving to the right to meet the prolongation northwardly of the centre line of 2d avenue, as laid out south of 39th street; thence southwardly along the prolongation northwardly of the centre line of 2d avenue to about 27th street; thence southwardly across private property and the property of The City of New York, curving first to the right and then to the left, to a point near 28th street on a line distant 20 feet westwardly from and parallel with the westerly line of 2d avenue; thence southwestwardly across the property of The City of New York, and along the said line distant 20 feet westwardly from and parallel with the westerly line of 2d avenue to a point between 36th and 37th streets; thence southwardly and southwestwardly across property of The City of New York, curving first to the left and then to the right, to the centre line of 2d avenue at or about 38th street; thence southwestwardly along

the centre line of 2d avenue to a point at or near 65th street; thence southwardly curving to the left and across private property, to a connection with the New York Connecting Railroad.

A branch of the above described line is to be laid out as follows:

Beginning at a point on the aforesaid line distant 20 feet westerly from and parallel with the westerly line of 2d avenue in the block between 36th street and 37th street; thence running southwestwardly, westwardly, and southwestwardly across property of The City of New York and across private property to meet the extension northwardly of the centre line of 1st avenue at or near 38th street; thence southwestwardly across property of The City of New York and across private property, and along the centre line of 1st avenue and the prolongation thereof northwardly to 62d street; thence southwardly and southeastwardly and curving to the left and across private property to 63d street; thence southeastwardly along the centre line of 63d street and curving to the right and crossing private property to the centre line of 2d avenue to meet the line heretofore described in 2d avenue.

The above described lines are to follow the surface excepting from a point at or near Joralemon street to a point near Bowne street, and from a point near 37th street to a point in 1st avenue at or near 41st street; these two sections of the railroad are to be elevated to such extent as may be required to permit of carrying Atlantic avenue and Hamilton avenue, together with all of the intervening streets under it, and also to secure adequate clearance over the existing tracks in and near 28th street and 39th street on the northerly prolongation of 1st avenue.

A connection with the existing tracks of the New York Dock Company is to be provided by a line in Van Brunt street meeting the surface grade in the vicinity of Harrison street; on the line of Pioneer street, and on the line of Conover street and Commercial wharf.

2. Terminal stations are to be laid out to include the block bounded by King street, Conover street, Sullivan street and Ferris street; the block bounded by 1st avenue, 59th street, 2d avenue and 60th street; the area bounded by the southerly line of 28th street prolonged, the westerly line of 2d avenue, the northerly line of 36th street prolonged, and a line distant 400 feet westerly from and parallel with the westerly line of 2d avenue; and also the area bounded by the southerly line of 57th street, the westerly line of 1st avenue, the northerly line of 63d street, and a line distant 500 feet westerly from and parallel with the westerly line of 1st avenue.

3. A terminal way and terminal station is to be laid out to comprise the following:

Beginning at the northeasterly corner of Otsego street and Halleck street, and running thence northwardly along the easterly side of Otsego street to the southerly side of Bay street; thence eastwardly along the southerly side of Bay street to the easterly side of Columbia street; thence northwardly along the easterly side of Columbia street to the southerly side of Creamer street; thence eastwardly along the southerly side of Creamer street to the easterly side of Hicks street; thence northwardly along the easterly side of Hicks street to the southerly side of Bush street; thence eastwardly along the southerly side of Bush street to the easterly side of Henry street; thence northwardly along the easterly side of Henry street to the southerly side of West 9th street; thence eastwardly along the southerly side of West 9th street to the westerly side of Clinton street; thence southwardly along the westerly side of Clinton street to the southerly side of Creamer street; thence eastwardly along the southerly side of Creamer street to the westerly side of Court street; thence southwardly along the westerly side of Court street to the southerly side of Halleck street; thence westwardly along the southerly side of Halleck street to a point 150 feet east of the easterly side of Clinton street; thence southerly on a line 150 feet east of the easterly side of Clinton street, and parallel therewith, to the southerly side of Percival street; thence westwardly along the southerly side of Percival street to the easterly side of Clinton street; thence southwardly along the easterly side of Clinton street to the southerly side of Bryant street; thence westwardly along the southerly side of Bryant street, as laid out east of Clinton street, and the westerly prolongation thereof to the westerly boundary of the land and land under water recently acquired or to be acquired by the State of New York for a barge canal terminal; thence northwestwardly in a straight line to the northeasterly corner of Otsego street and Halleck street, the point or place of beginning.

4. Areas for transfer bridges are to be laid out as follows:

A—At the foot of Conover street to comprise the territory bounded and described as follows:

Beginning at a point in the southwesterly side of Van Dyke street, distant 190 feet southeasterly from the southeasterly side of Van Brunt street; and running thence southwesterly and parallel with Van Brunt street to the northeasterly side of Beard street; thence northwesterly and along the northeasterly side of Beard street 130 feet; thence westwardly to a point in the northwesterly side of Van Brunt street 70 feet southwesterly from the westerly corner of Van Brunt street and Beard street; thence southwesterly and along the northwesterly side of Van Brunt street and its southwesterly prolongation to the pierhead line established by the Secretary of War, March 19, 1909; thence northwestwardly and northwardly and along the pierhead line established March 19, 1909, to its intersection with the westerly prolongation of the northerly line of the grant made by the State of New York to Divine Burtis, September 10, 1885; thence eastwardly along said northerly line of the grant to Divine Burtis and its easterly prolongation to its intersection with a line drawn 80 feet northwest of and parallel with the northwesterly side of Conover street; thence northeastwardly and parallel with and 80 feet northwesterly from the northwesterly side of Conover street, to its intersection with the southwesterly side of Van Dyke street; thence southwardly and along the southwesterly side of Van Dyke street to a point 190 feet southeast of the southeasterly line of Van Brunt street, the point or place of beginning.

B—At or near the foot of Fulton street to comprise the territory bounded and described as follows:

Beginning at the intersection of a line distant 100 feet northerly from and parallel with the southerly line of Fulton street as laid out west of Furman street with a line distant 66 feet westerly from and parallel with the westerly line of Furman street, and running thence southwardly and parallel with the westerly line of Furman street a distance of 470 feet; thence westwardly in a course parallel with the aforesaid southerly line of Fulton street to the intersection with the bulkhead line as approved by the Secretary of War on March 4, 1890; thence northwestwardly in a straight line to a point on the pierhead line established by the Secretary of War in 1902, distant 190 feet northeastwardly from the angle point in said pierhead line near the prolongation of Vine street; thence northeastwardly and along the said pierhead line to its intersection with a line parallel with and distant 100 feet northerly from the southerly line of Fulton street as laid out west of Furman street; thence eastwardly along the aforesaid line parallel with the southerly side of Fulton street, to the point or place of beginning.

5. Private property is to be acquired to accommodate the railroad where it falls outside of the street lines, as follows:

A—Beginning at the northwesterly corner of Atlantic avenue and Furman street and running thence westwardly along the northerly side of Atlantic avenue a distance of 60 feet; thence northwardly along a line 60 feet west of the westerly line of Furman street and parallel thereto a distance of 70 feet 3 inches; thence northwestwardly in a straight line to a point 390 feet westwardly from the westerly side of Furman street, measured at right angles thereto, and 380 feet northerly from the northerly line of Atlantic avenue, measured at right angles thereto; thence northwestwardly on a line 390 feet west of the westerly side of Furman street and parallel thereto a distance of 150 feet; thence eastwardly on a line at right angles to Furman street a distance of 30 feet; thence southwestwardly in a straight line to a point 340 feet westerly from the westerly side of Furman street, measured at right angles thereto, and 420 feet north of the northerly side of Atlantic avenue, measured at right angles thereto; thence southeastwardly in a straight line to a point 290 feet westwardly from the westerly side of Furman street, measured at right angles thereto, and 335 feet northerly from the northerly side of Atlantic avenue, measured at right angles thereto; thence in a straight line to a point in a line 70 feet 3 inches north of the northerly side of Atlantic avenue and parallel therewith, and distant 18 feet westwardly from the westerly side of Furman street, measured at right angles thereto; thence eastwardly along a line 70 feet 3 inches north of the northerly side of Atlantic avenue, and parallel therewith, to the westerly side of Furman street; thence southwardly along the westerly side of Furman street a distance of 70 feet 3 inches to the northwesterly corner of Atlantic avenue and Furman street, the point or place of beginning.

B—Property at the southwesterly corner of Atlantic avenue and Columbia street, more particularly described as follows:

Beginning at the southwesterly corner of Atlantic avenue and Columbia street, and running thence southwardly along the westerly side of Columbia street to a point distant 130 feet southwardly from the southerly line of Atlantic avenue; thence westwardly along a line parallel with the southerly line of Atlantic avenue to a point distant 70 feet from the westerly line of Columbia street; thence northwardly along a line parallel with the westerly line of Columbia street a distance of 50 feet; thence westwardly along a line parallel with the southerly line of Atlantic avenue a distance of 23 feet 4 inches; thence northwardly along a line parallel with the westerly line of Columbia street to its intersection with the southerly line of Atlantic avenue; thence eastwardly and along the southerly line of Atlantic avenue to the southwesterly corner of Atlantic avenue and Columbia street, the point or place of beginning.

C—The property lying west of Columbia street, between Irving street and Sedgwick street, more particularly described as follows:

Beginning at the southwesterly corner of Columbia street and Irving street, and running thence southwardly along the westerly side of Columbia street to the northwesterly corner of Columbia street and Sedgwick street; thence westwardly along the northerly side of Sedgwick street a distance of 180 feet; thence northwardly along a line parallel with the westerly line of Columbia street a distance of 100 feet; thence eastwardly along a line parallel with the northerly line of Sedgwick street a distance of 80 feet; thence northwardly and along a line parallel with the westerly line of Columbia street and 100 feet distant therefrom to its intersection with the southerly line of Irving street; thence eastwardly and along the southerly side of Irving street to the southwesterly corner of Irving street and Columbia street, the point or place of beginning.

D—The property lying between Sedgwick street and Degraw street on the easterly side of Van Brunt street, more particularly described as follows:

Beginning at the southeasterly corner of Van Brunt street and Sedgwick street and running thence eastwardly along the southerly side of Sedgwick street a distance of 187 feet 6 inches; thence southwardly on a line parallel with the easterly side of Van Brunt street a distance of 100 feet; thence westwardly on a line parallel with the southerly side of Sedgwick street a distance of 111 feet 6 inches; thence southwardly on a line parallel with the easterly line of Van Brunt street a distance of 40 feet; thence westwardly on a line parallel with the southerly line of Sedgwick street a distance of 56 feet; thence southwestwardly to a point 15 feet 4 inches eastwardly from the easterly side of Van Brunt street and 49 feet northwardly from the northerly side of Degraw street, measured along a line parallel with the easterly line of Van Brunt street; thence southwardly on a line 15 feet 4 inches east of the easterly side of Van Brunt street and parallel therewith to the northerly side of Degraw street; thence westwardly along the northerly side of Degraw street 15 feet 4 inches to the northerly corner of Van Brunt street and Degraw street; thence northwardly along the easterly side of Van Brunt street to the southeasterly corner of Van Brunt street and Sedgwick street, the point or place of beginning.

E—The portion of the block bounded by Hamilton avenue, President street, Van Brunt street and Carroll street, more particularly described as follows:

Beginning at the southwesterly corner of Van Brunt street and President street, and running thence southwardly along the westerly side of Van Brunt street to the northerly side of Carroll street; thence westwardly along the northerly side of Carroll street to the northeasterly side of Hamilton avenue; thence northwestwardly along the northeasterly side of Hamilton avenue a distance of 99 feet 2 inches; thence northeastwardly and at right angles to Hamilton avenue to an intersection with a line drawn at right angles to the southerly side of President street from a point 75 feet westwardly from the southwesterly corner of Van Brunt street and President street; thence northwardly along a line at right angles to the southerly side of President street to a point in the southerly side of President street distant 75 feet westerly from the southwesterly corner of Van Brunt street and President street; thence eastwardly along the southerly side of President street 75 feet to the southwesterly corner of Van Brunt street and President street, the point or place of beginning.

F—The property at the northerly corner of Imlay street and Pioneer street, more particularly described as follows:

Beginning at the northerly corner of Imlay street and Pioneer street and running thence northwestwardly along the northeasterly side of Pioneer street a distance of 60 feet; thence northeastwardly on a straight line to a point in the northwesterly side of Imlay street distant 110 feet northeasterly from the northerly corner of Imlay street and Pioneer street, measured along the northwesterly line of Imlay street; thence southwardly along the northwesterly side of Imlay street a distance of 110 feet to the northerly corner of Imlay street and Pioneer street, the point or place of beginning.

G—Also the property at the southerly corner of Pioneer street and Conover street, more particularly described as follows:

Beginning at a point at the southerly corner of Pioneer street and Conover street and running thence southeastwardly along the southwesterly side of Pioneer street a distance of 100 feet; thence southwestwardly along a line 100 feet distant from and parallel with the southeasterly side of Conover street a distance of 100 feet; thence northwestwardly along a line parallel with the southwesterly side of Pioneer street, and distant 100 feet therefrom, a distance 100 feet to the southwesterly line of Conover street; thence northeastwardly along the southeasterly line of Conover street to the southerly corner of Conover street and Pioneer street, the point or place of beginning.

H—Also the property at the northerly corner of Conover street and King street, more particularly described as follows:

Beginning at the northerly corner of Conover street and King street, and running thence northwestwardly along the northeasterly line of King street a distance of 115 feet; thence eastwardly on a straight line to a point in the northwesterly side of Conover street distant 70 feet from the northeasterly line of King street measured along the northwesterly line of Conover street; thence southwestwardly along the northwesterly side of Conover street a distance of 70 feet to the northerly corner of Conover street and King street, the point or place of beginning.

I—Property lying within the block bounded by Ferris, Coffey, Conover and Van Dyke streets, the easterly boundary of which is a line beginning at a point in the southeasterly side of Ferris street 20 feet southwardly from the southerly corner of Ferris street and Coffey street; running thence southwardly and southeastwardly on a curve having a radius of 295 feet to a point in the northeasterly side of Van Dyke street 190 feet southeastwardly from the easterly corner of Ferris street and Van Dyke street, and the westerly boundary of which is a curved line parallel with the curved line last described and 30 feet distant therefrom and having a radius of 325 feet; the northwesterly boundary of the said property being the southeasterly side of Ferris street between the two curved lines above described; and the southwesterly boundary being the northeasterly side of Van Dyke street between the two curved lines above described.

J—Beginning at a point on the easterly side of Smith street at its intersection with the boundary line between lot 1 of block 495 and lot 1 of block 493, and running thence eastwardly and along the said boundary line to its intersection with the bulkhead along the westerly side of Gowanus Canal; thence southwardly and along said bulkhead a distance of 60 feet; thence westwardly to a point in the easterly side of Smith street, distant 40 feet southerly from its intersection with the boundary line between lot 1 of block 495 and lot 1 of block 493; thence northwardly and along the easterly line of Smith street 40 feet to the intersection of the easterly line of Smith street with the dividing line between lot 1 of block 495 and lot 1 of block 493, the point or place of beginning.

K—Beginning at a point in the bulkhead along the easterly side of Gowanus Canal where the same is intersected by the northeasterly boundary of the grant from the State of New York to Peter Wyckoff, dated February 24, 1853, and running thence southeastwardly along the said northeasterly boundary of the grant to Peter Wyckoff to its intersection with the northeasterly prolongation of the northwesterly side of 2d avenue; thence southwestwardly along the said prolongation of the northwesterly side of 2d avenue to its intersection with the northeasterly prolongation of the centre line of 17th street; thence northwardly in a straight line to a point in a line drawn 40 feet southwesterly from and parallel with the northeasterly line of the grant to Peter Wyckoff, above mentioned, said point being 300 feet southeasterly from the bulkhead along the easterly side of Gowanus Canal measured along said parallel line; thence northwestwardly along said parallel line 300 feet to the bulkhead along the easterly side of Gowanus Canal; thence northwardly and along said bulkhead to the

intersection of the easterly bulkhead of Gowanus Canal with the northeasterly boundary of the grant to Peter Wyckoff, the point or place of beginning.

L—Beginning at a point in the southeasterly side of 1st avenue distant 45 feet southwest of the southwesterly line of 62d street, and running thence along said southeasterly side of 1st avenue to the northeasterly side of 63d street; running thence southeastwardly and along said northeasterly side of 63d street a distance of 170 feet; running thence in a straight line northwardly to a point in the southeasterly line of 1st avenue distant 45 feet southwesterly from the southwesterly line of 62d street, the point or place of beginning.

M—Beginning at a point in the southwesterly line of 63d street, said point being distant 170 feet northwesterly from the northwesterly line of 2d avenue; running thence southeastwardly and along the southwesterly line of 63d street to the northwesterly line of 2d avenue; running thence southwestwardly and along the northwesterly line of 2d avenue a distance of 155 feet; running thence northwardly in a straight line to a point in the southwesterly line of 63d street, said point being distant 170 feet northwesterly from the northwesterly side of 2d avenue, the point or place of beginning.

Resolved, That the Secretary of this Board cause a notice of said hearing to be published in the City Record for at least six consecutive days, not less than seven nor more than thirty days before said meeting, which notice shall contain a general description sufficient to identify the matter to be affected by the resolution, a statement of the day, time and place of such meeting, and that at such meeting all parties in interest will be heard prior to the adoption of any resolution by this Board in the premises.

*Department of Finance—Establishment of Position of Photographer (Cal. No. 39).*

The Secretary presented the following:

City of New York, Department of Finance, Bureau of Municipal Investigation and Statistics, February 4, 1913.

*To the Board of Estimate and Apportionment:*

Gentlemen—A large part of the work of the Finance Department consists of an examination into physical conditions of streets, sewers, bridges, sidewalks, piers, bulkheads and buildings. These examinations are made necessary by claims filed in the Finance Department and by requests for appropriations referred by the Board of Estimate and Apportionment to the Comptroller for investigation.

Engineers and Examiners make surveys and report their results in words and figures. These reports do not convey adequately the picture of conditions as they actually exist. For instance, a flooded sewer may have caused damage in the basement of a privately owned residence. The Examiner for the Finance Department who investigates the damage in such a case reports his findings. When the case comes up for trial there is usually no record of the actual conditions resulting from the flooded sewer except the record made in the Examiner's report and in the claim of the property owner. It would be much better in such a case to have a photographic record of actual conditions.

There is even more important need for photographs of streets, buildings, piers, bulkheads, etc., for which Department heads have requested appropriations for repair or reconstruction. It is obviously impossible for the members of the Board of Estimate and Apportionment to visit every spot in the City where repairs are alleged to be necessary. The Budget Committee and the Corporate Stock Budget Committee have to rely upon written reports and verbal statements concerning physical conditions. No matter how clearly an Examiner or Engineer may describe conditions, it is impossible for him to visualize the conditions for the Board of Estimate. We believe that it would make the work of the Corporate Stock Budget Committee and of the Budget Committee much easier if photographers were available to show conditions in all cases where substantial amounts are requested for construction or repairs. In many cases Departments have requested money for repairs and have stated that the condition of the building or the bridge or wall was disgraceful. Examination would show that there was very little need for repairs. The result has actually been a dispute between Department heads and Examiners. It would be better in such cases for the Committees of the Board of Estimate and Apportionment to have actual photographs.

We recommend the establishment of the position of Photographer at the rate of \$1,200 a year in the Department of Finance. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; Committee on Salaries and Grades.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Finance, of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	Number of Incumbents.
Photographer .....	\$1,200 00	1

Which was adopted by the following vote:

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

*Dr. William Henry Hale—Expenses incurred by (Cal. No. 40).*

(On December 19, 1912, the Board allowed \$298.73 for Dr. Hale's expenses and referred the balance of the bill, \$155.89, to the President of the Borough of The Bronx, and the President of the Board of Aldermen.)

The Secretary presented the following:

City of New York, President of the Borough of The Bronx, 3d Avenue and 17th Street, Office of the President, February 7, 1913.

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

Sir—At a meeting of the Board of Estimate and Apportionment, held December 19, 1912, a report was presented from the Comptroller referring to the report of Dr. William Henry Hale, Superintendent of Public Baths, Brooklyn, on his attendance, as delegate representing The City of New York at the International Conference of Public Baths, held at The Hague, Holland, August 27-30, 1912, and recommending that Dr. Hale be reimbursed to the extent of \$298.73, said amount to be paid from the Contingent Account, Board of Estimate and Apportionment, for the year 1912, but disapproving of the item of \$155.89, incurred by Dr. Hale in a side trip to Dundee, Scotland, as the resolutions of the Board did not authorize the trip. The item of \$155.89 in question was referred to the President of the Borough of The Bronx and the President of the Board of Aldermen for consideration and report.

On May 23, 1912, the Board adopted a resolution designating Dr. Hale, who is so aptly called by his Honor the Mayor, "the learned Dr. Hale," as delegate, to represent the City at the above conference, and upon motion of the President of the Borough of Brooklyn, the expenses of said representation were limited to \$500.

It would be impossible for any City official to report adequately and justly on the item of \$155.89 in question without considering fully the simple and direct account of the learned Dr. Hale in urging the payment of his claims upon an ungrateful city government. His account is as follows:

"40 1st Place, Brooklyn, December 21, 1912.

"Hon. CYRUS C. MILLER, Chairman:

"Dear Sir—On May 23, 1912, I appeared before the Board of Estimate and Apportionment as Permanent Secretary of the American Association for Promoting Hygiene and Public Baths, to present the petition of that association that The City of New York would appoint a delegate and send an exhibition to the first International Conference on Public and School Baths, to be held at Scheveningen, The Hague, Holland, August 27-30, 1912; the exhibition, however, to cover the week, August 26-31.

"In the absence of Dr. Simon Baruch, president of our association, who is also professor of hydrotherapy in Columbia University, and medical editor of the New York 'Sun,' and for his long and successful work in establishing public baths, has been called the father of the public shower bath system, I was authorized to speak for him and for our association; while, in my capacity as superintendent of the public baths of Brooklyn, I was familiar with the situation and the needs of the public service.

"I, therefore, urged the Board to rise to the situation and to send an exhibit worthy of the City; not asking the appointment as delegate for myself, but only that the Board should appoint such delegate as could best execute his mission. In reply to a question by Mayor Gaynor, I stated that I thought \$500 would suffice to cover all necessary expenses. President Steers, in whose Borough I am employed, kindly remarked that he did not think anyone could better execute this trust than Dr. Hale, and I was unanimously appointed by the Board, having promised to keep expenses within the appropriation; and if a larger expenditure seemed necessary, to provide the excess myself.

"No fund was placed at my disposal, and I assumed the entire financing of the measure, trusting to the good faith of the City to reimburse me.

"It appeared to me then, as it still does, that a few weeks might well be spent in Europe in studying bathing systems there, and I requested to be allowed to remain till the end of September, which President Steers at once willingly granted. It happened, curiously enough, that at about this time I learned from the newspapers that another Dr. Hale, an entire stranger to me, however, was just being sent to South America by the Bureau of American Republics to spend seven or eight months there in travel and investigation at the government's expense.

"But inasmuch as my relations are not usually direct with President Steers, because my position is that of an employe in the Bureau of Public Buildings and Offices, Superintendent Woody of that Bureau, knowing the difficulty of obtaining adequate grants for our public baths, deemed it unjust to the needs of our system, to use moneys appropriated to it, in payment of so long a period of service to the city at large, and I then determined to cut short my stay abroad.

"But I still considered it important to attend the meeting of the British Association for the Advancement of Science, appointed to be held at Dundee, Scotland, September 4-11, inclusive, in which view I was sustained by Mayor Gaynor, who kindly gave me letters of introduction to the Lord Provost of Dundee, as well as to the Burgomaster of The Hague. This, I am sure, was ample authority to me for attending the B. A. A. S. This put me in a position to confer with the greatest intellectual leaders, as the British Association occupies a commanding position as the great science congress of Great Britain. The public officials always take active part in it. Our American Association for the Advancement of Science does not by any means cut such a figure in national importance; but that also is a factor in social and economic progress; for, like the B. A. A. S., it has a section devoted to these matters. I have long been identified with both associations and have read papers in both. My last previous attendance of the British Association was at the Dublin meeting in 1908, when I became acquainted with the Lord Lieutenant of Ireland, the Earl of Aberdeen, and his wife, the Countess of Aberdeen. The following year, the Countess, visiting America, honored me by allowing me to assist her in arranging to address our people in promotion of her campaign against tuberculosis, and I persuaded her to address a Brooklyn audience at Plymouth (Beecher's) Church, at a meeting at which I presided.

"My work in our American Association has been directly in uplifting the public bath system of this City. On December 28, 1909, I read at Boston, a paper on our public bath system, in which I laid emphasis on two measures, 1st, the establishment of a city department of baths and gymnasium; 2d, the erection of a seashore bath at Coney Island. My paper was published the same day either entire or in abstract, by all the Brooklyn papers; and the 'Standard-Union' made it the theme of its leading editorial that day, especially commanding the recommendation for the bath at Coney Island, and ending with the inquiry, 'What official will renew the issue?'

"The answer was not long to seek. I had already for years been urging this bath on President Coler, having visited and studied Revere Beach Bath, near Boston, during the summer, when it was in operation; and the scheme had so recommended itself that tentative plans for such a bath had been drawn. Had the administration continued, such a bath would have been built. Public opinion had been awakened, and when a new administration came in so unfamiliar with technical details as to deem it necessary to send an embassy to Boston during the closed bath season in winter, it proved easy to secure the needed appropriation and erect the beautiful bath, which has just closed its first full season with an excess of receipts above expenses sufficient to prove that with the establishment of a time limit on bathers, it can provide a sinking fund sufficient to pay for itself; and also warranting the recommendations I have now made to the Board of Estimate for seashore baths in the other boros.

"The Superintendent of Public Baths does not occupy such a position as to fill the public eye, but even in the absence of public recognition, I am consoled by the presentation to me by Mayor Gaynor of the pen with which he signed the appropriation for this bath, accompanied by a letter which stated, 'You were the original advocate of the City bath-house at Coney Island.'

"The Olympic agonist recked not of gold or gems, but was fully rewarded by the simple laurel wreath. So I prize more highly than cups or watches, the plain steel pen and the appreciative letter.

"Thus much have I said explanatory of the important bearing of these two great science associations on the work in which I am engaged, because it remained for a Clerk of the Comptroller—Eustis by name—going thru my items of disbursement, to challenge my right to attend the Dundee meeting of the B. A. A. S., and present Mayor Gaynor's letter to Lord Provost Urquhart in person. Mr. Eustis told me plainly that my duty was at my own expense to have engaged return passage from Europe by steamer sailing August 31, either leaving the City's exhibits or tearing them down and packing them away before the exhibition closed. So he refused to allow my disbursements subsequent to that date, ignoring the fact that by going to Liverpool, I secured passage at a lower rate than my outward passage. Part of the expense of travel was due to the transportation of the City's lantern slides, as well as my personal baggage.

"One item which he disallowed was \$2.96 for typewriting my report, the even that was inadequate, for I afterwards paid 30 cents for copies of my recommendations. Another item was \$2.27 for plate of picture of delegates for publication. The careful pruning cut out even 24 cents for telegram. I did not put in any laundry bill, having been warned that the Comptroller wouldn't pay that in another case, where an expert employed by the City, put in a bill of 60 cents. The excision of this item was exploited in several sticks full of good space in a leading newspaper, which had it been utilized for advertising purposes, would, perhaps, have netted as many dollars as there were cents involved. The policy of straining out a gnat and swallowing a camel has never commended itself to political economists; but perchance when election day rolls round, some of our voters, oblivious to the appropriation of hundreds of millions for city government, may commend the economy which strains out these petty items, which are unquestionably legal charges against the City, if the claimant would take the trouble to test them in the courts.

"It should be noted in considering my disbursements that not one cent has been charged on the return trip for payment to the horde of hungry stewards, who prey upon ocean travelers, rarely letting them off for less than \$15 to \$25, and as much more as can be obtained. Furthermore, in order to save every cent for the City, I took the pains to remit my return fare to Liverpool, in pounds, instead of paying it in New York in dollars, thereby saving the difference between \$105 and £21—some two or three dollars. And, still further to economize, I took the minimum rate on the crowded home trip, which only sufficed to secure me a close malodorous berth, where I could not sleep nor breathe; and while paying first-class fare, I had to lop down at night on the companion way instead of sleeping in a bed.

"But the principal items disallowed were not moneys actually spent by me, but requests for allowances as follows:

"First—Dr. Baruch, in order to help out our exhibit and to make it, as it was, the most complete exhibit at The Hague, kindly loaned the cabinet which had won prizes at the Paris, St. Louis, and Buffalo Expositions, exhibiting notably the wholesale bath of the New York Juvenile Asylum, 'which is the first of its kind in the world,' he writes. Also that 'they are beyond price,' and that he would not permit them, as he says, 'to leave my hands for any other purpose or

with any other man than yourself.' But Mr. Eustis says, and the Comptroller approves, that the City shall not pay the cost of returning this exhibit from Europe and of repairing the damages sustained in transit, viz.: \$14.50.

"Second—Greatly to my surprise and for the first time in all the meetings—thirty or more—which I have attended of the two science associations, I received an invitation from an entire stranger to share the hospitality of her home at Dundee during the meeting of the B. A. A. S. The hotels were crowded, and, at the best, it would not have been possible to secure at a public hostelry, such sumptuous entertainment as was freely given me by Mrs. Richard Henderson and her son, John R. Henderson, a captain of industry, conducting a large manufacturing establishment. For this unexpected and most graceful tribute to me as a delegate of this City, I ask that an appropriation, not so much as similar accommodations would have cost, be made to purchase a suitable testimonial, namely, \$30.

"The largest disallowed item, however, is for my salary during September 13-22, inclusive. President Steers approves of paying me this, but owing to the great and growing needs of our bath system and the meagreness of appropriations available for Brooklyn, Superintendent Woody maintains, perhaps with some reason, that the sum should be paid out of City funds, not out of the appropriation for Brooklyn. In fact, however, this argument only would cover eight days, for I made strenuous effort to reach home and resume my routine duties on September 21, which I did; but as I am now located at a desk in the general office of the Bureau of Public Buildings, instead of at an office of my own, which I had for many years till last June, a Clerk sitting near me reported that I had not been seen at my desk on September 21, which was true, because the office closed at noon; whereas I couldn't debar from the Campania till afternoon; but I at once took up my routine work. This item of ten days' salary amounts to \$70.83.

"In conclusion may I call your attention to matters of importance far transcending the few dollars involved in this long explanation, viz.: the consideration of the recommendations which I have made as a practical outcome of my long experience as Superintendent of Public Baths, supplemented by lessons of my trip to Europe.

"The growing importance of our bath system I think calls for a reorganization on an independent basis. There is no logical reason why the baths should be connected with the Bureau of Public Buildings. If the Superintendent of Public Baths had more power, he could better serve the City; and gymnasias and baths properly go together.

"Of the other recommendations, I stop now only to dwell on the suggestion of a swimming pool for Brooklyn—the only request out of seven which I have made for my own boro. The new aqueduct will soon provide abundant water. Our present pool has demonstrated its great utility and also its inadequacy for this great and growing boro. The City has for many years owned a plot on Nostrand avenue, bought as site for a bath, for which, however, no appropriation can yet be obtained. Either here or elsewhere let a bath worthy of the City and of our honored Mayor, be erected and named the Gaynor Bath. Why not? At Chicago is a bath named the Harrison bath, in honor of a martyred mayor. Our own Mayor narrowly escaped martyrdom, and when I sailed from Hoboken last August my thoughts reverted to that incident. So narrowly did I miss meeting Mayor Gaynor on that occasion that I arrived just as Commissioner Edwards was hauling down the assassin. I have never ceased to regret that I did not arrive five minutes earlier, when perhaps I might have seen and averted the pistol. By a singular coincidence Commissioner Edwards sat beside me while awaiting the call of the calendar of Board of Estimate while my report was pending.

"Enemies may oppose this proposition. Even the Comptroller's Clerk, Eustis, took occasion, gratuitously to sneer at this suggestion, which he read in my address delivered at The Hague; but I am confident that the overwhelming sense of the people will approve it. Respectfully yours,

(Signed) WILLIAM H. HALE."

From the foregoing it appears that Dr. Hale represented The City of New York, and in a measure the United States, during his wanderings in Europe from his desk in the Bureau of Public Buildings and Offices in the Borough of Brooklyn, with wisdom and dignity. We feel sure that the Examiner in the Department of Finance, of whom Dr. Hale speaks with some slight degree of scorn because the Examiner did not realize fully whose bill it was that he was auditing, would approve the payment of at least some of the items in dispute if he had another chance. But such an opportunity comes only once. It seems that the usual rules of audit of disbursements incurred by an ordinary envoy from the City or nation should be suspended in a case like this. For example, it may be that the item of \$14.50 for the return of the exhibit loaned by the New York Juvenile Asylum should be paid for by the Asylum and not by the City; but as Dr. Hale considers the exhibit to have added materially to his prestige while on this delicate mission for the City, and has decided that the City should pay for it, we are inclined to accept his judgment.

The kind act of his host and hostess in Dundee, for which the learned doctor is so grateful, very properly moves him to disburse \$30 of the City's money as a souvenir of his visit. His generous impulses do him credit. But the occasion being a unique one, the City has adopted no rule providing for such a disbursement, and, therefore, we must uphold the Examiner's course in respect to this item, though with extreme regret. His kind friends seized the opportunity to entertain the United States in the person of their guest.

We think also that the items of \$2.96 for typewriting Dr. Hale's report, and \$2.27 for plate of the pictures of the delegates at the convention, including the picture of Dr. Hale, for publication, should be allowed. They also add to the effect of Dr. Hale's mission.

It is painful, however, to see that Brooklyn does not realize the necessity of the visit of Dr. Hale to Dundee and his consequent absence from Brooklyn from September 13-22, inclusive, and therefore does not deem it a privilege to pay the \$70.83 for Dr. Hale's salary during such time. The visit to Dundee to attend the meeting of the British Association for the Advancement of Science put Dr. Hale "in a position to confer with the greatest intellectual leaders of Great Britain," which, of course, would reflect itself in the added importance of Dr. Hale in his work of urging the citizens of Brooklyn and other Boroughs of our imperial City to acquire the habit of bathing. Such a small charge as Dr. Hale makes for his expenditures is as nothing compared to the beneficial results which are sure to come from his tour. We think, therefore, that the Borough of Brooklyn should avail itself of the opportunity to pay the item of \$70.83, but if it elects to let the opportunity pass, we think the City should pay it.

We recommend, therefore, that the item of \$155.89, which was referred to this Committee for consideration, be paid, with the exception of the \$30 hereinbefore mentioned. Respectfully submitted,

CYRUS C. MILLER, President of the Borough of The Bronx, Chairman; JOHN PURROY MITCHEL, President of the Board of Aldermen, Committee.

The President of the Borough of Brooklyn agreed to submit a payroll voucher to the amount of \$70.83 to provide for Dr. Hale's salary during his absence.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby allows the sum of one hundred and twenty-five dollars and eighty-nine cents (\$125.89) for expenses incurred by Dr. William Henry Hale, Ph.D., Superintendent of Baths, Borough of Brooklyn, in representing The City of New York at the International Conference on Public Baths, held at Scheveningen, Holland, in August, 1912, which sum is in addition to the sum of two hundred and ninety-eight dollars and seventy-three cents (\$298.73) allowed on December 19, 1912, and is chargeable to the accounts for the year 1912, as follows:

PRESIDENT, BOROUGH OF BROOKLYN.	Public Buildings and Offices.	\$70.83
1931 Administration, Salaries, Regular Employees .....	\$70.83	
1390 Contingencies .....	55 06	

\$125.89

Which was adopted by the following vote:  
Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

Department of Water Supply, Gas and Electricity—Appointment of Committee on the Jerome Park Filtration Matter (Cal. No. 41).

The Secretary presented the following:

City of New York, Department of Finance, Bureau of Municipal Investigation and Statistics, February 13, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—On January 30, 1913, the Board of Estimate and Apportionment referred to the Corporate Stock Budget Committee the matter of the Jerome Park filters.

The Committee found that it could not pass adequately upon the questions involved without having the advice of engineering experts. Accordingly, an Advisory Commission of five Engineers was appointed. The Commission was made up as follows:

Nicholas S. Hill, John H. Gregory, E. P. Goodrich, John H. Frazee, Amos L. Schaeffer.

Pending a thorough study of all the questions involved, we recommend that the Commissioner of Water Supply, Gas and Electricity be requested not to award the contract for Jerome Park filters. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; GEORGE MCANENY, President, Borough of Manhattan, Corporate Stock Budget Committee.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the action of the Corporate Stock Budget Committee in appointing an Advisory Commission of engineers to pass upon questions in connection with Jerome Park filters.

Resolved, That all expenses incurred in this inquiry shall be charged against the Contingency Fund of the Board of Estimate and Apportionment.

Resolved, That the Secretary of this Board be directed to send a communication to the Commissioner of Water Supply, Gas and Electricity notifying him that it is the wish of this Board that no award of contract for the Jerome Park filters shall be made pending final report by the Corporate Stock Budget Committee.

Which was adopted by the following vote:

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

The following matters not on the Calendar for this day were considered by unanimous consent.

Department of Docks and Ferries—Plans for Terminal Facilities and Equipment Thereof on the North River Waterfront (No. 42).

The Secretary presented:

Communication from the Commissioner of Docks submitting plans in detail for terminal facilities and equipment thereof, to be located on the North River waterfront, between Dey street and West 60th street, Manhattan, and requesting authority to adopt the same.

Which was referred to the Terminal Committee, consisting of the President, Board of Aldermen, the Comptroller, the President, Borough of Manhattan, and the Chief Engineer of the Board.

Department of Bellevue and Allied Hospitals—Issue of \$42,869.46 Special Revenue Bonds and Approval of Salary Schedules (No. 43).

The Secretary presented the following:

In the Board of Aldermen.

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of twenty-five thousand dollars (\$25,000), the proceeds whereof to be used by the Trustees of Bellevue and Allied Hospitals for the purpose of meeting deficiencies in 1912 accounts.

All obligations contracted for hereunder to be incurred on or before December 31, 1912.

Adopted by the Board of Aldermen January 6, 1913, three-fourths of all the members voting in favor thereof. P. J. SCULLY, Clerk.

In the Board of Aldermen.

Received from his Honor the Mayor January 21, 1913, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

Resolved, That in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of seventeen thousand nine hundred and sixty dollars and fifty-one cents (\$17,960.51), the proceeds whereof to be used by the Trustees of Bellevue and Allied Hospitals for the purpose of meeting deficiencies in 1912 accounts.

All obligations contracted for hereunder to be incurred on or before December 31, 1912.

Adopted by the Board of Aldermen January 6, 1913, three-fourths of all the members voting in favor thereof.

Received from his Honor the Mayor January 21, 1913, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it. P. J. SCULLY, Clerk.

City of New York, Department of Finance, Bureau of Municipal Investigation and Statistics, February 10, 1913.

To the Board of Estimate and Apportionment:

Gentlemen—on January 6, 1913, the Board of Aldermen adopted two resolutions requesting \$25,000 and \$17,960.51, respectively, in special revenue bonds for meeting deficiencies in 1912 accounts, for Bellevue and Allied Hospitals. In connection therewith I report as follows:

On December 10, 1912, the Board of Trustees requested the issue of \$51,760.51 in special revenue bonds. The Finance Committee of the Board of Aldermen recommended an allowance of \$25,000, and subsequently recommended an additional \$17,960.51, both items being approved by the Board on the same date. It is proposed to make up the rest of the deficiency by the transfer of balances in 1912 accounts of other Departments.

The appropriations to the six accounts involved, the liabilities, and the estimated deficit to December 31, 1912, were as follows:

Account.	Appropriation, including Revenue Bonds.	Deficit, December 31, 1912.
202 Bellevue Hospital, operation, salaries temporary employees .....	\$232,756.50	\$235,415.55
221 Supplies and materials, operation.....	538,700.00	557,510.32
222 Supplies and materials, maintenance .....	20,300.00	25,277.87
223 Repairs and replacements by contract or open order, maintenance .....	35,650.00	56,310.93
225 Housing, storage and repairs of apparatus, machines, harness and vehicles, except automobiles, maintenance .....	4,650.00	7,950.00
233 Purchase and original equipment of apparatus, machines, harness and vehicles, except automobiles, operation .....	5,800.00	1,352.34
	<b>\$837,856.50</b>	<b>\$889,617.01</b>
		<b>\$51,760.51</b>

The General Medical Superintendent states the following:

"The deficit of \$2,568 in 'No. 202, Bellevue Hospital, Operation, Salaries Temporary Employees,' was unavoidable. The Board of Trustees, owing to the great number of patients in Bellevue Hospital in 1912, was forced to employ additional Nurses and Helpers to provide for the proper care of the patients. Certain of these employees are still unpaid for their services, and the request is made to secure the necessary funds.

"The deficiency of \$23,788.19 in Nos. 221 and 222, the supplies and materials accounts, was caused by the increased census of patients in the hospitals in 1912, as well as the advanced cost of food supplies.

"The deficit of \$20,660.93 in No. 223, the account for repairs and replacements by contract or open order, resulted from the making of many repairs absolutely necessary in the old hospital buildings, which are fast decaying. The other smaller deficits were caused chiefly by insufficient appropriations."

The census of patients for the first nine months of 1912, compared with the first nine months of 1911, follows herewith:

	Days Treatment, 1911.	Days Treatment, 1912.
	Nine Months, 1911.	Nine Months, 1912.
Bellevue Hospital .....	319,405	353,323
Gouverneur Hospital .....	43,207	48,573
Harlem Hospital .....	47,262	47,423
Fordham Hospital .....	44,924	46,867
	<b>454,798</b>	<b>496,186</b>

The following table contrasts food costs in 1911 and 1912:

Articles.	Cost at 1912 Prices.	Cost at 1911 Prices.	Increase, Per Cent.
Meats .....	\$67,238.05	\$60,839.88	9.51
Fruits and vegetables .....	18,558.00	18,162.12	2.13
Dairy products .....	64,732.70	57,411.12	11.00
Canned fruits .....	12,417.14	10,880.93	12.37
Miscellaneous groceries .....	11,660.59	10,470.28	10.21
	<b>\$174,606.48</b>	<b>\$157,764.33</b>	<b>9.64</b>

Including additional employees provided for, the cost for supplies for 1912 was 8.38 per cent. over 1911.

Unpaid bills in the five supply accounts are itemized as follows:

221 Supplies and Materials, Operation—	
Clothing for the insane .....	\$14,516.70
Fruits and vegetables .....	1,212.19
X-ray plates and envelopes .....	662.13
Meats and poultry .....	265.37
Extermination of vermin .....	205.00
Pears .....	164.00
Ice cream .....	144.25
Kitchen utensils .....	134.72
Figs .....	127.10
Nuts .....	127.10
Rice .....	120.20
Crackers .....	118.19
Hardware .....	117.23
Miscellaneous .....	896.14
	<b>\$18,810.32</b>

222 Supplies and Materials, Maintenance—	
Packing .....	\$410.44
Cotton duck .....	330.40
Enamelled duck .....	230.97
Lumber .....	171.17
Manila rope .....	139.56
Brass pipe and elbows .....	133.70
Shelving .....	126.45
Raw oil .....	125.74
Carbon brushes .....	119.74
Shellac .....	115.14
Spruce .....	112.13
Lead pipe .....	109.08
Iron pipe .....	108.69
Portland cement .....	108.24
Lime .....	106.74
Flooring .....	100.74
Valves, valve cage and springs .....	94.74
Water closets .....	86.34
Steam piping .....	83.20
Beltng .....	80.74
Elbows .....	78.03
Putty .....	79.75
Galvanized tee and elbows .....	78.94
Diaphragm sheet rubber .....	75.52
Miscellaneous .....	1,771.68
	<b>\$4,977.87</b>

223 Repairs and Replacements by Contract or Open Order, Maintenance—	
Repairs to boat "Westfield" .....	\$1,615.00
Wiring, etc., Alcoholic Ward .....	980.80
Repairs to engine .....	940.00
Repairs to boiler .....	925.00
Repairs to Out-patient Department .....	900.00
Repairs to instruments .....	834.60
Wrought-iron fence, 1st avenue, 26th-27th streets .....	776.02
Cement floor in garage .....	750.00
Plumbing in fixtures .....	618.25
Installing fender rock and pipe cluster .....	618.00
Cork flooring .....	580.00
Repairs to boat "Southfield" .....	544.00
Repairs to laundry buildings .....	500.00
Screens, windows, doors, Fordham Hospital .....	485.36
Incandescent light .....	452.95
Installation of new awnings .....	386.75
Installation of radiators .....	370.00
Wire mesh guards .....	350.00
Changes in wiring .....	568.00
Repairs to lighting equipment .....	483.15
Temporary bridge, laundry building .....	325.00
Repairs to concrete, rear of boiler house and laundry building .....	265.00
Repairs to main water line, Fordham Hospital .....	250.00
Repairs in sterilizing room .....	231.50
Repairs to X-ray tubes .....	221.00
Repairs to operating room, Gouverneur Hospital .....	219.50
Miscellaneous .....	5,471.05
	<b>\$20,660.93</b>

225 Housing, Storage and Repairs of Apparatus, Machines, Harness and Vehicles, except Automobiles, Maintenance—	


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233 Purchase and Original Equipment of Apparatus, Machines, Harness and Vehicles, except Automobiles, Operation—	
Vegetable peeler	\$311 00
Installation four-section range	324 00
Water sterilizer filter	390 00
Elevator guide lubricator	105 00
Miscellaneous	222 34

\$1,352 34

In the 1912 schedule, No. 202, Salaries Temporary Employees, Bellevue Hospital, Operation, provision was made for the payment of trained nurses, at \$600 per annum, for the period of 1,273 months. The one-twelfth rule of this Board does not apply to the monthly expenditure in a Temporary Employees Schedule. On December 1, 1912, the \$63,650 appropriated for the \$600 nurses was exhausted. Therefore thirty nurses, at \$50 a month, failed to receive their salaries for December. The same applies to the additional helpers employed.

A deficiency of \$2,568 was caused by the payment from No. 202 of the additional nurses and helpers appointed during the year. The allowance of funds in bulk for the payment of nurses and helpers was intended to permit of elasticity to cover the periods when the census of patients was high. If the Board of Trustees exercised greater care in the distribution of temporary employees, funds then might be available at the end of the year for payment of all employees.

The amount requested for payment of the nurses and helpers was \$2,659.05. Subsequent to the request \$91.05 was transferred from another account to No. 202, leaving a net deficit of \$2,568.

I recommend the adoption of the attached resolutions granting the requests to the necessary amount of \$42,869.46. Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the two resolutions adopted by the Board of Aldermen on January 6, 1913, requesting issues of special revenue bonds in the sums of twenty-five thousand dollars (\$25,000), and seventeen thousand nine hundred and sixty dollars and fifty-one cents (\$17,960.51), making a total of forty-two thousand nine hundred and sixty dollars and fifty-one cents (\$42,960.51), the proceeds whereof to be used by the Trustees of Bellevue and Allied Hospitals for the purpose of meeting deficiencies in 1912 accounts, all obligations contracted for thereunder to have been incurred on or before December 31, 1912; be and the same are hereby approved of and concurred in by the Board of Estimate and Apportionment to the extent of forty-two thousand eight hundred and sixty-nine dollars and forty-six cents (\$42,869.46), the amount to be applied for the same purposes as 1912 accounts, as follows:

Personal Service, Bellevue Hospital, Operation.

202 Salaries Temporary Employees.....	\$2,568 00
Supplies and Materials.	
221 Operation .....	\$10,010 32
222 Maintenance .....	4,977 87
Repairs and Replacements by Contract or Open Order.	
223 Maintenance .....	\$20,660 93

Housing, Storage and Repairs of Apparatus, Machines, Harness and Vehicles, Except Automobiles.

225 Maintenance .....	\$3,300 00
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Purchase and Original Equipment of Apparatus, Machines, Harness and Vehicles, Except Automobiles.

233 Operation .....	\$1,352 34
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—and for the purpose of providing means therefor the Comptroller be and is hereby authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue special revenue bonds of The City of New York to an amount not exceeding forty-two thousand eight hundred and sixty-nine dollars and forty-six cents (\$42,869.46), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Department of Bellevue and Allied Hospitals for the year 1912, as follows:

BELLEVUE AND ALLIED HOSPITALS.

Personal Service, Bellevue Hospital, Operation.

	Tax Levy Appropriation.	Revenue Bonds.	Total.
202 Salaries, Temporary Employees:			
Trained Nurse, at \$900 (96 months).....	\$7,200 00	.....	\$7,200 00
Trained Nurse, at \$800 (157 months).....	10,466 66	.....	10,466 66
Trained Nurse, at \$750 (12 months).....	750 00	.....	750 00
Trained Nurse, at \$720 (164 months).....	9,840 00	.....	9,840 00
Trained Nurse, at \$600 (1,303 months)....	58,650 00	\$6,500 00	65,150 00
Trained Nurse, at \$480 (12 months).....	480 00	.....	480 00
Pupil Nurse, at \$96 (1,615 months).....	12,920 00	.....	12,920 00
Head Pupil Nurse, at \$480 (48 months)....	1,920 00	.....	1,920 00
Head Pupil Nurse, at \$360 (36 months)....	1,080 00	.....	1,080 00
Lecturer, at \$3, 5, \$8 and \$10 a lecture....	800 00	138 00	938 00
Orderly, at \$480 (24 months).....	960 00	.....	960 00
Orderly, at \$360 (12 months).....	360 00	.....	360 00
Cook, at \$900 (12 months).....	900 00	.....	900 00
Cook, at \$720 (6 months).....	360 00	.....	360 00
Cook, at \$480 (7 months).....	280 00	.....	280 00
Cook, at \$420 (24 months).....	840 00	.....	840 00
Laundryman, at \$720 (2 months).....	120 00	.....	120 00
Laundryman, at \$480 (12 months).....	480 00	.....	480 00
Hospital Helper, at \$720 (12 months)....	720 00	.....	720 00
Hospital Helper, at \$600 (14 months)....	700 00	.....	700 00
Hospital Helper, at \$480 (181 months)....	7,240 00	.....	7,240 00
Hospital Helper, at \$420 (40 months)....	1,400 00	.....	1,400 00
Hospital Helper, at \$360 (149 months)....	4,470 00	.....	4,470 00
Hospital Helper, at \$312 (12 months)....	312 00	.....	312 00
Hospital Helper, at \$288 (48 months)....	1,152 00	.....	1,152 00
Hospital Helper, at \$300 (813 months)....	20,325 00	.....	20,325 00
Hospital Helper, at \$240 (2,803 months)....	56,060 00	.....	56,060 00
Hospital Helper, at \$216 (12 months)....	216 00	.....	216 00
Hospital Helper, at \$192 (142 months)....	2,272 00	.....	2,272 00
Hospital Helper, at \$180 (1,694 months)....	24,480 00	930 00	25,410 00
Unassigned balance .....	2 84	.....	2 84
	\$227,756 50	\$7,568 00	\$235,324 50

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Bellevue and Allied Hospitals for the year 1912, as follows:

Supplies and Materials.

221 Operation .....	\$548,710 32
Tax levy allowance .....	\$508,700 00
Special revenue bond allowance.....	40,010 32

Total allowance .....

\$548,710 32

222 Maintenance .....	\$27,277 87
Tax levy allowance .....	\$22,300 00
Special revenue bond allowance.....	4,977 87

Total allowance .....

\$27,277 87

Repairs and Replacements by Contract or Open Order.

223 Maintenance .....	\$56,310 93
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Tax levy allowance .....

\$35,650 00

Special revenue bond allowance.....

20,660 93

Total allowance .....

\$35,650 00

Housing, Storage and Repairs of Apparatus, Machines, Harness and Vehicles, except Automobiles.

225 Maintenance .....	\$7,950 00
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Tax levy allowance .....

\$4,650 00

Special revenue bond allowance.....

3,300 00

Total allowance .....

\$7,950 00

Purchase and Original Equipment of Apparatus, Machines, Harness and Vehicles, except Automobiles.

233 Operation .....	\$7,152 34
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Tax levy allowance .....

\$800 00

Special revenue bond allowance.....

6,352 34

Total allowance .....

\$7,152 34

Which was adopted by the following vote:

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

On motion the Board adjourned to meet Thursday, February 20, 1913, at 10:30 o'clock a. m., subject to the call of the Mayor meanwhile.

JOSEPH HAAG, Secretary.

## MUNICIPAL CIVIL SERVICE COMMISSION.

Eligible List for Patrolman—List Promulgated January 30, 1913.

1. Cotter, Patrick, 1737 Lexington ave.....	96.33
2. Lenihan, Thomas J. (N. Q.), 922 E. 167th st.....	93.38
3. Burk, Patrick, 204 E. 73d st.....	92.82
4. Foley, Cornelius (N. Q.), 358 E. 138th st.....	92.71
5. Dent, John H., 1061 Lexington ave.....	91.88
6. Brilla, Julius P., jr., 489 E. 174th st.....	91.49
7. Fitzgibbon, Michael, 909 Boulevard, Long Island City.....	91.43
8. O'Connor, Timothy, 215 E. 89th st.....	91.31
9. Fennelly, Joseph F., 3 1st pl., Brooklyn.....	91.30
10. Greene, James, 150 E. 60th st.....	91.09
11. Murray, Edward J. (N. Q.), 111 E. 102d st.....	91.01
12. Downing, David L., 70 Nevins st., Brooklyn.....	90.88

86. Berkery, Thomas F., 130 Rogers ave, Brooklyn.....	86.86	213. Sauter, John (N.Q.), 285 Onderdonk ave, Brooklyn.....	84.87
87. O'Leary, John, 613 Hamilton st, Long Island City.....	86.85	214. Colligan, John T. (N.Q.), 84 Farrington st, Flushing, L. I.....	84.87
88. Marshall, John F., 235 13th st, Brooklyn.....	86.82	215. McCann, Hugh, 1669 Avenue A.....	84.85
89. O'Brien, William P., 348 E. 56th st.....	86.82	216. Decker, Edward R. (N.Q.), 206 Elm st, West Brighton, S. I.....	84.84
90. Duchatel, Charles, 8 Amsterdam ave.....	86.78	217. Leahy, Maurice A., 143 12th st, L. I. City.....	84.82
91. Wissel, Rudolph, 566 W. 36th st.....	86.75	218. McKittrick, Alex., 341 Vanderbilt ave, Stapleton, S. I.....	84.82
92. McNicie, Henry (N. Q.), 1469 Webster ave, The Bronx.....	86.74	219. Litschauer, Joseph, 7307 5th ave, Brooklyn.....	84.81
93. Conroy, Edward J., 165 W. 107th st.....	86.70	220. Gray, Robert P., 404 W. 29th st.....	84.80
94. Wilshire, Frederick H., 101 Lockman ave, Mariner's Harbor, S. I.....	86.63	221. Brender, Ernst W., 9 Gouverneur pl, The Bronx.....	84.78
95. Millar, Walter T., 395 Logan st, Brooklyn.....	86.62	222. Donnelly, Peter, 538 Vanderbilt ave, Brooklyn.....	84.77
96. Schroeter, Charles, 6 Hicks ave, Winfield, L. I.....	86.62	223. Hall, Richard H., 77 Powers st, Brooklyn.....	84.77
97. Sager, William J., 11 Wyckoff st, Brooklyn.....	86.60	224. Flannery, Martin, 130 W. 90th st.....	84.77
98. Winter, Peter L., 729 Franklin ave, Brooklyn.....	86.59	225. Wood, James (N.Q.), 541 E. 182d st.....	84.77
99. McConville, Edward P. (N. Q.), 158 E. 103d st.....	86.51	226. McNamara, Thos., 78 Charles st.....	84.75
100. Kennedy, John J. A., 415 W. 17th st.....	86.50	227. Buyer, Christian L., 1869 Myrtle ave, Brooklyn.....	84.74
101. McGuire, Patrick, 1199 3d ave.....	86.46	228. Ryan, Geo. E., 320 Stockton st, Brooklyn.....	84.72
102. Huber, Karl M., 1268 Clay ave, The Bronx.....	86.44	229. Strong, Wm., 93 Manee ave, Prince Bay, S. I.....	84.72
103. Lewis, William C., 2468 Johnson ave, Spuyten Duyvil.....	86.43	230. Jenkins, Thos. F., 164 E. 66th st.....	84.69
104. Rosenthal, Samuel (N. Q.), 241 Powell st, Brooklyn.....	86.43	231. Reitz, Henry G., 54 Jumel pl.....	84.69
105. Moore, William J., 388 E. 136th st.....	86.41	232. Boetig, Ulysses E., 126 Avenue I, Brooklyn.....	84.69
106. Sullivan, Francis E. (N. Q.), 648 74th st, Brooklyn.....	86.37	233. McCaffrey, Patrick J., 357 E. 58th st.....	84.68
107. Egan, John F. J., 2376 Webster ave, The Bronx.....	86.37	234. Connolly, Michael, 322 E. 66th st.....	84.67
108. Cahill, John J., 197 Congress st, Brooklyn.....	86.37	235. Ryan, Edward F., 475 Columbia st, Brooklyn.....	84.65
109. Lutz, William (N. Q.), 1089 Park ave.....	86.36	236. Schmitt, Edward A. (N.Q.), 6405 6th ave, Brooklyn.....	84.64
110. O'Reilly, John, 2116 8th ave.....	86.36	237. Noble, Ernest, 103 Charles st.....	84.60
111. McWilliams, James H. (N. Q.), 77 E. 121st st.....	86.34	238. Dolan, John A., 18 Vestry st.....	84.58
112. Kelly, Anthony N., 836 Belden ave, Syracuse.....	86.34	239. Bestmann, Henry (N.Q.), 157 Newell st, Brooklyn.....	84.58
113. Brod, William, 123 7th st.....	86.34	240. Butler, Bernard F., 439 W. 47th st.....	84.57
114. Anderson, George H., 275 86th st, Brooklyn.....	86.33	241. McCarthy, Chas. A., 497 Cary ave, W. Brighton, S. I.....	84.56
115. Hegarty, William A., 418 Jersey st, New Brighton.....	86.33	242. Levy, David, 237 E. 87th st.....	84.56
116. Powers, John J., 3757 Barnes ave, The Bronx.....	86.31	243. Csaszar, Attila L., 313 E. 80th st.....	84.54
117. Dobbins, Henry P. H., 238 E. 56th st.....	86.30	244. Murphy, James, 334 E. 38th st, care Robertson.....	84.53
118. Vollers, Frederick G., jr., 525 7th ave, Brooklyn.....	86.28	245. O'Brien, James, 1639 Avenue A.....	84.52
119. Ruddy, James, 163 E. 103d st.....	86.24	246. Moore, Thos. H., 377 E. 158th st.....	84.51
120. O'Donnell, John L., 25 Liberty st, Jamaica.....	86.24	247. Vogel, Ivo F., 186 E. 79th st.....	84.51
121. Fitzpatrick, Martin L. (N. Q.), 2359 Morris ave, The Bronx.....	86.23	248. Leiner, Phillip, Jr., 338 Ward st, Richmond Hill, L. I.....	84.49
122. Doherty, William J., 411 W. 16th st.....	86.22	249. Bestgen, Gustave (N.Q.), 505 Seneca ave, Brooklyn.....	84.45
123. Cuneo, James J., 294 Bradford st, Brooklyn.....	86.22	250. Feis, Henry J., 915 Grand st, Brooklyn.....	84.44
124. Schaeffner, Charles, 148 Floyd st, Brooklyn.....	86.20	251. Hall, Jos. A., 13 Wyckoff ave, Evergreen, L. I.....	84.44
125. Wallach, Harry, 1455 Amsterdam ave.....	86.19	252. McKay, Joseph F., 609 Halsey st, Brooklyn.....	84.43
126. Seery, Thomas F., 3756 Park ave.....	86.13	253. Burpeau, Oscar, Jr. (N.Q.), 21 Fort Hill ave, Yonkers.....	84.41
127. Keohane, Denis, 519 E. 135th st.....	86.15	254. Maloney, Edward D., 513 W. 125th st.....	84.40
128. Armstrong, William J., 2849 Bainbridge ave, The Bronx.....	86.12	255. Goodwin, Arthur L., Ward's Island, N. Y.....	84.39
129. Kinney, James E., 308 Stuyvesant ave, Brooklyn.....	86.12	256. Jones, Daniel L., 1983 Crotona ave, The Bronx.....	84.39
130. O'Rourke, Thomas L., 950 E. 163d st.....	86.11	257. Lukas, Michael A., 137 N. 8th st, Brooklyn.....	84.37
131. Grant, Thomas J., 50 Mulford st, Brooklyn.....	86.08	258. O'Neil, Timothy J. (N.Q.), 1228 38th st, Brooklyn.....	84.37
132. Brandenburger, Leonard A., 268 St. Nicholas ave, Brooklyn.....	86.05	259. Carr, Patrick J., 168 E. 96th st.....	84.36
133. Shields, Joseph E. (N. Q.), 527 W. 127th st.....	86.04	260. Snowden, Louis B., 123 State st, Ossining, N. Y.....	84.36
134. Sheehy, John, 58 Horatio st.....	86.02	261. Kuhn, Charles H., 553 Grandview ave, Queens, L. I.....	84.36
135. Yost, Henry (N. Q.), 718 E. 136th st.....	86.02	262. Seffert, Herman A., 179 Marcy ave, Brooklyn.....	84.34
136. O'Brien, Robert A., 210 E. 54th st.....	86.00	263. Haughey, James S. C., 234 E. 88th st.....	84.34
137. Weis, George C., 419 16th st, Brooklyn.....	85.98	264. Clancy, James L., 114 E. 101st st.....	84.33
138. Custer, Thomas F., 26 Judge st, Brooklyn.....	85.97	265. Chmielewski, Alex. J., 824 3d ave.....	84.31
139. Henne, Harry, 7399 Amboy rd, Tottenville.....	85.91	266. Hynes, Thos. J. (N.Q.), 451 E. 144th st.....	84.30
140. Marek, Frank, 64 Fish ave, Winfield, L. I.....	85.87	267. Prentiss, Harold O. (N.Q.), 560 State st, Brooklyn.....	84.29
141. Murphy, John J., 1842 Anthony ave, The Bronx.....	85.83	268. Barbieri, Louis, 26 Mulberry st.....	84.27
142. Kunkel, Frederick Ph. (N. Q.), 1410 Amsterdam ave.....	85.81	269. Brown, Thos. P. (N.Q.), 622 E. 169th st.....	84.23
143. Cristiano, Vito R. W., 597 E. 187th st.....	85.81	270. Valentine, Geo. T., Monroe, Orange Co., N. Y.....	84.22
144. Cording, Frederick W., 329 Monroe st, Brooklyn.....	85.78	271. Reilly, Hugh (N.Q.), 3458 3d ave.....	84.20
145. Byrnes, Walter R., 4088 Park ave, The Bronx.....	85.77	272. Christie, Thos. C., 461 36th st, Brooklyn.....	84.20
146. Bucuris, George F., 401 E. 137th st, care of Weeks.....	85.75	273. McFall, Jos. A. (N.Q.), 6001 Ft. Hamilton ave, Brooklyn.....	84.20
147. Jensen, John M., 1406 Woodhaven ave, Woodhaven, L. I.....	85.67	274. Murray, George, 371 Furman st, Brooklyn.....	84.19
148. Morrell, John B., 1021 Simpson st.....	85.66	275. Fulton, Howard W., 8116 17th ave, Brooklyn.....	84.19
149. Sheridan, Michael F., 2452 7th ave.....	85.55	276. Hughes, Wm. V., 1731 Amsterdam ave.....	84.18
150. Randall, Thomas B., 5228 Broadway.....	85.54	277. Kienzler, Jos. J., 318 Grove st, Brooklyn.....	84.17
151. Ryan, Joseph J., 903 New York ave, Brooklyn.....	85.51	278. Winter, Christian A. L., 24 E. 116th st.....	84.16
152. Bakewell, Elmer T., 979 E. 31st st, Brooklyn.....	85.51	279. Osterburg, Wm. (N.Q.), 658 6th ave.....	84.15
153. O'Sullivan, Florence, 169 W. 99th st.....	85.51	280. Schlosser, Michael M., 1517 Washington ave, The Bronx.....	84.11
154. Carlson, Michael F., 191 32d st, Brooklyn.....	85.51	281. Finken, Adolph, 1791 Amsterdam ave.....	84.11
155. Kuhn, Frederick C., 95 Pilling st, Brooklyn.....	85.50	282. Peach, Arthur C., 22 McAuley pl, Jamaica, L. I.....	84.09
156. Pulignano, Amadio, 185 W. Houston st.....	85.50	283. Walsh, Thos. J., 1609 2d ave.....	84.09
157. Griffin, Thos. F., 1056 Washington ave, The Bronx.....	85.57	284. Golding, Geo. E., 40 McDonough st, Brooklyn.....	84.08
158. Sheridan, Michael F., 2452 7th ave.....	85.55	285. Riescher, John H., 54 Oakland st, Brooklyn.....	84.08
159. Waterhouse, John W., 157 Carroll st, City Island, The Bronx.....	85.50	286. Doherty, Richard J., 89 Guernsey st, Brooklyn.....	84.05
160. Walsh, John F., 562 7th st, Brooklyn.....	85.50	287. Goss, Thos. M. (N.Q.), 92 Amsterdam ave.....	84.04
161. Yost, Geo. (N.Q.), 850 Fresh Pond rd, Brooklyn.....	85.50	288. Caroprese, Dominic (N.Q.), 235 E. 25th st.....	84.02
162. Reiners, Henry A. C., 300 E. 77th st.....	85.48	289. Gesswein, John J. (N.Q.), 240 W. 149th st.....	84.02
163. McAliff, Timothy T., 199 Jackson ave, L. I. City.....	85.46	290. Stenger, Joseph J., 172 Montrose ave, Brooklyn.....	84.01
164. Anderson, Joseph P., 185 E. 95th st.....	85.45	291. Buschman, Herman J., 5 Regent pl, Brooklyn.....	84.00
165. Powell, Wm., 180 Charlton ave, Brooklyn.....	85.45	292. Corcoran, Maurice A. (N.Q.), 283 Patchen ave, Brooklyn.....	83.99
166. Moringer, Chas. R., 443 Bleeker st, Brooklyn.....	85.44	293. Collins, Raymond W. J., 121 Chauncey st, Brooklyn.....	83.99
167. Dwyer, John, 915 3d ave.....	85.43	294. Clifford, Jeremiah, 300½ W. 52d st.....	83.98
168. Arneel, Wm. T., Jr. (N.Q.), 91 Bedford st.....	85.41	295. Lipski, Herman, 273 E. Broadway.....	83.95
169. Noble, Melville E. (N.Q.), 103 Charles st.....	85.37	296. Helmuth, Louis O., 537 Knickerbocker ave, Brooklyn.....	83.94
170. Hilbert, Francis X. (N.Q.), 2439 Creston ave, The Bronx.....	85.36	297. Gunning, John W., 801 Halsey st, Brooklyn.....	83.93
171. Carroll, James J., 3 Gleanada place, Brooklyn.....	85.34	298. Lane, Bartholomew J., 339 E. 45th st.....	83.93
172. Anderson, Charles E., 552 3d ave.....	85.32	299. Maguire, Bernard, 282 W. 119th st.....	83.93
173. Galvin, Jeremiah J., 168 E. 96th st, care O'Connell.....	85.31	300. Rame, Henry A., 305 W. 144th st.....	83.92
174. Dunleavy, James M. (N.Q.), 1375 St. Johns pl, Brooklyn.....	85.30	301. Kaplan, Benj., 505 W. 176th st.....	83.91
175. Moore, Geo. F., 442 W. 19th st.....	85.28	302. Good, Joseph J., 1041 73d st, Brooklyn.....	83.90
176. O'Keefe, William B., 815 E. 170th st.....	85.26	303. Sharkey, John J., 759 Madison st, Brooklyn.....	83.90
177. Syrop, Louis, 382 E. 3d st.....	85.25	304. Quigley, Wm. V., 283 10th st, Brooklyn.....	83.89
178. McCahill, Patrick J., 290 W. 147th st.....	85.24	305. McGarvey, Hugh J., 411 W. 30th st.....	83.89
179. Abt, John W., 315 100th st, Brooklyn.....	85.23	306. Adams, Walter E., 123 Hunter ave, Long Island City.....	83.89
180. Garvey, James J., 103 W. 141st st.....	85.21	307. Shelley, Charles F. (N.Q.), 861 Halsey st, Brooklyn.....	83.88

340. Murray, John (N.Q.), 1267 Park ave.	83.67	467. Rasoft, Albert H. (N.Q.), 181 Union ave., Brooklyn.	82.41
341. McCormick, Jos. H., Jr., 2084 Anthony ave.	83.66	468. Nolan, Wm. P. (N.Q.), 49 Merge st., Maspeth, L.I.	82.41
342. Feeley, John J., 189 E. 93d st.	83.66	469. Reilly, Thos. J., 432 E. 120th st.	82.40
343. Dwyer, Michael F. (N.Q.), 140 14th st., Brooklyn.	83.65	470. Zambrano, Ernest P., 248 E. 114th st.	82.40
344. Flanagan, James R., 501 W. 173d st.	83.64	471. Faulhaber, Emil A., 735 Home st., Bronx.	82.39
345. Sayer, Grover C., Unionville, Orange Co., N.Y.	83.63	472. Hornow, Anthony F., 170 E. 89th st., care of Barre.	82.39
346. Hettler, Otto, 180 Jamaica ave., Astoria, L.I.	83.61	473. Stapleton, Martin I., 190 Pacific st., Brooklyn.	82.37
347. Peckins, Nathan, 194 Leonia ave., Brooklyn.	83.61	474. Lally, James F. (N.Q.), 507 E. 83d st.	82.36
348. Keelty, Lawrence J. (N.Q.), 621 E. 15th st.	83.60	475. Xelles, August C. (N.Q.), 1834 Myrtle ave., Brooklyn.	82.34
349. Fleming, Michael B. (N.Q.), 2472 Marion ave., The Bronx.	83.56	476. Halligan, Joseph P., 248 E. 21st st.	82.32
350. Crawford, Thos. F., 456 W. 35th st.	83.50	477. Hughes, James M., 249 Grand ave., Brooklyn.	82.32
351. Fitzgerald, Leo J., 101 W. 102d st.	83.50	478. Cook, Mitford W. A., 1626 E. 9th st., Brooklyn.	82.31
352. Crowley, Patrick (N.Q.), 2894 8th ave.	83.48	479. Stanton, Joseph A. (N.Q.), 213 E. 21st st.	82.29
353. Robbins, Henry S., 1325 Washington ave., The Bronx.	83.48	480. Devers, Bernard P., 428 18th st., Brooklyn.	82.28
354. Blumler, Emil C., 1357 Vyse ave., The Bronx.	83.45	481. Hofstadt, Joseph V., 2028 Greene ave., Brooklyn.	82.27
355. Foeller, Chas. W., 613 Liberty ave., Brooklyn.	83.45	482. Hock, John, 65 Morgan ave., Brooklyn.	82.25
356. Kelly, James H. (N.Q.), 532a Henry st., Brooklyn.	83.41	483. Echtermeyer, Louis H. A. (N.Q.), 148 Stuyvesant ave., Brooklyn.	82.24
357. Kerrigan, Andrew, 280 Wyckoff ave., Brooklyn.	83.40	484. Froehlich, Albert G., 403 Prospect ave., Brooklyn.	82.22
358. Darling, Henry S., 59 Union Hall st., Jamaica, L.I.	83.38	485. Barrows, Howard, 153 Albany ave., Brooklyn.	82.22
359. Williams, Thomas P., 120 E. 98th st.	83.37	486. Medler, George R. (N.Q.), 108 Coffey st., Brooklyn.	82.21
360. Caravetta, Antonio, 42 Baxter st.	83.37	487. Giuva, Michael V., 215 Mott st.	82.19
361. Bero, Geo., 462 W. 23d st.	83.35	488. Wilenchik, Max, 192 Riverdale ave., Brooklyn.	82.19
362. Lachat, Geo. J., Jr., 9 Lotus ave., Glendale, L.I.	83.33	489. Schrimpf, Chas. C. (N.Q.), 1446 Myrtle ave., Brooklyn.	82.19
363. Dapping, George (N.Q.), 949 Tilden ave., The Bronx.	83.32	490. Diamant, Henry (N.Q.), 80 E. 109th st.	82.18
364. Hood, Wm. M., 264 New Main st., Yonkers, N.Y.	83.32	491. Drescher, Fessenden Otis (N.Q.), 514 W. 170th st.	82.17
365. Conroy, Edw. J., 1744 Atlantic ave., Brooklyn.	83.31	492. Doerr, Louis (N.Q.), 202 Gordon st., Stapleton, S.I.	82.17
366. O'Connor, Jas. P. (N.Q.), 369 Central ave., Brooklyn.	83.30	493. Campo, Nicholas, 404 W. 36th st.	82.16
367. Rothamel, Martin F., 510 E. 16th st.	83.29	494. Pensel, Frederick, Jr., 9 E. 8th st.	82.15
368. Walker, Michael (N.Q.), 146 W. 68th st.	83.27	495. Wintsky, Jacob, 174 Clinton st.	82.14
369. Tracy, Timothy G., 404 W. 54th st.	83.24	496. Murray, Patrick J., 1332 2d ave.	82.13
370. Mitchell, Walter P., 406 W. 54th st.	83.24	497. Killmer, Henry W., 26 West 13th st.	82.10
371. McCabe, Michael J., Jr., 532 9th ave.	83.24	498. Bell, John E., 747 E. 168th st.	82.10
372. Mullin, Henry N., 197 Carlton ave., Brooklyn.	83.23	499. Mulcahy, Philip, 873 Amsterdam ave., care of Cooke.	82.09
373. Meislein, Geo., 308 E. 85th st.	83.22	500. Schmidt, George, Jr., 162 Irving ave., Brooklyn.	82.09
374. Messall, Louis H., Ft. Hamilton, 84th Co. C.A.C., Brooklyn.	83.22	501. Pembroke, Joseph N., State Hospital, Kings Park, L.I.	82.09
375. Michael, Charles C. (N.Q.), 457 Westchester ave., The Bronx.	83.21	502. Burns, Thomas J., 161 Jerome st., Brooklyn.	82.08
376. Pyle, Chas. J., Jr., 428 W. 35th st.	83.20	503. Murphy, Thomas F., 285 10th st., Brooklyn.	82.08
377. Rubin, Louis, 49 Riverdale ave., Yonkers.	83.19	504. Cavone, Donato, 77 Thompson st.	82.07
378. Henry, Christopher J., 444 E. 122d st.	83.18	505. Read, George W. (N.Q.), 251 Lake st., Brooklyn.	82.07
379. O'Brien, James E., 358 Madison st.	83.16	506. Phelps, Robert A., 954 52d st., Brooklyn.	82.04
380. Kennedy, Herbert A. (N.Q.), 167 Warren st., Brooklyn.	83.15	507. Caviglia, Dominick (N.Q.), 67 Thompson st.	82.04
381. Cox, William H. (N.Q.), 792 Gates ave., Brooklyn.	83.14	508. Lee, Thomas, 4 Hardy st., Stapleton, S.I.	82.03
382. Hardcastle, Frank E., 545 W. 49th st.	83.14	509. Burton, Martin J., 233 East 121st st.	82.03
383. O'Dowd, Fred A., 407 E. 78th st.	83.13	510. Kaufmann, Jacob, 1426 Fulton st., Brooklyn.	82.01
384. Duncan, Henry T., 622 49th st., Brooklyn.	83.11	511. Luthin, William, 296 Gordon st., Stapleton.	82.00
385. Hayes, James J., Jr., 445 Washington st.	83.10	512. Mulligan, Thomas J., 226 West 67th st., care of Mullen.	81.99
386. Schlegel, Emil, Grand ave. and Main st., Corona, L.I.	83.09	513. Connolly, Norman H., 75 Madison st.	81.98
387. Fallon, Arthur H., 429 7th ave., Brooklyn.	83.09	514. Walsh, Patrick J. (N.Q.), 524 West 44th st.	81.97
388. Brady, Stephen J., 2330 Bedford ave., Brooklyn.	83.09	515. Dunn, Andrew, 73 Chatrine st., Albany, N.Y.	81.95
389. Wehde, Henry C., 521 E. 82d st.	83.09	516. Mahoney, James B., 868 East 169th st.	81.95
390. Kemme, Wm. C. N., 2272 Old White Plains rd., The Bronx.	83.07	517. Brady, James T. (N.Q.), 4 Brown pl., Bronx.	81.94
391. Schulz, Bernard, 52 Waverly place, Stapleton, S.I.	83.06	518. McDougall, Samuel J., 315 Eldert st., Brooklyn.	81.94
392. Frank, Fred., 1434 57th st., Brooklyn.	83.06	519. Scannell, John T., 52 East 88th st.	81.94
393. Keller, Vincent, 424 E. 72d st.	83.04	520. Breidenbach, Geo. J., Jr., Amboy rd., Annadale, S.I.	81.93
394. Thomas, Joseph J., 35 Grove st., Winfield, L.I.	83.03	521. Kelly, James H., 54 Greenwich ave.	81.93
395. Samuel, Jacob J. (N.Q.), 246 McKibbin st., Brooklyn.	83.02	522. Horsting, Philip J., 481 Glenmore ave., Brooklyn.	81.92
396. Dunn, James J., 277 Sackett st., Brooklyn.	83.02	523. Bohlmann, Arthur F., 431 East 71st st.	81.92
397. Donnelly, John J., 410 Stanhope st., Brooklyn.	83.02	524. Bender, Walter R., 1622 Woodhaven ave., Woodhaven, L.I.	81.91
398. Simonetti, Louis, 5914 9th ave., Brooklyn.	83.00	525. Robinson, John J. (N.Q.), 76 Dupont st., Brooklyn.	81.91
399. Sattig, Bernhardt A., 1308 Boston rd.	82.98	526. Deane, John J., 1842 65th st., Brooklyn.	81.90
400. Flynn, Michael J., 411 W. 16th st.	82.94	527. Dunphy, Stephen M., 41 Manhasset pl., Brooklyn.	81.90
401. Schneidmuller, Chas., 730 Evergreen ave., Brooklyn.	82.93	528. Harty, Patrick A., 198 East 101st st.	81.89
402. Leahy, Colum J., 579 E. 191st st.	82.93	529. Lasby, Michael, Central Islip, L.I.	81.89
403. Malloy, Michael R., 421 W. 47th st.	82.92	530. Flaherty, Dennis (N.Q.), 183 Dikeman st., Brooklyn.	81.89
404. Chapuisat, Louis E. O., 4507 5th ave., Brooklyn.	82.92	531. Offerman, Lansing G. (N.Q.), 159 Summerfield st., Queens.	81.88
405. Grey, Frank S. (N.Q.), 318 49th st., Brooklyn.	82.92	532. Otten, John H., 362 80th st.	81.88
406. Schuber, Adolph P. W., 556 E. 178th st.	82.92	533. Schreiner, Jacob, 419 Stanhope st., Brooklyn.	81.86
407. Scott, Joseph R., 153 Penn ave., Rosebank, S.I.	82.91	534. Huth, Otto, 428 East 153d st.	81.84
408. Klub, George M. (N.Q.), 1127 Benedict ave., Woodhaven, L.I.	82.91	535. Larkin, Patrick, 344 Bleeker st.	81.84
409. McGovern, Patrick F., 578 Hunters Point ave., Long Island City.	82.91	536. Whalen, Michael J., 504 West 46th st.	81.82
410. Koch, Edward J. (N.Q.), 204 E. 116th st.	82.90	537. Fleischer, Edw. C., 285 9th ave., Long Island City.	81.82
411. Moore, Herbert C., 48 Warren st., W. New Brighton, S.I.	82.90	538. Appel, Thomas F., 339 East 133d st.	81.82
412. Meyer, Julius G. F., 66 Vernon ave., Long Island City.	82.86	539. Marzen, Cornelius (N.Q.), 448 West 35th st.	81.79
413. Tweed, Richard M. (N.Q.), 308 W. 21st st.	82.86	540. Quillinan, Peter, 247 Willis ave., Brooklyn, care of Murray.	81.71
414. Allmendinger, Wm. F., 264 W. 22d st.	82.85	541. Thompson, William D., 307 East 143d st.	81.70
415. Bowden, James J. (N.Q.), 918 9th ave.	82.80	542. Deveny, James J., Tuxedo, New York.	81.74
416. Holmes, Rob. H., 16 W. 99th st.	82.79	543. Bourget, Philip E., 757 East 179th st.	81.74
417. Cooney, Joseph A., 560 Gates ave., Brooklyn.	82.77	544. Fick, Louis A., 371 East 142d st.	81.73
418. Damiano, Pasquale (N.Q.), 741 Atlantic ave., Brooklyn.	82.76	545. Blaich, Charles, 521 East 6th st.	81.72
419. McCahill, Wm. J., 226 W. 141st st.	82.76	546. Biggin, William, 172 Clymer st., Brooklyn.	81.72
420. Fay, Edw. F., 181 Read st.	82.76	547. Huth, Otto, 428 East 153d st.	81.72
421. Ronaghan, Peter, 314 9th ave., Long Island City.	82.75	548. Larkin, Patrick, 344 Bleeker st.	81.72
422. England, Thomas L. (N.Q.), 65 Osgood ave., Stapleton, S.I.	82.73	549. Whalen, Michael J., 504 West 46th st.	81.72
423. Plieninger, Wm. C., 155 Hopkinson ave., Brooklyn.	82.72	550. Quillinan, Peter, 248 Sackett st., Brooklyn.	81.68
424. Fox, James A., 1045 Carroll st., Brooklyn.	82.71	551. Hanratty, Jerome S., 7411 3d ave., Brooklyn.	81.68
425. Griffin, Richard F., Jr., 480 E. 183d st.	82.71	552. Russert, John (N.Q.), 643 Carroll st., Brooklyn.	81.67
426. Butler, John J., 180 Bayard st., Brooklyn.	82.71	553. Conlan, John F., 34 20th st., Whitestone, L.I.	81.66
427. Carll, Herbert L. (N.Q.), 104 Vandewater ave., Astoria, L.I.	82.70	554. Fassbender, August E. C., Nicholai st., Hicksville, L.I.	81.63
428. Mayne, James D., 92 W. 103d st.	82.69	555. Twomey, William M., 131 New York ave., Jamaica, L.I.	81.63
429. Wash, Charles H., Jr., 22 Clinton ave., Brooklyn.	82.68	556. Fackner, John F., Jr., 232 Ainslie st., Brooklyn.	81.63
430. Markey, Joseph V., 300 W. 10th st.	82.68	557. Meade, Francis J. A. (N.Q.), 266 West 11th st.	81.62
431. Glennon, Matthew A. (N.Q.), 403 W. 46th st.	82.68	558. Bosted, John R., 1607 1st ave.	81.62
432. Schalow, Henry A. (N.Q.), 277 Ralph st., Brooklyn.	82.66	559. Vopelak, Frank, 146 Elm st., Astoria, L.I.	81.61
433. Boerke, Fred., 163 Norman ave., Brooklyn.	82.65	560. Moylan, Joseph H. (N.Q.), 412 13th st., Brooklyn.	81.61
434. Canavotto, Albert G. R., 231 W. 148th st.	82.65	561. Kiernan, Patrick T., 1138 Bryant ave., Bronx.	81.59
435. Greis, Geo. Jr. (N.Q.), 166 Foxall st., Brooklyn.	82.63	562. Lunny, Jr., George F. (N.Q.), 334 Cary ave., West New Brighton, S.I.	81.58
436. Lisk, Benj. H., 168 Meeker ave., Brooklyn.	82.63	563. Allen, Harvey P. (N.Q.), 880 Madison st., Brooklyn.	81.58
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594. Brown, Ellsworth E., 486 Lexington ave., Brooklyn.	81.29	722. Ullrich, John A., 14 St. Johns pl., Ridgewood, L. I.	80.08
595. Holgren, John A., Jr. (N. Q.), 132 5th ave., Brighton, S. I.	81.28	723. Morris, Peter C. (N. Q.), 313 E. 40th st.	80.05
596. Cantwell, Jr., Thos. J. (N. Q.), 2413 1st ave.	81.28	724. Rudolph, August W., 245 Lexington st., Richmond Hill.	80.05
597. Himmelman, William G., 362 West 119th st.	81.27	725. Laurie, Robert A., 608 W. 135th st.	80.04
598. Henev, John M. P., 234 Maryland ave., Rosebank.	81.26	726. Dawson, Matthew T., 136 1st pl., Brooklyn.	80.04
599. Anderson, Peter J. S., Bay 43d st., Brooklyn.	81.25	727. Kenime, August, 80 Maple ave., West New Brighton, S. I.	80.03
600. Ackerman, John J., Jr., 228 Withers st., Brooklyn.	81.25	728. Petrizzi, John (N. Q.), 7 Jones st.	80.02
601. Kavanagh, Joseph G. S., 36 Way ave., Corona, L. I.	81.24	729. Rueger, Peter (N. Q.), 104 Stagg st., Brooklyn.	80.00
602. Messall, Gustav A., 67 Dalgren pl., Brooklyn.	81.24	730. Cheeseman, Benjamin F., Jr., 28 North 11th ave., Whitestone.	79.99
603. Broderick, Francis J., 99 Christopher st.	81.20	731. Belfeld, William C. (N. Q.), 58 Manhattan st.	79.99
604. O'Connell, John J., 960 Forest ave., The Bronx.	81.20	732. McNulty, Anthony (N. Q.), 240 E. 60th st.	79.98
605. Ruddy, Frank P., 17 Henry st., Brooklyn.	81.20	733. Seelig, Edward W., 147 Hooper st., Brooklyn.	79.96
606. Fitzpatrick, Philip F., 432 W. 58th st.	81.18	734. Huth, Frank G., 178 Huron st., Brooklyn.	79.95
607. Fitzpatrick, Richard A. (N. Q.), 368 Lenox rd., Flatbush, L. I.	81.18	735. Malloy, Joseph F., 187 Franklin st., Brooklyn.	79.94
608. Stilwell, Winslow R. (N. Q.), 21 Broad st., Stapleton, S. I.	81.17	736. Stackhouse, Gustave A., 486 Glenmore ave.	79.93
609. Dwyer, James F., 24 11th ave., Brooklyn.	81.14	737. Zirk, George, Juniper Swamp rd., Middle Village, L. I.	79.92
610. Mullen, Patrick J., 838 Courtland ave., The Bronx.	81.13	738. McGrath, Thomas J. (N. Q.), 4 Audubon pk. (W. 155th st.)	79.91
611. Goldstein, Abraham, 14 E. 114th st.	81.12	739. Bates, Zachary, 1714 St. Johns pl., Brooklyn.	79.91
612. Stothard, Robert E. (N. Q.), 13 No. Henry st., Brooklyn.	81.10	740. Dwyer, Francis H., 1072 Intervale ave., The Bronx.	79.91
613. Hughes, James, 147 E. 55th st.	81.10	741. Brown, Arthur D., 304 North Division st., Peekskill.	79.90
614. Sweeney, Geo. P., 314 Oakland st., Brooklyn.	81.08	742. Huschon, Timothy T., 268 W. 11th st.	79.90
615. Dowling, John J., 723 E. 221st st.	81.08	743. Armet, Alex, 548 Belmont ave., Brooklyn.	79.89
616. Hanson, Edward J., 240 9th ave., Brooklyn.	81.07	744. Dreher, John W., 1829 Washington ave., The Bronx.	79.89
617. Halsted, Orville W., 458 E. 136th st.	81.07	745. O'Neill, William, Rhinecliff, N. Y.	79.88
618. Massolles, Albert F., 1431 Prospect pl., Brooklyn.	81.06	746. DeLancy, Charles E., 201 McDougal st., Brooklyn.	79.85
619. Tuxson, Robert (N. Q.), 306 E. 134th st.	81.04	747. Higgins, John S. (N. Q.), 702 E. 138th st.	79.85
620. Foley, Henry J. P., 349 E. 134th st.	81.02	748. Conway, George J., 406 Linden st., Brooklyn.	79.84
621. Imperial, John, 15 No. Moore st.	81.02	749. Just, Frederick H., 152 4th ave.	79.84
622. Milton, Geo. A., 296 9th st., Brooklyn.	81.02	750. Fleming, Robert J. (N. Q.), 124 Waverly pl.	79.83
623. Fischer, John J., 271 Vermont st., Brooklyn.	81.01	751. O'Hara, John F., 557 3d st., Brooklyn.	79.83
624. Norris, Patrick, 510 E. 81st st.	81.00	752. Keating, Michael H., 142 George st., Green Island, Troy, N. Y.	79.78
625. Busch, Rudolph, 428 E. 82d st.	81.00	753. Moran, Michael, 461 W. 147th st.	79.77
626. McDermott, Lawrence D., 130 Franklin ave., Brooklyn.	80.99	754. Wallace, Joseph R., 358 W. 11th st.	79.67
627. Carney, Stephen E., 230 Troy ave., Brooklyn.	80.98	755. Kinscher, Frank C. J., 336 45th st., Brooklyn.	79.74
628. Oppel, Chas. A., 472 Washington ave., L. I. City.	80.96	756. Beyer, Frederick, 1362 Putnam ave., Brooklyn.	79.74
629. Dunn, John J. (N. Q.), 18 Grove st.	80.96	757. Shea, Jeremiah A., 195 Prince st.	79.73
630. Hommeyer, Richard J., Jr., Railroad ave., Springfield, L. I.	80.95	758. Lawlor, Martin T., 341 E. 141st st.	79.73
631. Alles, Joseph F. (N. Q.), 508 E. 16th st.	80.93	759. O'Halloran, Matthew, 412 E. 168th st.	79.72
632. Loughran, Joseph G., 319 E. 21st st., care Dugan.	80.93	760. Dunigan, John A., 422 E. 66th st.	79.72
633. Woods, John P. (N. Q.), 402 E. 146th st.	80.92	761. Esposito, John F., 30 Degrav st., Brooklyn.	79.71
634. Zeliph, Chester E., 1408 Main st., Peekskill, N. Y.	80.90	762. Barmonde, Peter J., 232 E. 75th st.	79.71
635. Quinn, John P. (N. Q.), 145 E. 50th st.	80.89	763. Kreiss, Arthur O. (N. Q.), 1715 Madison ave.	79.70
636. Traver, Franklin S., 49 Smith st., Newburgh, N. Y.	80.89	764. Meybert, Frederick H., 230 Fish st., Maspeth, L. I.	79.70
637. Murphy, Paul P., 30 Cheever pl., Brooklyn.	80.88	765. Jackson, William E. (N. Q.), 53 N. Elliott place, Brooklyn.	79.69
638. Cavanagh, John J., 4860 Broadway.	80.86	766. McEniry, William J., 100 W. 102d st.	79.68
639. Hoffman, Chas. F., 458 Washington ave., Mariners Harbor, S. I.	80.86	767. Sheffick, Joseph W., 345 E. 54th st.	79.67
640. Greene, Geo. M., 137 Milford st., Brooklyn.	80.82	768. Egbert, Forest (N. Q.), Richmond ave., Graniteville, S. I.	79.67
641. Walsh, John J., 439 W. 46th st.	80.80	769. Gross, Henry, 417 W. 48th st.	79.67
642. Doboy, Maurice J. (N. Q.), 19 Grove st., care Prael.	80.79	770. Kennedy, George L., 533 Baltic st., Brooklyn.	79.67
643. Windstein, Joseph (N. Q.), 97 St. Nicholas ave., Brooklyn.	80.79	771. Madigan, Patrick E., 158 W. 20th st.	79.65
644. Hirsch, Seligman, 128 Alexander ave., The Bronx.	80.78	772. Boniecki, Leo, 80 Newark ave., Port Richmond.	79.63
645. Corcoran, John T., 213 E. 58th st.	80.78	773. Sullivan, Patrick (N. Q.), 114 E. 102d st.	79.62
646. Landmann, Ferdinand W., 313 11th ave., L. I. City.	80.77	774. Schuck, Frederick G. (N. Q.), 59 Edsall ave., Brooklyn.	79.62
647. Sullivan, Jeremiah, 1307 Lexington ave.	80.77	775. Kennek, James C., 696 9th ave.	79.59
648. Miller, Stewart (N. Q.), 450 W. 23d st.	80.75	776. Hoffman, Henry L., 112 20th st., College Point.	79.59
649. Doodly, Albert C., 250 61st st., Brooklyn.	80.75	777. Pope, Charles, 614 Covert ave., Queens.	79.58
650. Cooper, Bertram J., 560 52d st., Brooklyn.	80.75	778. Miller, William G., 1618 71st st., Brooklyn.	79.56
651. Herskovitz, Kain, 1072 Lexington ave.	80.74	779. Kennedy, James F., 504 E. 135th st.	79.55
652. Reilly, Peter, 1137 3d ave.	80.74	780. Kurzenhauser, Casper, Wheeler ave., Valley Stream.	79.55
653. Huttman, Joseph G., 408 W. 55th st.	80.72	781. Nussbaum, Charles H., Jr., 405 Suydam st., Brooklyn.	79.54
654. Bowler, Henry L., 3631 Barnes ave., The Bronx.	80.71	782. Hannar, James M., 37 Washington place, Maspeth.	79.53
655. Hartnett, Timothy, 61 Watts st.	80.70	783. Capillo, Pasquale, 3 F place, Woodhaven, L. I.	79.51
656. Herman, Louis, N. Q., 375 Woolsey ave., L. I. City.	80.69	784. Hasper, William, 308 E. 90th st.	79.51
657. Gage, John W., Jr., 1536 Rockaway ave., Canarsie, L. I.	80.68	785. Collins, Lawrence (N. Q.), 273 Prospect Park West, Brooklyn.	79.51
658. Hanson, Oliver E., 230 95th st., Brooklyn.	80.64	786. Tauckus, John J., 135 N. 4th st., Brooklyn.	79.49
659. Morris, Wm. C., 300 E. 121st st.	80.62	787. Walsh, Alfred A., 991 Franklin ave., Brooklyn.	79.45
660. Boehm, Chas., 1730 Harman st., Brooklyn.	80.61	788. Honold, Jacob, 48 Forest ave., Brooklyn.	79.45
661. Smith, Dunbar D., 50 W. 100th st.	80.60	789. Morrison, William H., 87 Washington place.	79.43
662. Resch, Geo. V., 116 S. 8th st., Brooklyn.	80.60	790. Keogh, John (N. Q.), 2 W. 131st st.	79.42
663. O'Connor, Joseph J., 230 E. 179th st.	80.60	791. Nally, William, 682 10th ave.	79.41
664. Clerke, Chas., Highgate and Farmers aves., Springfield, N. Y.	80.60	792. Hogan, James J., 2095 3d ave.	70.41
665. Robertson, Wm. K., 343 W. 12th st.	80.59	793. Luckhardt, Edw., 78 Furman ave., Middle Village.	79.37
666. Dowd, Hector, 601 W. 55th st.	80.59	794. Schwartz, Aaron, 132 Goerck st.	79.37
667. Lyman, Joseph F., 1398 Fulton ave., The Bronx.	80.58	795. Fischer, Otto, 656 E. 166th st.	79.37
668. McCotter, John J., 126 Ridgewood ave., Brooklyn.	80.57	796. Campbell, Jeremiah J., 485 17th st., Brooklyn.	79.36
669. Wildhagen, Wm. Jr., 192 Irving ave., Brooklyn.	80.57	797. Vogelbach, Joseph A., 151 Wyckoff st., Jamaica.	79.34
670. Stokes, Theo. J., 340 17th st., Brooklyn.	80.57	798. Rumpf, John R., 384 13th st., Brooklyn.	79.34
671. Fowler, Oliver, 48 Washington terrace, Newburgh, N. Y.	80.56	799. Barrett, Louis L., 127 2d place, Brooklyn.	79.32
672. Duffelmeyer, Wm. C., 11 Audubon ave.	80.56	800. Schneider, Charles, 37 Wilton ave., Glendale.	79.32
673. Crimmins, Timothy, 361 W. 50th st.	80.56	801. Meier, William E. (N. Q.), 2314 1st ave.	79.31
674. Oakley, John H., 46 Woodward ave., Brooklyn.	80.55	802. Byrnes, William D., 241 Carlton ave., Brooklyn.	79.31
675. Steinheuser, Julius C., 2613 Atlantic ave., Brooklyn.	80.54	803. Storz, Henry, 110 Catalpa ave., Ridgewood, L. I.	79.30
676. Schneider, Gerhard, 218 E. 75th st.	80.54	804. Higgins, Timothy F., 74 Robinson ave., Newburgh, N. Y.	79.28
677. Murphy, Patrick P., N. Q., 724 Washington st.	80.54	805. Studwell, Raymond, 95 Herkimer st., Brooklyn.	79.26
678. Sellman, Harry F., 184 Cornelius st., Brooklyn.	80.53	806. Tondel, Joseph (N. Q.), 1336 1st ave.	79.25
679. Timmens, Ferdinand A., Tesla place, Glendale, L. I.	80.52	807. Laut, Conrad L., 653 Bleeker st., Queens, L. I.	79.24
680. Weitz, Robert L., 22 Covert st., Brooklyn.	80.52	808. Reilly, Thomas J. D., 2158 Hughes ave., The Bronx.	79.21
681. Reichle, John D., 269 W. 122d st.	80.47	809. Mulcahy, Charles S., 373 E. 51st st., Brooklyn.	79.21
682. Rousa, Gioacchino, N. Q., 610 9th ave.	80.46	810. O'Connor, Charles J. (N. Q.), 166 E. 82d st.	79.19
683. Topinka, Ferdinand H., N. Q., 1928 Mulford ave., The Bronx.	80.45	811. Smith, Alphonso, 839 Gerard ave., The Bronx.	79.19
684. Young, Henry J., 2565 Pitkin ave., Brooklyn.	80.44	812. Feinstein, Samuel, 645 Hendrix st., Brooklyn.	79.19
685. Lammrich, Christian, 924 E. 169th st.	80.44	813. Kucker, Emil C., 296a Marion st., Brooklyn.	79.18
686. Moore, Wm. J., 698 Degrav st., Brooklyn.	80.44	814. O'Neil, Arthur, 95 Bay 20th st., Brooklyn.	79.16
687. Golipsky, Arthur, 305 Rivington st.	80.44	815. Keeling, Milton R. (N. Q.), 595 92d st., Brooklyn.	79.16
688. Fleming, Pierce F. J., 134 Greenwich st.	80.41	816. Hennessy, Thomas, 421 W. 31st st.	79.15
689. Blaswick, Frank, 355 Douglass st., Brooklyn.	80.41	817. Muehleck, George F. (N. Q.), 158 Graham ave., Brooklyn.	79.09
690. Scheer, Anton, N. Q., 21 Folsom ave., Brooklyn.	80.40	818. Murphy, Gerald J., 921 Gates ave.	79.09
691. McGrath, Matthew, 223 E. 76th st.</td			

850. Steinert, Frederick H., 12 Wolcott st., Brooklyn	78.63	977. Pfannkuch, Wm. F., 141 Jefferson ave., Maspeth, L. I.	76.04
851. Morrell, Francis J., 501 Canal st.	78.62	978. Hopp, Frank W., 2338 Webster ave., The Bronx	75.99
852. Mauch, Gustave R. (N. Q.), 14 Centre st., New Brighton, S. I.	78.62	979. Quinn, Peter T., 153 E. 105th st.	75.93
853. Eisenberg, Walter F. H., 1184 Washington ave., The Bronx	78.61	980. Hartner, Jacob W., 454 Brook ave., The Bronx	75.92
854. Loeschmann, Reynold (N. Q.), 54 S. 8th ave., Whitestone, L. I.	78.61	981. Kieturkiewicz, Stanislaus, Jr., 162 19th st., Brooklyn	75.89
855. McManus, Andrew P., 2524 7th ave.	78.61	982. Erbar, Otto, 3127 Myrtle ave., Glendale, L. I.	75.89
856. Tierney, Michael J. J., 261 Hoyt st., Brooklyn	78.61	983. Haasis, Chas. A., 203 W. 118th st.	75.84
857. Holdsworth, John S., 2016 Himrod st., Brooklyn	78.60	984. Nelson, Allen T., 557 46th st., Brooklyn	75.80
858. Gillespie, Andrew J., 458 W. 131st st.	78.57	985. Boles, Robert, 13 3d st., Brooklyn	75.79
859. Browne, Francis R., 145 5th st., Long Island City	78.53	986. Graebner, Henry J., 912 Crescent st., L. I. City	75.78
860. Rappold, William J., 2746 Fulton st., Brooklyn	78.51	987. Petersohn, Wm., 2964 Nassau ave., Brooklyn	75.76
861. Quagliano, John, 146 McKeon st., Stapleton, S. I.	78.47	988. McGough, Peter T., 360 W. 27th st.	75.73
862. Vachuda, William, 315 E. 73d st.	78.46	989. Cringle, James F. (N.Q.), 355 W. 47th st.	75.70
863. Klinger, George H., 63 Rowan place, Winfield, L. I.	78.45	990. Rogers, Wm. J. (N.Q.), 57 W. 11th st.	75.68
864. Bindulski, John J. (N. Q.), 130 Huron st., Brooklyn	78.43	991. Kroemer, Adolph J., 299 Stockton st., Brooklyn	75.65
865. Buehler, Leo F., 20 Mary st., Maspeth, L. I.	78.41	992. Gandolfi, David J. (N.Q.), 190 Prospect ave., Brooklyn	75.64
866. Morgan, Michael J., 115 Nostrand ave., Brooklyn	78.38	993. Ardiff, Wm. J., 108 E. 122d st.	75.62
867. Etzel, Edw., 663 City Island ave., The Bronx	78.37	994. O'Connor, Jos. A., 51 Burger ave., W. N. Brighton, S. I.	75.62
868. Hennessy, Laurence, 343 Winthrop st., Brooklyn	78.35	995. Bruce, Donald McK., 661 60th st., Brooklyn	75.61
869. Collin, Fred, 2 Spruce st., Corona, L. I.	78.30	996. Schneider, Francis, 420 E. 15th st.	75.56
870. Nagel, Chas., Jr., 519 E. 144th st.	78.28	997. Quinn, Peter F., 231 E. 87th st.	75.54
871. Pessoni, Charles, 494 E. 157th st.	78.28	998. Scharp, Harry J., 1572 Pacific st., Brooklyn	76.50
872. Manning, Patrick C., 111 E. 126th st.	78.28	999. Rieth, Edmund J., 1225 Taylor ave., The Bronx	75.44
873. Brady, Thomas A. (N. Q.), 500 W. 49th st.	78.20	1000. Muller, Henry, 236 Wyckoff ave., Brooklyn	75.44
874. Schaaf, John B. (N. Q.), 507 W. 47th st.	78.19	1001. Dufner, Harry, 279 Driggs ave., Brooklyn	75.43
875. Stafford, Peter J., 101 Ashburton ave., Yonkers, N. Y.	78.19	1002. O'Brien, Henry A., 1512 Bryant ave., The Bronx	75.37
876. Hickey, Michael, 615 E. 4th st., Brooklyn	78.19	1003. Seifert, Grove C., 83 Graham ave., L. I. City	75.35
877. Weiss, Charles H., 1512 Hoe ave., The Bronx	78.18	1004. Carroll, Chas. W., 641 McDonough st., Brooklyn	75.30
878. Cavanagh, Charles J., 52 Kowvenhoven place, Brooklyn	78.18	1005. Holub, Otto, 94 9th ave., L. I. City	75.29
879. Christian, Thomas J. (N. Q.), 787 9th ave.	78.16	1006. Bergman, Michael M. (N.Q.), 259 Court st., Brooklyn	75.27
880. Neary, Michael J., 22 Hull ave., Maspeth, L. I.	78.15	1007. Bray, Patrick R., 417 Brook ave., The Bronx	75.26
881. Snyder, Frank, 304 Nassau ave., Brooklyn	78.14	1008. Miraglia, Michael A., 500 E. 121st st.	75.22
882. Stoffers, George A., 166 E. 91st st.	78.12	1009. Faust, Geo. N., 357 E. 142d st.	75.19
883. Heinzer, John, 888 Prospect ave., The Bronx	78.12	1010. Moresco, Chas. J., 2819 W. 16th st., Brooklyn	75.15
884. Riley, Joseph T. (N. Q.), 418 E. 138th st.	78.09	1011. O'Halloran, Joseph A., 209 Bay 22d st., Brooklyn	75.13
885. Bohan, Thomas E., 1914 E. 13th st., Brooklyn	78.08	1012. Bellochi, Peter J., 301 E. 11th st.	75.12
886. Heidtmann, Frederick W., 168 St. Ann's ave.	78.00	1013. Sullivan, John L., 1925 2d ave.	75.11
887. Fleming, Harry S., 287 Bridge st., Brooklyn	78.00	1014. Strachan, Arthur, 152 Gold st., Brooklyn	75.07
888. Bauer, John A., 1889 Corneila st., Brooklyn	77.99	1015. Welby, Martin J., 509 Amsterdam ave.	75.03
889. Collins, Daniel J. F., 228 W. 10th st.	77.98	1016. McGill, Richard H., 500 3d ave., Brooklyn	75.01
890. Reynolds, Peter S., 448 E. 146th st.	77.97	1017. Lorz, Philip, 601 Oak Tree pl., The Bronx	75.00
891. Imperial, Anthony J., 15 N. Moore st.	77.97	1018. Zipf, Emil E. R., Homestead ave., Port Richmond, S. I.	74.99
892. Birney, Samuel, 775 McDonough st., Brooklyn	77.96	1019. Sullivan, James L., 469 2d ave.	74.95
893. Petersen, Berthold E. L., Jr., 307 Floyd st., Brooklyn	77.93	1020. Moloney, Joseph, 77 Pacific st., Brooklyn	74.94
894. Cridland, Charles J. (N. Q.), 3910 9th avenue	77.87	1021. O'Hara, Joseph P., 80 Weirfield st., Brooklyn	74.94
895. Foest, John M., Jr., 178 13th ave., Long Island City	77.85	1022. Gay, John J., 291 York ave., W. Brighton, S. I.	74.89
896. Mazzioti, Louis F., 2150 Belmont ave., The Bronx	77.83	1023. Durning, Vincent F., 241 E. 200th st.	74.87
897. Fasiclione, Michael (N. Q.), 323 49th st., Brooklyn	77.83	1024. Porter, Henry J., 846 3d ave.	74.86
898. Hogan, Hugh, 2049 Washington ave., The Bronx	77.79	1025. Gallagher, Michael J., 1310 Southern boulevard, The Bronx	74.83
899. Gruber, Otto A. B., Sayville, Box 748, L. I.	77.76	1026. Thimmel, Henry, 149 Willis ave., The Bronx	74.81
900. Clifford, Michael J., 321 E. 31st st.	77.75	1027. Donnelly, Edward J. (N.Q.), 462 W. 43d st.	74.77
901. Bannon, Thos. F., 201 E. 113th st.	77.70	1028. Terra, Anthony J., 2864 W. 15th st., Brooklyn	74.75
902. Muratore, Edward (N.Q.), 47 New Bowery	77.67	1029. Festa, Carmine, 165 Mulberry st.	74.62
903. Curtin, Michael F., Jr., 317 E. 43d st.	77.66	1030. Feiler, Geo. E., 519 W. 139th st.	74.57
904. McDonnell, Albert (N.Q.), 441 W. 25th st.	77.66	1031. Pistone, Louis M., 159 E. 206th st.	74.55
905. Hecht, Nathan (N.Q.), 1884 Bergen st., Brooklyn	77.66	1032. Von Appen, Frederick, 615 Eagle ave., The Bronx	74.53
906. Errich, Wm. L., 78 Courtney ave., Newburgh, N. Y.	77.63	1033. Scheurenbrand, Gustave, 42 Maujer st., Brooklyn	74.42
907. Mazurkiewicz, Stanislaus E., 145 24th st., Brooklyn	77.63	1034. Volberg, Herbert, 247 Stockholm st., Brooklyn	74.33
908. O'Keefe, Michael, 83 Maple st., Yonkers, N. Y.	77.57	1035. Cassidy, Thos. J., 469 2d ave.	74.26
909. Lorigan, Thos., 136 W. 12th st., care John Skelly	77.56	1036. Leach, William R., Jr., 17 Russell st., Woodhaven, L. I.	74.10
910. Powell, Wm. S., 263 11th ave., Astoria, L. I.	77.54	1037. Tracy, Michael J., 244 E. 28th st.	74.08
911. Herd, Edward, 557 Evergreen ave., Brooklyn	77.52	1038. Quilty, Daniel E., 4 Clinton st., Yonkers, N. Y.	74.07
912. McCusker, John J. (N.Q.), 148 N. 6th st., Brooklyn	77.52	1039. Smyth, John F., 84 Blackford ave., Port Richmond, S. I.	73.90
913. Connolly, Thos., 1576 Lexington ave.	77.50	1040. McCarthy, John H., 61 Jackson st.	73.72
914. Evers, Aloysius G., 74 W. 92d st.	77.43	1041. McShaffrey, Chas. A., 2672 8th ave.	73.65
915. O'Donnell, Hugh, 103 N. 8th st.	77.42	1042. Birne, Michael F., 2312 Gleason ave.	73.52
916. Kelly, Henry R., 278 W. 119th st.	77.41	1043. Levy, Heymann B. (N.Q.), 307 E. Broadway	73.44
917. Fuchs, George A., 168 Brown pl., Bronx	77.40	1044. Kearns, John F., 151 Douglass st., Brooklyn	73.41
918. Bloch, Wm. F. (N. Q.), 620 Hudson st.	77.38	1045. Carroll, Jerome C. J., 315 E. 90th st.	73.38
919. Krupski, Stanley, 433 E. 6th st.	77.38	1046. Browne, Andrew T. F., 3042 Park ave.	73.37
920. Bohn, Julius (N.Q.), 258 Saratoga ave., Brooklyn	77.37	1047. Derrick, Floyd A., 427 W. 59th st.	73.33
921. Roeth, Ludwig H. (N.Q.), 131 3d ave.	77.37	1048. Hins, Anthony, 39 Jewell st., Brooklyn	73.29
922. Nolan, James R., 192 Sanford st., Brooklyn	77.34	1049. Hart, John, 322 Degraw st., Brooklyn	73.15
923. Rauch, Frederick, 611 Hamilton st., L. I. City	77.31	1050. Wimmer, John J. (N.Q.), 1681 Richmond tpke., Castleton Corners, S. I.	73.14
924. Vail, Herbert (N.Q.), 222 E. 85th st.	77.30	1051. Benes, Frank, 436 E. 76th st.	73.02
925. Westervelt, John H., 1597 3d ave.	77.19	1052. Ciaffa, Dominick, 3128 Villa ave., The Bronx	73.02
926. Doerr, George J., 190 11th st., Brooklyn	77.17	1053. Thomsuhn, Robert F. (N.Q.), 556 W. 186th st.	72.83
927. Maloney, Joseph J., 514 E. 15th st.	77.16	1054. Nolan, Walter L., 890 Eagle ave., The Bronx	72.60
928. Duffy, Walter J. L., 36 St. Marks pl., Brooklyn	77.13	1055. Farrell, Michael M., 1257 Park ave.	72.54
929. O'Brien, James J. (N.Q.), 52 E. 131st st.	77.13	1056. Gundelsheimer, Wm., 505 W. 168th st.	72.37
930. O'Connor, Eugene T., 1320 Sterling pl., Brooklyn	77.10	1057. Ludemann, Herman, 4403 Atlantic ave., Richmond Hill	72.34
931. Cyriacks, John F., 417 Baltic st., Brooklyn	77.09	1058. Roth, Frank W., 639 10th ave.	72.29
932. Tuman, Edward, 81 Division ave., Brooklyn	77.06	1059. Wright, Peter P., 97 Charlton st.	71.89
933. Parrott, Harold E. (N.Q.), 90 Howard ave., Brooklyn	77.04	1060. Nolte, Bernard J., Jr., 442 W. 29th st.	71.86
934. Fraser, Malcolm, 948 E. 116th st.	77.04	1061. McEvoy, Patrick, 118 E. 76th st.	71.42
935. McDonough, Michael, 219 E. 120th st.	77.02	1062. Wiggins, Henry W. (N.Q.), 34 Renwick st.	71.34
936. Sarnis, Wm. J., 128 5th st., L. I. City	77.02	1063. Healy, David M. (N.Q.), 726 Amsterdam ave.	71.10
937. Murphy, Dennis J., 211 E. 53d st.	77.00	1064. Baker, Louis, 212 W. 114th st.	70.46
938. Ames, Raymond R., 271 E. 156th st.	76.96		
939. McGannon, James P., 227 St. Ann's ave., Bronx	76.91		
940. Koenig, Joseph, 2029 Woodbine st., Brooklyn	76.91		
941. Clancy, Francis D., 388 Hoyt st., Brooklyn	76.90		
942. McDonough, John J., Jr., 726 Franklin ave., Brooklyn	76.86		
943. Pittschau, John G., 151 E. 15th st.	76.86		
944. Fick, Morris T., 2127 3d ave.	76.84		
945. Wethnell, Walter D., 107 Shephard ave., Brooklyn	76.83		
946. Shea, James F. (N.Q.), 195 Prince st.	76.78		
947. Monsky, Harry, 318 E. 9th st.	76.75		
948. Hunter, Cresswin K., 515 2d st., College Point, L. I.	76.74		
949. Schutt, Frederick, 479 Academy st., L. I. City	76.70		
950. Sullivan, Michael J., 350			

Finance Voucher No.	Invoice Dates.	Received in Department of Finance.	Name of Payee.	Amount.	Finance Voucher No.	Invoice Dates.	Received in Department of Finance.	Name of Payee.	Amount.
18639	7-31-12	2-19-13	Wells & Newton Co.	23 50	19064	12-14-12. 12-30-12	2-20-13	Greenhut, Siegel-Cooper Co.	2 48
18652	10-31-12	2-19-13	Thomas A. Glendinning	8 25	19070	12- 5-12	2-20-13	Greenhut, Siegel-Cooper Co.	1 18
19415	9- 1-12	2-20-13	The Babcock & Wilcox Co.	4 44	19361	1- 2-13	2-20-13	S. Tuttle's Son & Co.	33 67
19418	9- 4-12	2-20-13	John Boyle & Co., Inc.	80 00	19381	5-27-12	2-20-13	Greenhut Siegel Cooper Co.	27 58
19441	9-18-12	2-20-13	J. C. McCarty & Co.	1 44	19610	1-31-13	2-21-13	Gertrude E. Bingham	25 46
19422	9-11-12. 9-16-12	2-20-13	Colwell Lead Co.	11 00				Board of Estimate and Apportionment.	
19425	9- 1-12	2-20-13	F. N. DuBois & Co.	4 32	19533	2-14-13	2-20-13	J. F. Hazrick	\$0 90
19446	11-12-12	2-20-13	A. C. Laurence	22 45	19533	2-14-13	2-20-13	J. F. Hazrick	1 65
19449	11-30-12	2-20-13	J. G. MacDougall Co.	7 00	19533	2-14-13	2-20-13	J. F. Hazrick	2 00
19450	9-30-12	2-20-13	J. G. MacDougall Co.	6 60	19533	2-14-13	2-20-13	J. F. Hazrick	7 02
19513	11-22-12	2-20-13	Boudreux Dynamo Brush Co.	6 00				Department of Finance.	
			Bronx Parkway Commission.		18258	2- 3-13	2-18-13	Charles J. Joyce	\$71 00
19562	1- 9-13	2-20-13	Pittsburgh Plate Glass Co.	\$18 00	19078		2-20-13	James Brice	125 00
19563	1-10-13	2-20-13	Carnahan & Dalzell	9 88	19079		2-20-13	Amos Dodge	62 50
19595	1-31-13	2-20-13	H. K. Brewer & Co.	10 90	19080		2-20-13	David J. Van Winkle	104 16
19567	2- 1-13	2-20-13	Kelsey, Smith & Co.	21 62	19081		2-20-13	Henry J. Storrs	125 00
			Department of Bridges.		19082		2-20-13	Isaac S. Barrett	100 00
18171	1-27-13	2-18-13	Ray, Daisley & Co.	\$64 00	19083		2-20-13	Edw. O'H. Jervois	96 00
18692	2- 4-13	2-19-13	Standard Oil Co. of New York	40 00	19084		2-20-13	E. H. McGurk	100 00
18694	2- 4-13	2-19-13	The B. F. Goodrich Co.	28 00	19085		2-20-13	John J. Odell	116 66
18697	2- 5-13. 2- 6-13	2-19-13	Egleston Brothers & Co.	83 22	19086		2-20-13	John McCarty	67 50
18698	1-29-13	2-19-13	Smith & Loughlin, Inc.	33 80	19087		2-20-13	Joseph Evans	41 66
18702	1-23-13. 1-25-13	2-19-13	National Bridge Works	70 35	19088		2-20-13	Henry A. Purdy	75 00
18703	1-29-13. 1-31-13	2-19-13	Oriental Rubber and Supply Co.	127 71	19089		2-20-13	Ira B. Betts	104 16
18708	1- 8-13	2-19-13	Stanley & Patterson	80 75	19090		2-20-13	George B. Stone	100 00
18709	1-22-13	2-19-13	Barrett Manufacturing Co.	11 20	19091		2-20-13	George W. Cregier	83 33
18712	12-12-12	2-19-13	Patterson, Gottfried & Hunter, Ltd.	350 00	19092		2-20-13	Ehrhard's Worth	37 50
19925		2-21-13	The Barber Asphalt Paving Co.	1,324 16	19093		2-20-13	Frank McDonald	37 27
			Board of City Record.		19166	2-15-13	2-20-13	Henry Herrlich	19 63
18937	1-28-13	2-20-13	Henry Bainbridge & Co.	\$3 00	19167	2- 8-13	2-20-13	Tax Lien Co. of New York	1,087 26
18939	1-29-13	2-20-13	Farmer Zehn Engraving Co.	28 80	19200		2-20-13	William A. Prendergast, as Comptroller, and Robert R. Moore, as Chamberlain	181,791 43
18940	1-31-13	2-20-13	Great Bear Spring Co.	6 30	19201		2-20-13	William A. Prendergast, as Comptroller, and Robert R. Moore, as Chamberlain	1,140,787 12
			County Clerk, New York County.		19202		2-20-13	William A. Prendergast, as Comptroller, and Robert R. Moore, as Chamberlain	7,498 82
18476	2- 3-13	2-19-13	Art Metal Construction Co.	\$224 00	19203		2-20-13	Board of Education of the City of Mount Vernon, N. Y.	1 30
			County Clerk, Kings Co.		19204		2-20-13	William A. Prendergast, as Comptroller, and Robert R. Moore, as Chamberlain	8,920 00
18389	12-15-12	2-18-13	J. B. Lyon Co.	\$35 00	19205		2-20-13	William A. Prendergast, as Comptroller, and Robert R. Moore, as Chamberlain	294 00
			Court of Special Sessions.		19206		2-20-13	William A. Prendergast, as Comptroller, and Robert R. Moore, as Chamberlain	22,992 50
18265	1-21-13	2-18-13	James T. Boyle & Co.	\$3 75	19207		2-20-13	William A. Prendergast, as Comptroller, and Robert R. Moore, as Chamberlain	592 88
18474	2- 3-13	2-19-13	Nicholas Sciano	15 00	19208		2-20-13	William A. Prendergast, as Comptroller, and Robert R. Moore, as Chamberlain	393 75
18475	2- 1-13	2-19-13	Paul Len Yen	6 00	19695	1-31-13	2-21-13	James J. Munroe	215 33
19932	1-31-13	2-21-13	Wolf Finkelstein	75 00	19908		2-21-13	Columbus Hospital	712 90
			Court of General Sessions.		19909		2-21-13	New York Infirmary for Women and Children	438 16
17767	12-31-12	2-17-13	The Banks Law Publishing Co.	\$69 00	19910		2-21-13	New York Ophthalmic Hospital	290 80
			Supreme Court, Second Department.		19911		2-21-13	The Societe Francaise De Bienfaisance	363 70
19680		2-21-13	Patrick Curley	\$104 16	19912		2-21-13	Asylum of the Sisters of St. Dominic	6,834 39
19681		2-21-13	Thomas S. Hume	166 66	19913		2-21-13	Brooklyn Nursery and Infants' Hospital	882 30
19682		2-21-13	John W. Martin	62 50	19914		2-21-13	Dominican Convent of Our Lady of the Rosary	10,478 22
19683		2-21-13	Michael Whelan	50 00	19915		2-21-13	Five Points House of Industry	202 25
19684		2-21-13	John M. Willis	58 33	19916		2-21-13	German Odd Fellows' Home and Orphan Asylum	29 89
19685		2-21-13	George W. Nash	75 00	19917		2-21-13	Good Counsel Training School for Young Girls	105 11
19686		2-21-13	Paul Len Yen	5 00	19918		2-21-13	House of the Good Shepherd	2,898 02
			District Attorney, New York.		19919		2-21-13	Ottile Orphan Asylum	498 86
18212	2- 7-13	2-18-13	Arnold J. Wisch	11 80	19920		2-21-13	Roman Catholic Orphan Asylum Society, St. Joseph's Female Orphan Asylum	4,524 79
19238	1-31-13	2-20-13	John J. Buckley, Auditor	231 77	19921		2-21-13	Society for the Aid of Friendless Women and Children	334 35
19239	1-28-13	2-20-13	Joseph Russo	28 06	19922		2-21-13	St. Agatha Home for Children	5,603 44
19240		2-20-13	Albert Thomas	7 89	19923		2-21-13	St. Malachy's Home	7,886 77
19241		2-20-13	John J. Buckley, Auditor	95 06	19924		2-21-13	St. Agnes' Hospital for Crippled and Atypical Children	13 80
			District Attorney, Kings County.					Fire Department.	
18216	2- 3-13	2-18-13	Charles J. Joyce	\$71 00	17491	2-11-13	2-17-13	Hopkin & Koen	\$771 25
18219	2-10-13	2-18-13	Dudley J. Fagan	3 25	18100	2- 5-13	2-18-13	Bronx Hay and Grain Co.	2,434 66
18226	2- 7-13	2-18-13	George M. Perry	42 90	18101	1-31-13	2-18-13	Meyer, Denker, Simram Co.	1,197 70
18222	2- 1-13	2-18-13	H. A. Farnell & Co.	38 18	18102		2-18-13	William Farrell & Son	6,530 86
18228	1-31-13	2-18-13	New York Telephone Co.	67 81	18590	1-18-13	2-19-13	Wm. R. Pitt Composite Iron Works	52 00
			District Attorney, Queens County.		18608	1-10-13	2-19-13	Ira H. Woolson	25 00
17890		2-17-13	Theodore Groh	14 65	19211	2- 1-13	2-20-13	Hopkin & Koen	366 91
17892		2-17-13	Harry D. Hayes	3 78	19212	2- 1-13	2-20-13	Olin J. Stephens, Inc.	1,428 61
			District Attorney, Richmond County.		19214	2- 8-13	2-20-13	Vought & Williams	1,095 30
14757	2- 6-13	2- 7-13	Albert C. Fach, District Attorney	\$350 00	19328	1-31-13	2-20-13	Rudolph Reimer	39 20
19555		2-20-13	The New York Law Journal	7 00	19329	1-31-13	2-20-13	Elberon Hygeia Ice Co.	37 84
19557	2- 1-13	2-20-13	K						

Finance Voucher No.	Invoice Dates.	Received in Depart- ment of Finance.	Name of Payee.	Amount.	Finance Voucher No.	Invoice Dates.	Received in Depart- ment of Finance.	Name of Payee.	Amount.		
18831	11-25-12	12-10-12	2-19-13	The Kny Scheerer Co. ....	24 90	18765	2-19-13	Charles R. Ward, Chief Engineer. ....	\$28 50		
18831	11-25-12	12-10-12	2-19-13	The Kny Scheerer Co. ....	174 00	18772	1-10-13	Warren Bros. Co. ....	16 00		
19216	9- 9-12	12-31-12	2-20-13	H. T. Jarrett. ....	142 62	18777	1-31-13	Borough Development Co. ....	560 00		
19217	9- 9-12	12-23-12	2-20-13	James T. Dougherty. ....	200 16	18780	1- 2-13	George W. Cobb, Jr. ....	210 55		
19219	12- 2-12	12-28-12	2-20-13	Druen, Ritchey & Co. ....	263 30	18781	1- 2-13	Otis Elevator Co. ....	34 56		
19220	12-31-12		2-20-13	Conron Bros. Co. ....	167 76	18784	1-16-13	Otis Elevator Co. ....	21 35		
19220	12-21-12		2-20-13	Conron Bros. Co. ....	7 17	18785	1-25-13	Short Bros. ....	540 00		
19222	12-19-12		2-20-13	Lewis Mfg. Co. ....	508 75	18786	1- 1-13	Colwell Lead Co. ....	6 05		
19251	7-15-12		2-20-13	Oscar Stolp. ....	12 00	18787	2- 6-13	The Matthews Harness Co. ....	4 40		
19252	12-31-12		2-20-13	Fred. Buse. ....	2 40	18788	2- 6-13	Woods Garage & Sales Co. ....	17 00		
19253	1- 8-13		2-20-13	Underwood Typewriter Co., Inc. ....	13 50	18792	1-31-13	C. W. Jean Co. ....	17 50		
19255	12-21-12		2-20-13	The Consolidated Hospital Supply & Laundry Machinery Co. ....	15 10	18796	2- 6-13	Oriental Rubber and Supply Co. ....	13 50		
19257	12-21-12		2-20-13	J. B. McNeely. ....	6 00	18797	1-16-13	Pittsburgh Plate Glass Co. ....	4 00		
19258	10- 2-12		2-20-13	Charles J. Bell, Treasurer. ....	24 00	18802	1-29-13	W. R. Adams & Co. ....	52 65		
19259	12-31-12		2-20-13	Welsbach Gas Lamp Co. ....	8 60	18810	1-30-13	Abraham and Straus. ....	3 75		
19259	12-31-12		2-20-13	Welsbach Gas Lamp Co. ....	5 00	18813	1-30-13	P. W. Taylor. ....	7 50		
				Board of Inebriety. ....		18816	2- 6-13	William Conley. ....	18 76		
18720		2-19-13	Nicoll's Garage. ....	\$12 00	19933	2-21-13	Castle Bros., Inc. ....	3,366 00			
			Commissioner of Jurors, New York. ....					President, Borough of Queens. ....			
19112	1-31-13		2-20-13	New York Telephone Co. ....	\$14 46	15722	2-11-13	J. J. O'Brien & Son. ....	25 00		
			Commissioner of Jurors, Queens. ....					Public Charities, Department of. ....			
18397	1-31-13		2-19-13	New York Telephone Co. ....	\$4 75	17321	12- 9-12	2-15-13	Frank Sutton. ....	\$32 50	
			Law Department. ....		17322	1-23-13	2-15-13	Frank Sutton. ....	179 60		
19026	1- 7-13	1-11-13	2-20-13	Samuel K. Probasco. ....	\$10 00	17323	12-30-12	2-15-13	Frank Sutton. ....	55 80	
19027	1-31-13		2-20-13	Postal Telegraph Co. ....	2 40	18069	2-13-13	2-18-13	J. H. Freedlander. ....	164 25	
			Mayor's Office. ....					Public Charities, Department of. ....			
19534	12-30-12		2-20-13	W. H. Joseph & Son. ....	\$12 50	18074	12-31-12	2-18-13	Eastern Insecticide Co. ....	61 75	
19538	1-21-13		2-20-13	A. B. Dick Co. ....	2 00	18075	11-30-12	11-15-11	Candee, Smith & Howland Co. ....	638 35	
19539	1- 9-13		2-20-13	Willis & Co. ....	1 25	18076	10- 7-12	1-28-13	1-28-13	The Manhattan Supply Co. ....	1,172 58
19540	2- 7-13		2-20-13	Remington Typewriter Co. ....	5 00	19837	12-20-12	1-30-13	Ahern & Randel. ....	5 55	
19541	1-31-13		2-20-13	New York Telephone Co. ....	7 28	19838	12-11-12	1- 9-13	1- 9-13	Ahern & Randel. ....	21 60
19542	2- 1-13		2-20-13	United Electric Service Co. ....	3 70				Public Service Commission. ....		
19543	1-24-13		2-20-13	Yawman & Erbe Mfg. Co. ....	3 60	18850	12-31-12	2-19-13	The Degnon Contracting Co. ....	\$1,599 39	
19548	1-11-13		2-20-13	Patterson Brothers. ....	1 80	18842	1-31-13	2-19-13	The Degnon Contracting Co. ....	10,322 40	
19549	1-16-13		2-20-13	The Banks Law Publishing Co. ....	14 00	18856	1-31-13	2-19-13	Thomas D. Hoxsey, Secretary. ....	99 18	
19550	1-16-13		2-20-13	W. C. Wilson. ....	4 00	18858	1-31-13	2-19-13	Frederick C. Noble, Division Engineer. ....	81 31	
19551	2- 1-13		2-20-13	Kanouse Mountain Water Co. ....	5 40			Register, Borough of Kings. ....			
19552	2- 1-13		2-20-13	Kanouse Mountain Water Co. ....	60	19209	2- 4-13	2-20-13	Patrick Dougherty. ....	\$10 40	
19553	12-31-12	1-31-13	2-20-13	Auto Directories Co. ....	8 00			Sheriff, New York County. ....			
19554	1-31-13		2-20-13	Knickerbocker Ice Co. ....	1 73	18837	12-31-10	2-19-13	John S. Shea, Former Sheriff. ....	\$107 00	
			Department of Parks, Manhattan. ....		18838	12-31-10	2-19-13	New York Telephone Co. ....	105 17		
10217		1-29-13	William Wilkening. ....	\$368 55				Sinking Fund Commission. ....			
			Police Department. ....		19606	2-21-13	Bertha M. Schmitt. ....	\$4 00			
19175		2-20-13	John A. Ambler. ....	\$2 90				Street Cleaning, Department of. ....			
19176		2-20-13	Joseph F. Connolly. ....	1 40	17437	2-15-13	Johnson Belting Co. ....	\$50 96			
19177		2-20-13	James Digilio. ....	15 40	19000	2- 4-13	2-20-13	Bacon Coal Co. ....	15 60		
19178		2-20-13	James Dinnegan. ....	4 25				Surrogate—Queens. ....			
19179		2-20-13	Michael Fox. ....	3 45	18392	1-31-13	2-18-13	New York Telephone Co. ....	\$16 19		
19180		2-20-13	William Gilmartin. ....	6 20				Water Supply, Board of. ....			
19181		2-20-13	Alexander Innes. ....	3 05	17452	2-13-13	2-15-13	The Degnon Contracting Co. ....	\$6,525 00		
19182		2-20-13	Olrich A. W. Jensen. ....	2 00	17455	2-17-13	2-20-13	The Chapman Valve Manufacturing Co. ....	2,540 25		
19183		2-20-13	Isaac Millhauser. ....	3 65	18535	2- 1-13	2-19-13	New York Telephone Co. ....	5 65		
19184		2-20-13	James F. Riley. ....	9 65	18536	2- 1-13	2-19-13	New York Telephone Co. ....	7 87		
19185		2-20-13	George W. Roth. ....	3 90	18546	2-15-13	2-19-13	Coffin Valve Co. ....	742 50		
19186		2-20-13	John Scanlon. ....	1 15	18545	2- 5-13	2-19-13	Pittsburg Contracting Co., Assignee of T. A. Gillespie Co., Assignee of David Peoples. ....	944 10		
19187		2-20-13	William Whitty. ....	4 80	18498	2- 5-13	2-19-13	William Bratter & Co. ....	23 00		
19188		2-20-13	James Digilio. ....	60	18543	9-11-12	2-19-13	Remington Typewriter Co. ....	81 00		
19189		2-20-13	Postal Telegraph Cable Co. ....	4 23	18538	2- 1-13	2-19-13	New York Telephone Co. ....	80 41		
19190		2-20-13	James F. Riley. ....	2 75	18537	2- 1-13	2-19-13	New York Telephone Co. ....	12 32		
19191		2-20-13	Western Union Telegraph Co. ....	6 00	18687	2- 1-13	2-21-13	Walter Le C. Boyer. ....	250 00		
19192		2-20-13	George O'Donnell. ....	6 00	19903	2- 9-13	2-21-13	Rinehart & Dennis Co. ....	40,411 00		
19586	2-18-13	2-21-13	M. B. Brown Printing and Binding Co. ....	74 90				Water, Gas and Electricity, Department of. ....			
19587	2- 3-13		John Cassidy Co. ....	8 00	3844	1-13-13	*Joseph Toner. ....	\$45 00			
			President, Borough of Manhattan. ....		6146	1- 8-13	1-18-13	Frank J. Clancy. ....	2,095 91		
14224		2- 6-13	Frederick Lauterbach. ....	\$15 00	18128	2-18-13	Geo. D. Harris & Co., Inc. ....	570 15			
14229	12- 5-12		Miss E. B. Close. ....	9 25	18726	2- 3-13	2-19-13	Ideal Wind Shield Co. ....	2 25		
17703	1-15-13		Remington Typewriter Co. ....	\$36 55	18727	1- 1-13	2-19-13	Edward Riley's Livery and Boarding Stables. ....	24 00		
17715	11-22-12		2-17-13	Ingram-Richardson Mfg. Co. ....	33 00	18729	12-31-13	2-19-13	David P. Rumph. ....	30 00	
18336	1-22-13	1-28-13	2-18-13	Johnson Service Co. ....	238 40</td						

Finance Vouch- er No.	Invoice er No.	Name of Payee.	Amount.	Finance Vouch- er No.	Invoice er No.	Name of Payee.	Amount.	Finance Vouch- er No.	Invoice er No.	Name of Payee.	Amount.
21164	12-17-12	The J. L. Mott Iron Works..	27 00	20853	10-31-12	New York Telephone Co....	3 18	21089		William C. Bergen.....	175 00
21165	11- 4-12	J. B. Slattery & Bro.....	7 75	20854	11-30-12	New York Telephone Co....	3 00	21090		Franklin Trust Co.....	312 50
21166	11-30-12	W. & J. Sloane.....	21 16	20855	10-31-11	New York Telephone Co....	26 49	21091		New York Wholesale Fish Dealers' Assn.....	83 33
21168	1-10-13	Lang & Schwenker.....	113 00		11-30-12			21132		David S. Garland.....	40 00
21167	1-13-13	The Anchor Post Iron Works	509 20	20856	11-30-12	New York Telephone Co....	9 08	21133		Clement Asbury .....	50 00
21143	2- 1-13	Jas. T. Smith.....	668 32	20852	11-30-12	New York Telephone Co....	6 18	21134		Edward Lyons .....	60 00
21144	1- 3-13	Bordens Condensed Milk Co.	5,290 63	20860	10-31-12	New York Telephone Co....	9 60	21135		Myles Purvis .....	35 00
21145	1-31-13	Shults Bread Co.....	1,351 13	20861	1- 3-13	Wm. Youngs .....	17 80	21136		John M. Zurn.....	130 00
21146	1-16-13	Frank J. Lennon & Co.....	39 32	20862	12-31-12	Sargent & Co.....	2 20	21137		John A. Dillmeier.....	125 00
	1- 6-13			20863	5-22-12	Geo. W. Benham A. & W....	33 00	21138		George J. S. Dowling.....	125 00
21147	1- 3-13	Knickerbocker Ice Co.....	254 51	20864	12-30-12	J. Friedman .....	11 70	21139		Edmund D. Hennessy.....	20 00
21148		John Wanamaker.....	146 65	20865	12-30-12	J. Friedman .....	6 40	21140		Eugene F. O'Connor.....	65 00
				20866	10-30-12	Greenhun-Siegel-Cooper Co.	42 50	21141		Edward Lazansky .....	40 00
				20867	1- 2-13	I. Rader .....	34 90	21142		Clarence B. Smith.....	60 00
				20868	12-23-12	John Wanamaker .....	27 85	21143		New York Telephone Co....	33 50
				20869	11-14-12	J. Weiss .....	18 50				
								312 00			
				20870	1-21-13	George W. Benham A. & W....	23 04				
20970	2-10-13	Samuel Noller.....	37 35	20871	1-11-13	John S. Kennedy A. & W....	47 25	20911		N. Y. Fire Dept. Relief Fund	\$5,170 68
20971	2-13-12	Shadbolt Mfg. Co.....	185 00	20872	11-26-12	John S. Kennedy A. & W....	386 46				
20972	2-13-13	F. F. Fuhrmann.....	5 60	20873	9-13-12	John S. Kennedy A. & W....	174 00				
20973	2-14-13	Jas. S. Barron & Co.....	4 90	20874	12-30-12	L. E. Atherton .....	12 38				
20974	2-13-13	Chas. Madden.....	6 00	20875A	7- 1-12	Schwagerl Bros.....	123 84	20912	12-31-12	W. & L. E. Gurley.....	\$90 25
20975	2-14-13	Jas. S. Barron & Co.....	30 00	20875	11-22-12	Bloomingdale Bros.....	14 40		1- 8-13		
20976	2-15-13	Wm. Byrnes.....	5 00	20876	11-18-12	Bloomingdale Bros.....	20913	12-19-12	The Macey-Dohme Co.....	10 60	
20977	2- 5-13	H. E. Grupe.....	30 02	20877	1- 9-13	Domestic Mills Paper Co....	20914	12-30-12	A. Pearson's Sons.....	12 00	
20978	1- 13	Jas. W. Bliss & Son.....	25 28	20878	11-11-12	Neostyle Envelope Co. ....	20915	12-30-12	S. W. Reese & Co.....	16 68	
20979	1- 3-13	John W. Masury & Sons....	14 00	20879	12-24-12	Talens & Son.....	20916	12- 3-12	Geo. W. Cobb, Jr.....	37 65	
20980	2- 8-13	Thos. C. Dunham.....	97 20	20880	10-15-12	M. J. Tobin .....	1-16-13				
20981	2-10-13	Stanley & Patterson.....	84 89		2-19-13		20917	1-13-13	Alberene Stone Co.....	21 00	
20982	1-27-13	Igoe Bros. ....	84 10	20881	12-18-12	Harper Paper Co.....	20918	1- 7-13	L. W. & H. C. Morrell.....	31 00	
20983	2- 5-13	H. E. Grupe.....	28 86		1-10-13		20919	1- 4-13	Tower Mfg. & Novelty Co....	3 05	
20984	2- 7-13	Froment & Co.....	21 00	20882	1-15-12	Henry Holt & Co.....	20920	1- 4-13	Yawman & Erbe Mfg. Co....	1 10	
20985	1-28-13	H. E. Grupe.....	53 36	20883	1- 6-13	Rauh & Co.....	20921	1-10-13	Mercier & Davis.....	9 85	
20986	1-21-13	The John C. Orr Co.....	180 06	20884	12- 2-12	Bausch & Lomb Optical Co....	20922	11-30-12	Municipal Garage.....	76 95	
	2- 7-13			20885	12-20-12	Schoverling, Daly & Gales...	20923	1- 2-13	P. Corrigan .....	125 00	
20987	2- 3-13	Vulcan Rail & Const. Co....	73 31	20886	12-30-12	Hopper Paper Co.....	20924	1- 1-13	John Redfield.....	126 80	
20988	2-15-13	Mortimer L. Newman.....	66 33	20887	12-19-12	O. T. Louis Co.....	20925	1- 1-13	The Peerless Towel Supply Co. ....	7 00	
20989	2- 1-13	The Seamless Rubber Co....	21 50	20888	11-15-12	The A. N. Palmer Co.....	20976	12-30-12	John P. McWalters.....	4 50	
20990	2- 5-13	Stewart Warner Speedmeter Co. ....	8 00	20889	11-22-12	Remington Typewriter Co....	20927	12-28-12	Turner Bros.....	6 36	
20991	2-15-13	Oriental Rubber Co.....	33 47	20890	12-31-12	Scientific Materials Co....	20928	1- 1-12	Jurgen Rathjen Co.....	7 50	
20992	2-11-13	The Goodyear Tire & Rubber Co. ....	35 10	20891	12-31-12	Scientific Materials Co....	20929	12-31-12	Public Service Cup Co.....	16 00	
20993	1- 1-13	Kanouse Mountain Water Co. ....	9 00	20892	11-13-12	Hammacher, Schlemmer Co....	20930	1-15-13	F. A. Baker & Co.....	31 00	
	2- 1-13			20893	2- 8-12	Henry Holt & Co.....					
20994	2- 4-13	American Mason Safety Tread Co. ....	19 38	20894	1-15-12	Henry Holt & Co.....					
20996	2-11-13	Thos. W. Kiley & Co.....	72 28	20895	11-20-12	E. Steiger & Co.....					
20997	2-11-15	Geo. M. Eddy & Co.....	27 30	20896	11-22-12	E. Steiger & Co.....					
20998	2-11-13	Chas. D. Reese.....	17 00	20897	4-13-12	Remington Typewriter Co....					
20999	12- 3-12	Patterson, Gottfried & Hunter, Ltd. ....	12 25	20898	12-23-12	Frank G. Meyer.....					
21000	1- 3-13	Edison Electric Ill. Co.....	35 00	20899	11- 7-12	Milton Bradley Co.....					
21183		The John C. Orr Co.....	616 40		11-30-12						
				20900	12-30-12	Abraham & Straus.....	23 84				
				20901	3- 4-12	M. J. Tobin .....	114 93				
					9- 6-12	Scarborough Co.....	10 14				
				20902	9-21-12						
					11- 2-12						
				20903	12- 3-12	The J. W. Pratt Co.....	209 50				
				20904	12-31-12	Geo. T. Montgomery.....	54 02				
				20905	11-12-12	Cavanagh Bros. & Co.....	4 62				
				20906	12-30-12	Hopper Paper Co.....	781 01				
				20907	12-31-12	S. E. & M. Vernon.....	137 46				
				20908	11-19-12	Fred'k Pearce Co.....	5 42				
				20909	11-15-12	The A. N. Palmer Co.....	32 00				
				20910	11-14-12	Ginn & Co.....	89 20				
				20912	1- 3-13	Parker P. Simmons.....	35 52				
				20913	1- 2-13	Parker P. Simmons.....	154 00				
				20914	1- 2-13	Parker P. Simmons.....	155 33				
				20915	1- 2-13	Parker P. Simmons.....	657 59				
				20916	1- 2-13	Parker P. Simmons.....	84 00				
				20917	1- 2-13	Parker P. Simmons.....	563 64				
				20918	1- 2-13	Parker P. Simmons.....	570 20				

Finance Vouch-Invoice er No.	Name of Payee. er No. Dates.	Amount.	Finance Vouch-Invoice er No.	Name of Payee. er No. Dates.	Amount.	Finance Vouch-Invoice er No.	Name of Payee. er No. Dates.	Amount.
21237	1-31-13 Bergstrom & Bass.....	85 17	21031	7-31-12 Porter Screen Mfg. Co.....	998 25	21256	10-7-12 The Yale & Towne Mfg. Co.	\$174 81
21236	1-3-13 The J. M. Palmer Co.....	30 85	21035	10-5 12 Harry M. Kaiser.....	108 00	21257	1-3-13 William Bratter & Co.....	180 10
21238	1-3-13 Shadbolt Mfg. Co.....	163 28	21034	10-23-12 John S. Kennedy.....	159 75	21258	1-30-13 H. D. Champlin.....	10 00
21239	1-31-13 Bergstrom & Bass.....	108 68	21036	1-2-13 Northfield Feed & Grain Co.	180 00	21259	2-7-13 Palmer & Singer Mfg. Co.	16 65
21240	2-1-13 Midwood Garage.....	18 00	21037	1-22-13 John Simmons Co.....	29 44	21260	1-21-13 Poerther Motor Car Co.....	53 01
21241	2-1-13 P. H. Powers & Son.....	137 50	21038	8-7-12 John S. Kennedy.....	713 12	21261	1-31-13 The Standard Express & Trucking Co.....	3 50
21242	2-1-13 Thos. Corr.....	30 00				21262	1-16-13 The Watson-Stillman Co.....	23 80
21243	2-1-13 F. J. O'Hara.....	16 50				21263	1-31-13 The Lithoprint Co.....	131 60
21244	2-1-13 Chas. G. Moser.....	10 64				21264	1-29-13 L. & E. Brown.....	4 80
21245	2-1-13 T. J. Donnelly.....	27 50				21265	1-31-13 The Electric Light Co.....	12 15
21246	2-1-13 Midwood Garage.....	14 90				21266	12-31-12 Union Carbide Sales Co.....	70 91
21247	2-11-13 W. P. Siler.....	10 80				21267	1-28-13 N. Dain's Sons Co.....	34 00
21248	2-7-13 Seed Filter and Mfg. Co.....	9 00				21268	2-10-13 Geo. E. Johnston.....	20 63
21249	2-14-13 B. C. Miller & Son.....	32 12				21304	2-18-13 The New York Times.....	160 00
21250	12-13-12 Jos. H. D. E. Bragga.....	17 65				21305	1-30-13 The Sun.....	160 00
21251	1-30-13 John M. Bulwinkle.....	273 65				21306	2-18-13 The New York Tribune.....	176 00
21252	1-31-13 J. W. Pratt Co.....	76 77				21307	1-30-13 New York Herald Co.....	168 00
21253	1-29-13 Jackson & Cowenhoven Co.....	1 25				21308	1-31-13 New York Telephone Co.....	5 58
21254	12-30-12 Thos. M. Delaney.....	232 08				21309	1-31-13 New York Telephone Co.....	5 52
21255	2-6-13 Cook Electric Co. ....	120 00				21310	1-31-13 New York Telephone Co.....	5 73
	Department of Public Charities.					21311	1-31-13 New York Telephone Co.....	9 14
21001	12-31-12 Bramhall Deane Co.....	6 64				21312	2-19-13 Kingston Gas & Electric Co.....	35 11
21002	12-26-12 J. J. Snyder & Son.....	3 98				21313	1-22-13 The Leader Co.....	29 50
21003	12-10-12 J. J. Snyder & Son.....	46 03				21314	1-3-13 Edward Carroll, Jr.....	2 10
	12-19-12					21315	1-2-13 John P. Hogan.....	63 82
21004	12-7-12 Bausch & Lomb Optical Co. ....	25 00						
21005	11-23-12 Horlicks Malted Milk Co. ....	7 50						
21006	12-16-12 The Simes Co. ....	18 36						
21007	11-1-12 Hull, Grippen & Co. ....	3 45						
	11-15-12							
21008	11-29-12 D. B. Pershall & Son.....	6 16						
21009	1-30-13 G. B. Raymond & Co.....	153 96						
21010	12-1-12 Neptune B. Smyth.....	175 00						
21011	1-18-12 A. Pearson's Sons.....	29 25						
21012	12-31-12 Municipal Garage.....	68 11						
21013	8-20-12 Department of Correction...	845 00						
	12-26-12							
21014	1-30-13 Department of Correction...	24 00						
21015	1-7-13 Cornell & Underhill .....	9 34						
	1-22-13							
21016	1-31-13 E. T. Joyce .....	262 98						
21017	12-10-12 George W. Benham .....	477 00						
	1-17-13							
21018	12-27-12 John S. Kennedy .....	1,050 00						
	1-28-13							
21019	12-9-12 Harry M. Kaiser.....	174 00						
	12-17-12							
21020	1-17-13 Butler Bros. ....	17 28						
21021	1-21-13 George W. Benham.....	753 00						
21022	1-9-13 The H. B. Chafin Co. ....	700 00						
	1-20-13							
21023	1-14-13 The T. J. Collins Furniture Co. ....	58 00						
21024	1-17-13 Department of Correction...	12 75						
	1-21-13							
21025	1-23-13 Chas. A. Foersch.....	2 15						
21026	1-24-13 C. H. & E. S. Goldberg....	19 00						
21027	1-23-13 Greenhut-Siegel-Cooper Co. ....	22 50						
21028	1-20-13 Meinecke & Co. ....	253 06						
	1-23-13							
21029	1-24-13 Stumpf & Walter & Co. ....	28 20						
21032	12-18-12 Geo. W. Benham.....	14 00						
21033	7-12-12 George W. Benham.....	931 00						
21030	10-18-12 M. Magee & Son.....	295 00						
	Standard Testing Laboratory.							
21059	2-5-13 Bausch & Lomb Optical Co. ....	\$246 63						
21060	2-10-13 The Hess-Ives Co. ....	125 00						
21061	2-6-13 Chas. E. Miller.....	4 52						
21062	2-15-13 Hammarlung Mfg. Co. ....	25 20						
21063	2-11-13 F. Jensen.....	3 00						
21064	1-14-13 The Linde Air Products Co. ....	4 00						
	1-28-13							
	United States Volunteer Life Saving Corps.							
21269	2-6-13 Chas. H. Scheibel.....	\$71 00						
21270	2-7-13 S. Borgzinner Co. ....	3 75						
21276	2-15-13 James Leach.....	40						
21271	2-10-13 J. T. Sullivan.....	1 50						
21281	2-10-13 Patterson Brothers.....	8 34						
21272	2-17-13 Brooklyn Smokeless Flash-light Photo Co. ....	6 00						
21273	2-13-13 Columbia Frame & Art Co. ....	11 65						
21275	2-1-13 N. Y. Telephone Co. ....	5 59						
21278	Long Island Express.....	1 05						
21280	2-11-13 F. O. Pierce Co. ....	3 15						
	Department of Street Cleaning.							
20932	1-31-13 Fiss, Doerr & Carroll Horse Co. ....	\$15,980 00						
20933	Masonry Const. Co. ....	2,937 50						
	Standard Testing Laboratory.							
20934	Jas. G. Brinkman.....	\$5 50						
20935	R. L. Blake.....	5 50						
20936	Edmond Beardsley.....	128 60						
20937	R. L. Blake.....	193 64						
20938	R. L. Blake.....	233 40						
20939	R. L. Blake.....	246 26						
20940	R. L. Blake.....	191 87						
20941	R. L. Blake.....	219 47						
20942	R. L. Blake.....	212 08						
20943	R. L. Blake.....	190 83						
20944	City Yonkers Bureau Water	1 00						
20945	William Hauck.....	4 25						
20946	Frederick Stoehr.....	1 30						
20947	John P. Carver.....	13 60						

Wilson, Precinct 42; George W. Tindall, Precinct 61; Harry Uetmann, Precinct 63; Albert P. Andelman, Precinct 63; Frank C. Witten, Precinct 65; George J. Silva, Precinct 65; Charles J. Morris, Precinct 65; Joseph J. Fitzgerald, Precinct 68; William J. Ferrick, Precinct 68; Arthur Johnson, Precinct 79; William L. Murphy, Precinct 80; August G. Kaltenmeier, Precinct 81; Robert A. Cunningham, Precinct 143; Patrick Murphy, Precinct 144; Henry C. Behan, Precinct 144; Michael Rieker, Precinct 146; Stephen J. Strenck, Precinct 149; Charles H. Panther, Precinct 149; Frank Goehring, Precinct 150; John H. Rooney, Precinct 155; John J. Regan, Precinct 155; James J. Holland, Precinct 156; Bernard Mayer, Precinct 157; Theodore B. Woychinski, Precinct 157; Charles Wagner, Precinct 158; Michael A. Cardin, Precinct 158; Frank Reiff, Precinct 159; Bernard J. Broden, Precinct 159; Ernest R. F. Ihnen, Precinct 161; Matthew Moloney, Precinct 162; Maurice Steinfeld, Precinct 163; Thomas Carberry, Precinct 164; Henry Brenner, Precinct 164; John A. Kessler, Precinct 164; Charles A. Olsen, Precinct 164; J. Fred Scheurenbrand, Precinct 165; Edward J. Karcher, Precinct 165; Harry A. Reuling, Precinct 167; William H. Meyn, Precinct 167; Charles Daum, Precinct 167; George O. Diffin, Precinct 170; Claude M. Smythe, Precinct 171; William H. Baker, Precinct 174; John Wichmann, Precinct 274; Martin A. Clair, Precinct 290; John Harten, Precinct 292; Thomas P. Glennen, Traffic A; Harry T. Leddy, Traffic C; Michael A. Kilgallen, Traffic C; Gustave A. Boettger, Traffic D; John J. McGowan, Traffic D; John J. Martin, Bridge A; James A. Miner, Bridge A; Richard M. Whalen, Harbor B; William H. Logan, Central Office; James J. Leddy, Central Office; John J. M. Weldon, Detective Division; William J. Veale, Detective Division; Denis J. Killane, Detective Division; Frank Fasullo, Detective Division; George J. Andrews, Detective Division.

The following members of the Force were relieved and dismissed from the Police Force and Service and placed on the roll of the Police Pension Fund and awarded the following pensions, on Police Surgeons' Certificate: Lieutenant Michael A. Downs, 43d Precinct, at \$1,125 per annum, appointed July 27, 1887; Sergeant Emil Oppenheimer, 152d Precinct, at \$875 per annum, appointed May 25, 1892.

Masquerade ball permits granted: Michael Heumann, Harlem River Casino, Manhattan, January 18, \$25; Michael Heumann, Harlem River Casino, Manhattan, January 30, \$25; Frank Bartunek, Harlem River Casino, Manhattan, February 8, \$25; Weber & Glatterer, Palm Garden, Manhattan, January 11, \$10; Weber & Glatterer, Palm Garden, Manhattan, January 25, \$10; Samuel Edelstein, Laurel Garden, Manhattan, January 18, \$10; I. Berman, Congress Hall, Brooklyn, January 15, \$10; C. H. Nielsen, Nielsen's Hall, S. I., January 18, \$10; C. H. Nielsen, Nielsen's Hall, S. I., February 8, \$10; Vincent Repair, Cedar Manor Hall, Queens, January 25, \$5.

January 11.

The following Patrolmen were promoted to the rank of Sergeant of Police in the Police Department of The City of New York, their names appearing on eligible list dated January 11, 1913: Thomas F. Cashman, George W. Brennan, Anthony Neumann, Thomas Martin, Patrick Shanley, Michael J. McCarthy.

January 13.

Hostler John P. Kilcommons, was dismissed from the Police Department, as of January 3, 1913. Charges: Neglect of duty; absent from stable.

The following Patrolmen were promoted to the rank of Sergeant of Police in the Police Department of The City of New York, their names appearing on eligible list dated January 11, 1913: John F. Coutant, John P. Crowley, George S. Booth, John F. Apple, Daniel T. Scannell, Peter F. Reid, Charles F. Jones, John F. Hall, Martin F. Fay.

Upon report of the Chief Clerk of bids received on the 9th instant for furnishing and delivering coal, the following contracts were awarded:

For Manhattan—To Meyer-Denker-Sinram Co., for the following items at the prices named: 1, \$8,680; 2, \$978.75; 3, \$2,500; 4, \$2,812.50, making a total of \$14,971.25, they being the lowest bidders.

For The Bronx—To S. Trimmer & Sons, Inc., for the following items at the prices named: 5, \$3,593.80; 6, \$312, making a total of \$3,905.80, they being the lowest bidders.

For Queens—To A. J. McCollum, for the following items at the prices named: 9, \$3,372; 10, \$236.04, making a total of \$3,608.04, he being the lowest bidder.

For Brooklyn—To Bacon Coal Co., for the following items at the prices named: 11, \$11,235; 12, \$1,408.12, making a total of \$12,643.12, they being the lowest bidders.

Masquerade ball permits granted: Louis J. Kaggir, Webster Hall, Manhattan, January 18, \$25; A. Hollander, Arlington Hall, Brooklyn, January 18, \$25; M. Nes-

tef, Burland's Casino, Bronx, January 11, \$25; Wm. G. Opry, Arion Hall, Brooklyn, January 16, \$10; Wm. G. Opry, Arion Hall, Brooklyn, January 23, \$10; James Shields, Saengerbund Hall, Brooklyn, January 11, \$10; Charles Guhring, New Eckford Hall, Brooklyn, January 21, \$10.

Approved: Application of Patrolman William Schroder, 163d Precinct, requesting permission to accept reward of \$50 from U. S. Navy, less usual deduction for Police Pension Fund, for the arrest of a deserter.

The following members of the Force were relieved and dismissed from the Police Force and Service and placed on the roll of the Police Pension Fund and were awarded the following pensions:

To take effect 11:30 a. m., January 11, 1913:

Lieutenant Bernard McEveety, 79th Precinct, in pursuance of the provisions of section 355 of the Greater New York Charter, at \$1,125 per annum, appointed August 1, 1873.

On Police Surgeons' certificate.

Sergeants—James P. Kennedy, 1st Precinct, at \$735 per annum, appointed April 8, 1896. Daniel J. O'Connell, 169th Precinct, at \$875 per annum, appointed May 18, 1892. Peter H. McHugh, P. O. Squad, at \$875 per annum, appointed February 15, 1890.

Patrolmen—To take effect 12 p. m., January 11, 1913: Edward O. Shibles, 22d Precinct, at \$700 per annum, appointed March 28, 1896. John Kearney, 42d Precinct, at \$700 per annum, appointed June 17, 1891. Reuben C. Harvey, 74th Precinct, at \$700 per annum, appointed December 13, 1890. James V. Short, 156th Precinct, at \$700 per annum, appointed July 6, 1880. Michael J. Keane, P. O. Squad, at \$700 per annum, appointed July 9, 1887. James McGovern, P. O. Squad, at \$700 per annum, appointed October 3, 1891.

The following members of the Force having been tried on a charge before a Deputy Commissioner, fine was imposed as follows:

Patrolman Michael J. Maun, 156th Precinct, December 8, 1912, (1) intoxicated, disorderly, boisterous and unfit for duty; (2) used loud and boisterous language while in station house, 30 days.

The following member of the Force assigned to duty in the Detective Division, were designated as Acting Detective Sergeants, First Grade:

To take effect 4:25 p. m., January 11, 1913: Grant Williams, George Yunge.

Advancements to grades:

Patrolmen—To \$1,250 Grade: Frederick H. Schilling, 6th Precinct, January 7, 1913. To \$1,150 Grade: Edward H. Purschen, 68th Precinct, January 14, 1913.

To \$1,150 Grade: January 3, 1913, Edward J. Wilroe, 6th Precinct; Gustave E. Follmer, 13th Precinct; Anton Schulz, 29th Precinct; William C. Niemand, 40th Precinct; Otto Hinz, 42d Precinct; John J. Healey, 81st Precinct; Charles E. Bowman, 174th Precinct; John R. Parke, 10th Precinct; William McAuliffe, 26th Precinct; Peter J. Nunnery, 37th Precinct; Joseph F. Myers, 42d Precinct; John J. Buckley, 43d Precinct; Benjamin Becking, 164th Precinct; Edward J. Kalbfleisch, Detective Division.

To \$1,000 Grade: Michael Cahill, 15th Precinct, January 1, 1913.

To \$900 Grade: Philip H. Leppert, 65th Precinct, January 9, 1913.

To \$900 Grade: Michael Murray, 155th Precinct, January 9, 1913.

The resignation of probationary Patrolman Lawrence F. McNamara, 37th Precinct, was accepted, to take effect 12 p. m., January 11, 1913.

January 14.

Archibald Stark, of 169 E. 89th st., Manhattan, was employed as Cleaner in the Police Department of The City of New York, with compensation at the rate of \$600 per annum, his name appearing on eligible list dated January 6, 1913.

The application of Patrolman Nathaniel Heutte, 2d Precinct, to accept reward of \$20 from U. S. Navy, less usual deduction for Police Pension Fund, was approved. Arrest of Deserter.

The following members of the Force were relieved and dismissed from the Police Force and Service and placed on the roll of the Police Pension Fund and were awarded the following pensions:

In pursuance of the provisions of section 355 of the Greater New York Charter.

Lieutenants—To take effect 4:10 p. m., January 13, 1913: Oscar Wavle, 79th Precinct, at \$1,125 per annum, appointed October 11, 1873. David McMahon, 162d Precinct, at \$1,125 per annum, appointed November 10, 1873. Thomas Mulvey, 171st Precinct, at an increase of \$125 over the pension of \$1,000 granted October 17, 1893, or \$1,125 per annum, appointed June 15, 1893. Patrick McGinley, Bridge Precinct A, at \$1,125 per annum, appointed December 27, 1875.

Sergeants—To take effect 4:10 p. m., January 13, 1913: James Ryan, 153d Precinct, at \$875 per annum, appointed September 22, 1877.

To take effect 4:55 p. m., January 13, 1913: Ernest Schroth, 25th Precinct, at

\$875 per annum, appointed June 10, 1870. Anthony J. Panet, 29th Precinct, at \$875 per annum, appointed September 18, 1878.

Members of the Force having been tried on charges before a Deputy Commissioner, fines were imposed as follows:

Patrolmen—James J. Argenza, 5th Precinct, November 30, 1912, absent from residence without permission, 5 days.

Robert M. Knox, 21st Precinct, November 24, 1912, leaning against window reading newspaper, 2 days.

James F. Duncan, 25th Precinct, November 25, 1912, (1) did not properly patrol; (2) did not properly patrol, 10 days.

Harry A. Berry, 37th Precinct, November 29, 1912, absent from post, standing in conversation with Patrolman, 1 day.

George O. Clinchy, 37th Precinct, November 26, 1912, standing in conversation with Patrolman, 1 day.

Arthur Mueller, 37th Precinct, November 26, 1912, standing in conversation with Patrolman, 1 day.

John Nekola, 39th Precinct, Denis M. Coogan, 39th Precinct, William F. Barry, 40th Precinct, Christopher Schweitzer, 40th Precinct, Daniel Murray, 63d Precinct, Thomas A. Haverty, 63d Precinct, Milton T. Engelberg, 65th Precinct, James G. Hynds, 66th Precinct, Daniel J. O'Leary, 74th Precinct, John Larkin, 35th Precinct, Edward D. Potter, 36th Precinct, Robert J. Tucker, 37th Precinct, Alfred P. Brandt, 37th Precinct, William Bedell, 37th Precinct, John Nekola, 39th Precinct, Denis M. Coogan, 39th Precinct, William F. Barry, 40th Precinct, Christopher Schweitzer, 40th Precinct, Daniel Murray, 63d Precinct, Thomas A. Haverty, 63d Precinct, Milton T. Engelberg, 65th Precinct, James G. Hynds, 66th Precinct, Daniel J. O'Leary, 74th Precinct, John Larkin, 35th Precinct, Edward D. Potter, 36th Precinct, Robert J. Tucker, 37th Precinct, Alfred P. Brandt, 37th Precinct, William Bedell, 37th Precinct, John Nekola, 39th Precinct, Denis M. Coogan, 39th Precinct, William F. Barry, 40th Precinct, Christopher Schweitzer, 40th Precinct, Daniel Murray, 63d Precinct, Thomas A. Haverty, 63d Precinct, Milton T. Engelberg, 65th Precinct, James G. Hynds, 66th Precinct, Daniel J. O'Leary, 74th Precinct, John Larkin, 35th Precinct, Edward D. Potter, 36th Precinct, Robert J. Tucker, 37th Precinct, Alfred P. Brandt, 37th Precinct, William Bedell, 37th Precinct, John Nekola, 39th Precinct, Denis M. Coogan, 39th Precinct, William F. Barry, 40th Precinct, Christopher Schweitzer, 40th Precinct, Daniel Murray, 63d Precinct, Thomas A. Haverty, 63d Precinct, Milton T. Engelberg, 65th Precinct, James G. Hynds, 66th Precinct, Daniel J. O'Leary, 74th Precinct, John Larkin, 35th Precinct, Edward D. Potter, 36th Precinct, Robert J. Tucker, 37th Precinct, Alfred P. Brandt, 37th Precinct, William Bedell, 37th Precinct, John Nekola, 39th Precinct, Denis M. Coogan, 39th Precinct, William F. Barry, 40th Precinct, Christopher Schweitzer, 40th Precinct, Daniel Murray, 63d Precinct, Thomas A. Haverty, 63d Precinct, Milton T. Engelberg, 65th Precinct, James G. Hynds, 66th Precinct, Daniel J. O'Leary, 74th Precinct, John Larkin, 35th Precinct, Edward D. Potter, 36th Precinct, Robert J. Tucker, 37th Precinct, Alfred P. Brandt, 37th Precinct, William Bedell, 37th Precinct, John Nekola, 39th Precinct, Denis M. Coogan, 39th Precinct, William F. Barry, 40th Precinct, Christopher Schweitzer, 40th Precinct, Daniel Murray, 63d Precinct, Thomas A. Haverty, 63d Precinct, Milton T. Engelberg, 65th Precinct, James G. Hynds, 66th Precinct, Daniel J. O'Leary, 74th Precinct, John Larkin, 35th Precinct, Edward D. Potter, 36th Precinct, Robert J. Tucker, 37th Precinct, Alfred P. Brandt, 37th Precinct, William Bedell, 37th Precinct, John Nekola, 39th Precinct, Denis M. Coogan, 39th Precinct, William F. 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Barry, 40th Precinct, Christopher Schweitzer, 40th Precinct, Daniel Murray, 63d Precinct, Thomas A. Haverty, 63d Precinct, Milton T. Engelberg, 65th Precinct, James G. Hynds, 66th Precinct, Daniel J. O'Leary, 74th Precinct, John Larkin, 35th Precinct, Edward D. Potter, 36th Precinct, Robert J. Tucker, 37th Precinct, Alfred P. Brandt, 37th Precinct, William Bedell, 37th Precinct, John Nekola, 39th Precinct, Denis M. Coogan, 39th Precinct, William F. Barry, 40th Precinct, Christopher Schweitzer, 40th Precinct, Daniel Murray, 63d Precinct, Thomas A. Haverty, 63d Precinct, Milton T. Engelberg, 65th Precinct, James G. Hynds, 66th Precinct, Daniel J. O'Leary, 74th Precinct, John Larkin, 35th Precinct, Edward D. Potter, 36th Precinct, Robert J. Tucker, 37th Precinct, Alfred P. Brandt, 37th Precinct, William Bedell, 37th Precinct, John Nekola, 39th Precinct, Denis M. Coogan, 39th Precinct, William F. 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Barry, 40th Precinct, Christopher Schweitzer, 40th Precinct, Daniel Murray, 63d Precinct, Thomas A. Haverty, 63d Precinct, Milton T. Engelberg, 65th Precinct, James G. Hynds, 66th Precinct, Daniel J. O'Leary, 74th Precinct, John Larkin, 35th Precinct, Edward D. Potter, 36th Precinct, Robert J. Tucker, 37th Precinct, Alfred P. Brandt, 37th Precinct, William Bedell, 37th Precinct, John Nekola, 39th Precinct, Denis M. Coogan, 39th Precinct, William F. Barry, 40th Precinct, Christopher Schweitzer, 40th Precinct, Daniel Murray, 63d Precinct, Thomas A. Haverty, 63d Precinct, Milton T. Engelberg, 65th Precinct, James G. Hynds, 66th Precinct, Daniel J. O'Leary, 74th Precinct, John Larkin, 35th Precinct, Edward D. Potter, 36th Precinct, Robert J. Tucker, 37th Precinct, Alfred P. Brandt, 37th Precinct, William Bedell, 37th Precinct, John Nekola, 39th Precinct, Denis M. Coogan, 39th Precinct, William F. Barry, 40th Precinct, Christopher Schweitzer, 40th Precinct, Daniel Murray, 63d Precinct, Thomas A. Haverty, 63d Precinct, Milton T. Engelberg, 65th Precinct, James G. Hynds, 66th Precinct, Daniel J. O'Leary, 74th Precinct, John Larkin, 35th Precinct, Edward D. Potter, 36th Precinct, Robert J. Tucker, 37th Precinct, Alfred P. Brandt, 37th Precinct, William Bedell, 37th Precinct, John Nekola, 39th Precinct, Denis M. Coogan, 39th Precinct, William F. Barry, 40th Precinct, Christopher Schweitzer,

2, \$541.26; 5, \$22.75. Bronx—Items 1, \$2,844.06; 2, \$608.45; 3, \$3,288; 4, \$410.25; 5, \$26.25; 6, \$8, making a total of \$10,256.58.

For Manhattan—To Charles Schaefer, Jr., 304 Meserole st., Brooklyn: Item 6, \$4.55. For Richmond—Items 1, \$535.58; 2, \$132; 3, \$584.35; 4, \$85.25; 5, \$5.25; 5, \$1.20, making a total of \$1,348.75.

For Brooklyn—To Gasteiger & Schaefer, 25-31 Johnson ave., Brooklyn: Items 1, \$3,712.80; 2, \$864; 3, \$4,294.33; 4, \$530.40; 5, \$36; 6, \$6.50. For Queens—Items 2, \$77; 3, \$383.17; 5, \$3.70; 6, \$7.50, making a total of \$9,928.65.

The following proposals were accepted:

For Manhattan—Horace Ingersoll Co., 640 W. 34th st.: Item 4, \$363.75.

For Queens—William Gleichmann & Co., 244 Howard ave., Brooklyn: Items 1, \$335.72; 4, \$48.75, making a total of \$384.47.

Masquerade ball permits granted: Wm. C. Carr, Manhattan Casino, Manhattan, January 25, \$25; Sam Perla, Tammany Hall, Manhattan, March 1, \$25; J. Hauser, Tammany Hall, Manhattan, January 25, \$25; H. Swaap, Pabst Coliseum, Manhattan, March 8, \$25; Walter Flatz, Ebling's Casino, Bronx, January 23, \$25; E. Eichssohn, Prospect Hall, Brooklyn, February 1, \$10; Charles Goldman, Abraham's Hall, Brooklyn, January 30, \$5.

Runners' licenses granted: George H. Washington, 345 Quincey st., Manhattan, from January 17, 1913, to January 16, 1914; fee, \$20; bond, \$300. Jacob Cory, 1102 Union ave., Bronx, from January 18, 1913, to January 17, 1914; fee, \$20; bond, \$300.

Deposits amounting to \$124 on runners' old shields paid into Police Pension Fund.

Lieutenant John Kessler, 283d Precinct, was relieved and dismissed from the Police Force and Service and placed on the roll of the Police Pension Fund and was awarded a pension at the rate of \$1.125 per annum (on own application). Appointed January 5, 1885. To take effect 12 p. m., January 17, 1913.

January 18.

Masquerade ball permits granted: A. Bracher, New York Turn Hall, Manhattan, January 25, \$25; Leopold Tobark, New Star Casino, Manhattan, January 25, \$25; Charles Oetter, Central Casino, Manhattan, January 18, \$10; G. W. Miller, Bronx Casino, Bronx, January 18, \$10; James F. Adair, Young's Casino, Bronx, January 21, 10.

January 19.

Theatrical license granted: Natoma Amusement Co., Loew's Avenue B Theatre, Manhattan, from January 18, 1913, to April 30, 1913, \$500.

Masquerade ball permits granted: Joseph Svanda, International Hall, Queens, February 1, \$5.

The following member of the force was relieved and dismissed from the Police Force and Service and placed on the roll of the Police Pension Fund and was awarded the following pension:

To take effect 12 p. m., January 20, 1913: Patrolman Michael Sullivan, 33d Precinct, on his own application, at \$700 per annum, appointed June 27, 1885.

January 21.

John Cooney, of 247 E. 58th st., Manhattan, was employed as Hostler in the Police Department of The City of New York, with compensation at the rate of \$2.50 per diem, his name appearing on eligible list dated January 15, 1913.

The following member of the force having been tried on charges before a Deputy Commissioner, and found guilty, was dismissed from the Police Force of the Police Department of The City of New York.

To take effect 11.30 a. m., January 21, 1913: Patrolman William J. McGuiness, 61st Precinct. Charges: Neglect of duty; absent from outgoing roll-call; under influence of intoxicating agent, unfit for duty; did not properly patrol.

The following members of the force were relieved and dismissed from the Police Force and Service and placed on the roll of the Police Pension Fund and were awarded the following pensions:

To take effect 12 p. m., January 21, 1913:

On their own applications.

Lieutenant Patrick Halloran, 162d Precinct, at \$1,125 per annum, appointed May 26, 1885.

Patrolman—James Toland, 163d Precinct, at \$700 per annum, appointed January 8, 1887.

January 22.

Victor E. Duhamel was employed as Patrolman on probation, in the Police Department of The City of New York, his name appearing on eligible list dated January 17, 1913.

Joseph Sipser was appointed as Stenographer and Typewriter in the Police Department of The City of New York, with compensation at the rate of \$1,200 per annum, his conduct and capacity while on probation being satisfactory.

Masquerade ball permits granted: Adolph Suesskind, Terrace Garden, Manhattan, January 25, \$25; Adolph Suesskind, Terrace Garden, Manhattan, January 30, \$25; Adolph Suesskind, Terrace

Garden, Manhattan, February 1, \$25; Peter Bliemler, Labor Temple Hall, Manhattan, January 25, \$25; Peter Bliemler, Labor Temple Hall, Manhattan, February 1, \$25; Peter Bliemler, Labor Temple Hall, Manhattan, February 8, \$25; Charles Hirsch, Manhattan Lyceum, Manhattan, February 1, \$25; Mark Dantizer, Manhattan Lyceum, Manhattan, February 12, \$25; J. Hochdorf, Amsterdam Opera House, Manhattan, February 8, \$25; M. A. Eribuloy, Stuyvesant Casino, Manhattan, February 1, \$25; Walter Flatz, Ebling's Casino, Bronx, January 25, \$25; Wm. Pechman, Burling's Casino, Bronx, January 25, \$25; Charles H. Merritt, Central Casino, Manhattan, February 1, \$10; Wm. G. Opry, Arion Hall, Brooklyn, January 24, \$10; Wm. G. Opry, Arion Hall, Brooklyn, February 1, \$10; Wm. G. Opry, Arion Hall, Brooklyn, February 6 \$10; Wm. Francis, New Teutonia Hall, Brooklyn, January 31, \$10; Michael Koenig, New Assembly Hall, Brooklyn, January 25, \$10; S. Bieke, Astoria Schuetzen Park, Queens, January 25, \$10; S. Bieke, Astoria Schuetzen Park, Queens, February 1, \$10; Wm. Volkert, Volkert's Hall, Queens, January 25, \$10; Henry A. Scholz, Zehden's Casino, Brooklyn, January 25, \$10; Chas. Fritz, Fritz's Hall, Queens, January 25, \$10; Frank Fisher, Columbian Hall, Queens, February 8, \$10; Wm. F. McManus, Mauere Casino, Bronx, February 1, \$5; G. Lindstrum, Teutonia Hall, Brooklyn, January 25, \$5; Louis Dietz, Imperial Hall, Queens, February 1, \$5.

Theatrical licenses granted: Nathan Marks, Arcade, Queens, from January 25, 1913, to April 30, 1913, \$500; Jefferson Leasing Co., Jefferson Theatre, Manhattan, from January 25, 1913, to April 30, 1913, \$500.

Theatrical licenses granted: Nathan Marks, Arcade, Queens, from January 25, 1913, to April 30, 1913, \$500; Jefferson Leasing Co., Jefferson Theatre, Manhattan, from January 25, 1913, to April 30, 1913, \$500.

Members of the Force having been tried on charges before a Deputy Commissioner, fines were imposed as follows:

Patrolmen—Paul J. Somers, 35th Precinct, September 25, 1912, failed to report to trial room as ordered, 1 day. William J. Niemand, 40th Precinct, September 26, 1912, (1) absent from post, in quarters of Fire Engine Co., sitting and smoking a cigarette; (2) failed to report absence; (3) left post without permission, 2 days. James McCarthy, 144th Precinct, Oct. 1, 1912, standing and in conversation, 1 day. Michael Gaine, 144th Precinct, October 1, 1912, standing and in conversation, 1 day. John J. Donnelly, 146th Precinct, November 29, 1912, absent from outgoing roll-call, 1 day. Walter S. Riley, 146th Precinct, November 29, 1912, (1) absent from post; (2) failed to obtain permission; (3) failed to make entry, 1 day. Eric G. Anderson, 146th Precinct, November 27, 1912, (1) in conversation with Patrolman; (2) left post, seen coming from hallway, 2 days. John L. Burke, 146th Precinct, November 27, 1912, absent from post, seen coming from hallway, 2 days. Daniel J. Sullivan, 147th Precinct, December 3, 1912, absent from post, standing in rear of theatre stage; (2) left post, entered theatre and failed to make entry, 2 days. Martin Schnepp, 153d Precinct, December 2, 1912, failed to report promptly at station house, 2 days. William C. Westfall, 153d Precinct, December 1, 1912, (1) absent from post, standing in rear of theatre stage; (2) left post, entered theatre and failed to make entry, 2 days. George R. Leonard, 162d Precinct, September 19, 1912, (1) absent from post, in a yard; (2) failed to obtain permission; (3) failed to make entry, 3 days. William Lau, 165th Precinct, December 1, 1912, absent from outgoing roll-call, 2 days. Frank J. Springer, 165th Precinct, December 4, 1912, did not properly patrol, 3 days. Maxwell F. Barr, 167th Precinct, November 25, 1912, standing in conversation with Patrolman, 1 day. George E. Stringham, 167th Precinct, November 25, 1912, standing in conversation with Patrolman, 1 day. Chas. W. Brown, Jr., 168th Precinct, December 5, 1912, absent from school crossing, 2 days. James Dooley, 169th Precinct, December 3, 1912, did not properly patrol, 2 days. James B. Mitchell, 171st Precinct, October 1, 1912, loitering and in conversation, 3 days. Robert T. Walsh, 171st Precinct, October 1, 1912, standing and in conversation, 3 days. Joseph F. A. Dunn, 172d Precinct, October 4, 1912, leaning and in conversation with citizen, 1 day. John H. Thomas, 172d Precinct, October 1, 1912, did not properly patrol, 5 days. John Cavanagh, 172d Precinct, October 1, 1912, absent from fixed post, in depot with Department dog, reading newspaper, 15 days. Philip H. Endress, 172d Precinct, October 1, 1912, absent from fixed post, 15 days. Patrick Jones, 172d Precinct, October 1, 1912, absent from fixed post, in depot with Department dog, reading newspaper, 15 days. Daniel J. Reilly, 172d Precinct, October 1, 1912, absent from post, in depot reading newspaper, 15 days. Charles J. Campbell, 290th Precinct, December 2, 1912, absent from post, in conversation with citizen, 3 days.

The following member of the Force having been tried on charges before a Deputy Commissioner, fines were imposed as follows:

Patrolmen—Benjamin Fay, 39th Precinct (3 charges), December 8, 1912, (1) failed to report to Section Chief; (2) failed to report at station house at end of tour, 10 days; December 9, 1912, (1) struck man with night baton; (2) failed to make entry in memorandum book; (3) failed to make entry or report to Lieutenant, 5 days; not guilty as to the first specification: struck man with night baton.

The following member of the Force having been tried on charges before a Deputy Commissioner, was hereby reprimanded:

Patrolman—Charles A. Harrold, 7th Precinct, November 19, 1912, arrested two persons and failed to deliver them to Lieutenant on desk.

The following member of the Force having been tried on charges before a Deputy Commissioner, the charges were hereby dismissed.

Patrolman—Benjamin Fay, 39th Precinct, December 16, 1912, under influence of intoxicating agent.

The following death was reported:

Patrolman John V. Taylor, 33d Precinct, at 5.50 a. m., January 24, 1913.

Masquerade ball permits granted: Jacob Brady, Murray Hill Lyceum, Manhattan, January 25, \$25; Nathan Vermont, Palm Garden, Manhattan, February 8, \$25; National Hall, Jos. Mergel, January 25, \$25; Louis Lefkowitz, Sokol Hall, Manhattan, February 22, \$25; C. Cooper, New Star Casino, Manhattan, February 15, \$25; Wm. J. Matier, Niblo's Garden, Bronx, February 1, \$25; Oscar Sontag, Congress Hall, Brooklyn, February 15, \$10; Chas. Hannan, Keiber's Hall, S. I., January 30, \$5.

Approved: Communication of Western Union Telegraph Co., forwarding check of \$25 reward, and request that same be turned over to Patrolman Henry G. Kilroy and John M. Manning, and First Grade Detective Edmund Tierney, 61st Precinct, less usual deduction for Police Pension Fund.

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

Sergeant Daniel O'Grady, C. O. Squad, December 16, 1912, threatened to prosecute one Robert Schobel for keeping disorderly house, unless he paid him \$50.

Patrolman Thomas Paynter, 149th Precinct, January 25, \$25; Adolph Suesskind, Terrace

Garden, Manhattan, February 1, \$25; Peter Bliemler, Labor Temple Hall, Manhattan, January 25, \$25; Peter Bliemler, Labor Temple Hall, Manhattan, February 1, \$25; Peter Bliemler, Labor Temple Hall, Manhattan, February 8, \$25; Charles Hirsch, Manhattan Lyceum, Manhattan, February 1, \$25; Mark Dantizer, Manhattan Lyceum, Manhattan, February 12, \$25; J. Hochdorf, Amsterdam Opera House, Manhattan, February 8, \$25; M. A. Eribuloy, Stuyvesant Casino, Manhattan, February 1, \$25; Walter Flatz, Ebling's Casino, Bronx, January 25, \$25; Wm. Pechman, Burling's Casino, Bronx, January 25, \$25; Charles H. Merritt, Central Casino, Manhattan, February 1, \$10; Wm. G. Opry, Arion Hall, Brooklyn, January 24, \$10; Wm. G. Opry, Arion Hall, Brooklyn, February 1, \$10; Wm. G. Opry, Arion Hall, Brooklyn, February 6 \$10; Wm. Francis, New Teutonia Hall, Brooklyn, January 31, \$10; Michael Koenig, New Assembly Hall, Brooklyn, January 25, \$10; S. Bieke, Astoria Schuetzen Park, Queens, January 25, \$10; S. Bieke, Astoria Schuetzen Park, Queens, February 1, \$10; Wm. Volkert, Volkert's Hall, Queens, January 25, \$10; Henry A. Scholz, Zehden's Casino, Brooklyn, January 25, \$10; Chas. Fritz, Fritz's Hall, Queens, January 25, \$10; Frank Fisher, Columbian Hall, Queens, February 8, \$10; Wm. F. McManus, Mauere Casino, Bronx, February 1, \$5; G. Lindstrum, Teutonia Hall, Brooklyn, January 25, \$5; Louis Dietz, Imperial Hall, Queens, February 1, \$5.

Theatrical licenses granted: Nathan Marks, Arcade, Queens, from January 25, 1913, to April 30, 1913, \$500; Jefferson Leasing Co., Jefferson Theatre, Manhattan, from January 25, 1913, to April 30, 1913, \$500.

Members of the Force having been tried on charges before a Deputy Commissioner, fines were imposed as follows:

Patrolmen—Paul J. Somers, 35th Precinct, September 25, 1912, failed to report to trial room as ordered, 1 day. William J. Niemand, 40th Precinct, September 26, 1912, (1) absent from post, in quarters of Fire Engine Co., sitting and smoking a cigarette; (2) failed to report absence; (3) left post without permission, 2 days. James McCarthy, 144th Precinct, Oct. 1, 1912, standing and in conversation, 1 day. Michael Gaine, 144th Precinct, October 1, 1912, standing and in conversation, 1 day. John J. Donnelly, 146th Precinct, November 29, 1912, (1) absent from outgoing roll-call, 1 day. Walter S. Riley, 146th Precinct, November 29, 1912, (1) absent from post; (2) failed to obtain permission; (3) failed to make entry, 1 day. Eric G. Anderson, 146th Precinct, November 27, 1912, (1) in conversation with Patrolman; (2) left post, seen coming from hallway, 2 days. John L. Burke, 146th Precinct, November 27, 1912, absent from post, seen coming from hallway, 2 days. Daniel J. Sullivan, 147th Precinct, December 3, 1912, absent from post, standing in rear of theatre stage; (2) left post, entered theatre and failed to make entry, 2 days. George R. Leonard, 162d Precinct, September 19, 1912, (1) absent from post, in a yard; (2) failed to obtain permission; (3) failed to make entry, 3 days. William Lau, 165th Precinct, December 1, 1912, absent from outgoing roll-call, 2 days. Frank J. Springer, 165th Precinct, December 4, 1912, did not properly patrol, 3 days. Maxwell F. Barr, 167th Precinct, November 25, 1912, standing in conversation with Patrolman, 1 day. George E. Stringham, 167th Precinct, November 25, 1912, standing in conversation with Patrolman, 1 day. Chas. W. Brown, Jr., 168th Precinct, December 5, 1912, absent from school crossing, 2 days. James Dooley, 169th Precinct, December 3, 1912, did not properly patrol, 2 days. James B. Mitchell, 171st Precinct, October 1, 1912, loitering and in conversation, 3 days. Robert T. Walsh, 171st Precinct, October 1, 1912, standing and in conversation with Patrolman, 1 day. Joseph F. A. Dunn, 172d Precinct, October 4, 1912, leaning and in conversation with citizen, 1 day. John H. Thomas, 172d Precinct, October 1, 1912, did not properly patrol, 5 days. John Cavanagh, 172d Precinct, October 1, 1912, absent from fixed post, in depot with Department dog, reading newspaper, 15 days. Philip H. Endress, 172d Precinct, October 1, 1912, absent from fixed post, 15 days. Patrick Jones, 172d Precinct, October 1, 1912, absent from fixed post, in depot reading newspaper, 15 days. Daniel J. Reilly, 172d Precinct, October 1, 1912, absent from post, in depot reading newspaper, 15 days. Charles J. Campbell, 290th Precinct, December 2, 1912, absent from post, in conversation with citizen, 3 days.

The following member of the Force having been tried on charges before a Deputy Commissioner, fines were imposed as follows:

Patrolmen—Paul J. Somers, 35th Precinct, September 25, 1912, failed to report to trial room as ordered, 1 day. William J. Niemand, 40th Precinct, September 26, 1912, (1) absent from post, in quarters of Fire Engine Co., sitting and smoking a cigarette; (2) failed to report absence; (3) left post without permission, 2 days. James McCarthy, 144th Precinct, Oct. 1, 1912, standing and in conversation, 1 day. Michael Gaine, 144th Precinct, October 1, 1912, standing and in conversation, 1 day. John J. Donnelly, 146th Precinct, November 29, 1912, (1) absent from outgoing roll-call, 1 day. Walter S. Riley, 146th Precinct, November 29, 1912, (1) absent from post; (2) failed to obtain permission; (3) failed to make entry, 1 day. Eric G. Anderson, 146th Precinct, November 27, 1912, (1) in conversation with Patrolman; (2) left post, seen coming from hallway, 2 days. John L. Burke, 146th Precinct, November 27, 1912, absent from post, seen coming from hallway, 2 days. Daniel J. Sullivan, 147th Precinct, December 3, 1912, absent from post, standing in rear



WEDNESDAY, FEBRUARY 26, 1913.

## BOARD OF PAROLE OF THE NEW YORK CITY REFORMATORY OF MISDEMEANANTS.

Office, No. 148 East Twentieth street.  
Patrick A. Whitney, Commissioner of Correction, President.  
John B. Mayo, Judge, Special Sessions, Manhattan.  
Robert J. Wilkin, Judge, Special Sessions, Brooklyn.  
Frederick B. House, City Magistrate, First Division.  
Edward J. Dooley, City Magistrate, Second Division.  
Samuel B. Hamburger, John C. Heintz, Rosario Maggio, Richard E. Troy.  
Thomas R. Minnick, Secretary.  
Telephone, 1047 Gramercy.

## BOARD OF REVISION OF ASSESSMENTS

William A. Prendergast, Comptroller.  
Archibald R. Watson, Corporation Counsel.  
Lawson Purdy, President of the Department of Taxes and Assessments.  
John Korb, Jr., Chief Clerk, Finance Department, No. 280 Broadway.  
Telephone, 1200 Worth.

## BOARD OF WATER SUPPLY.

Office, No. 165 Broadway.  
Charles Strauss, President; Charles N. Chadwick and John F. Galvin, Commissioners.  
Joseph P. Morrissey, Secretary.  
J. Waldo Smith, Chief Engineer.  
Office hours, 9 a. m. to 5 p. m.; Saturdays 9 a. m. to 12 m.  
Telephone, 4310 Cortlandt.

## BUREAU OF THE CHAMBERLAIN.

Stewart Building, Chambers street and Broadway, Rooms 63 to 67.  
Robert R. Moore, Chamberlain.  
Henry J. Walsh, Deputy Chamberlain.  
Office hours, 9 a. m. to 5 p. m.  
Telephone, 4270 Worth.

## CHANGE OF GRADE DAMAGE COMMISSION

Office of the Commission, Room 223, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.

William D. Dickey, Cambridge, Livingston David Robinson, Commissioners. Lamont McLaughlin, Clerk.

Regular advertised meetings on Monday, Tuesdays and Thursday of each week at 2 o'clock p. m.  
Office hours, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.  
Telephone, 3254 Worth.

## CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12; 10 a. m. to 4 p. m.  
Saturdays, 10 a. m. to 12 m.  
Telephone, 7560 Cortlandt.  
P. J. Scully, City Clerk and Clerk of the Board of Aldermen.  
Joseph F. Prendergast, First Deputy.  
John T. Oakley, Chief Clerk of the Board of Aldermen.  
Joseph V. Sculley, Clerk, Borough of Brooklyn.  
Matthew McCabe, Deputy City Clerk, Borough of The Bronx.  
George D. Frenz, Deputy City Clerk, Borough of Queens.  
William K. Walsh, Deputy City Clerk, Borough of Richmond.

## COMMISSIONERS OF ACCOUNTS.

Jeremiah T. Mahoney, Harry M. Rice, Commissioners.  
Rooms 114 and 115, Stewart Building, No. 280 Broadway, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 4315 Worth.

## COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.  
Herman Robinson, Commissioner.  
Samuel Prince, Deputy Commissioner.  
John J. Caldwell, Secretary.  
Office hours, 9 a. m. to 5 p. m.; Saturdays 9 a. m. to 12 m.  
Telephone, 2828 Worth.

COMMISSIONERS OF SINKING FUND.  
William J. Gaynor, Mayor, Chairman; William A. Prendergast, Comptroller; Robert R. Moore, Chamberlain; John Purroy Mitchel, President of the Board of Aldermen, and Henry H. Curran, Chairman Finance Committee, Board of Aldermen, members; John Korb, Jr., Secretary.  
Office of Secretary, Room 9, Stewart Building No. 280 Broadway, Borough of Manhattan.  
Telephone, 1200 Worth.

## DEPARTMENT OF BRIDGES.

Nos. 13-21 Park Row.  
Arthur J. O'Keeffe, Commissioner.  
William H. Sinnott, Deputy Commissioner.  
Edgar E. Schiff, Secretary.  
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 6080 Cortlandt.

## DEPARTMENT OF CORRECTION.

CENTRAL OFFICE.  
No. 148 East Twentieth street. Office hours, from 9 a. m. to 5 p. m., Saturdays, 9 a. m. to 12 m.  
Telephone, 1047 Gramercy.  
Patrick A. Whitney, Commissioner.  
William J. Wright, Deputy Commissioner.  
John B. Fitzgerald, Secretary.

## DEPARTMENT OF DOCKS AND FERRIES

Pier "A" N. R., Battery place.  
Telephone, 300 Rector.  
Calvin Tomkins, Commissioner.  
B. F. Cresson, Jr., First Deputy Commissioner.  
William J. Barney, Second Deputy Commissioner.  
Matthew J. Harrington, Secretary.  
Office hours, 9 a. m. to 5 p. m.; Saturdays 9 a. m. to 12 m.

## DEPARTMENT OF EDUCATION.

BOARD OF EDUCATION.  
Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (in August 9 a. m. to 4 p. m.). Saturdays, 9 a. m. to 12 m.  
Telephone, 5580 Plaza.  
State meetings of the Board are held at 4 p. m. on the first Monday in February, the second Wednesday in July, and the second and fourth Wednesdays in every month except July and August.  
Reba C. Bamberger (Mrs.), Joseph Barondess, Nicholas J. Barrett, Henry J. Bigham, Thomas W.

Churchill, Joseph E. Coogrove, Francis P. Cunnion, Thomas M. De Laney, Martha Lincoln Draper (Miss), Alexander Ferris, George J. Gillespie, John Greene, Robert L. Harrison, Louis Haupt, M.D.; Ella W. Kramer (Mrs.), Peter J. Lavelle, Olivia Leventritt (Miss), Isadore M. Levy, Alrich H. Man, John Martin, Robert E. McCafferty, Dennis J. McDonald, M.D.; Patrick F. McGowan, Herman A. Metz, Augustus G. Miller, George C. Miller, Henry P. Morrison, Louis Newman, Antonio Pisani, Morton Stein, Abraham Stern, M. Samuel Stern, Ernest W. Stratmann, Cornelius I. Sullivan, James A. Sullivan, Michael J. Sullivan, Bernard Suydam, Rupert B. Thomas, John R. Thompson, John Whalen, Ira S. Wile, M.D., Frank D. Wilsey, George W. Wingate, Egerton L. Winthrop, Jr., members of the Board.

Thomas W. Churchill, President.  
John Greene, Vice-President.  
A. Emerson Palmer, Secretary.  
Fred H. Johnson, Assistant Secretary.

C. B. J. Snyder, Superintendent of School Buildings.  
Patrick Jones, Superintendent of School Supplies, Henry R. M. Cook, Auditor.

Thomas A. Dillon, Chief Clerk.  
Henry M. Leipziger, Supervisor of Lectures.  
Claude G. Leland, Superintendent of Libraries A. J. Maguire, Supervisor of Janitors.

BOARD OF SUPERINTENDENTS.  
William H. Maxwell, City Superintendent of Schools, and Andrew W. Edson, John H. Haaren, Clarence E. Meleney, Thomas S. O'Brien, Edward B. Shallow, Edward L. Stevens, Gustave Straubmuller, John H. Walsh, Associate City Superintendents.

DISTRICT SUPERINTENDENTS.

Darwin L. Bardwell, William A. Campbell, John P. Conroy, John W. Davis, John Dwyer, James M. Edsall, William L. Ettinger, Cornelius E. Franklin, John Griffin, M.D., Henry W. James, Henry E. Jenkins, Cecil A. Kidd, James Lee, Charles W. Lyon, James J. McCabe, Ruth E. McGraw (Mrs.), William J. O'Shea, Alfred T. Schaufuss, Albert Shieff, Edgar Dube Shimer, Seth T. Stewart, Edward W. Stitt, Grace C. Strachan (Miss), Joseph S. Taylor, Benjamin Veit, Joseph H. Wade.

BOARD OF EXAMINERS.  
William H. Maxwell, City Superintendent of Schools, and James C. Byrnes, Walter L. Hervey, Jerome A. O'Connell, George J. Smith, Examiners.

BOARD OF RETIREMENT.

Thomas W. Churchill, Abraham Stern, Cornelius J. Sullivan, William H. Maxwell, Josephine E. Rogers, Mary A. Curtis, Lyman A. Best, Principal P. S. 171, Brooklyn, Secretary telephone, 4140 Cypress.

DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1200 Worth.

William A. Prendergast, Comptroller.  
Douglas Mathewson, Deputy Comptroller.  
Edmund D. Fisher, Deputy Comptroller.  
Hubert L. Smith, Assistant Deputy Comptroller.

George L. Tirrell, Secretary to the Department, Thomas W. Hynes, Supervisor of Charitable Institutions.

Walter S. Wolfe, Chief Clerk.

BUREAU OF AUDIT.

Charles S. Hervey, Chief Auditor of Accounts, Room 9.

Harry York, Deputy Chief Auditor of Accounts, Duncan MacInnes, Chief Accountant and Bookkeeper.

John J. Kelly, Auditor of Disbursements.

H. H. Rathen, Auditor of Receipts.

James J. Munro, Chief Inspector.

J. B. McIntyre, Examiner in Charge, Expert Accountants' Division.

LAW AND ADJUSTMENT DIVISION.

Albert E. Hadlock, Auditor of Accounts, Room 185.

BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

James Tilden Adamson, Supervising Statistician and Examiner, Room 180.

STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk, Room 85.

OFFICE OF THE CITY PAYMASTER.

No. 83 Chambers street and No. 65 Reade street.

John H. Timmerman, City Paymaster.

DIVISION OF REAL ESTATE.

Charles A. O'Malley, Appraiser of Real Estate, Room 103, No. 280 Broadway.

DIVISION OF AWARDS.

Joseph R. Kenny, Bookkeeper in Charge, Rooms 155 and 157, No. 280 Broadway.

BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room O.

Frederick H. E. Elbstein, Receiver of Taxes.

John J. McDonough and Sylvester L. Malone, Deputy Receivers of Taxes.

Borough of The Bronx—Municipal Building, Third and Tremont avenues.

Edward H. Healy and John J. Knewitz, Deputy Receivers of Taxes.

Borough of Brooklyn—Municipal Building, Rooms 2-8.

Alfred J. Boultton and David E. Kemlo, Deputy Receivers of Taxes.

Borough of Queens—Municipal Building, Court House Square, Long Island City.

William A. Beadle and Thomas H. Green, Deputy Receivers of Taxes.

Borough of Richmond—Borough Hall, St. George, New Brighton.

John De Morgan and Edward J. Lovett, Deputy Receivers of Taxes.

BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan, Stewart Building, Room E.

Daniel Moynahan, Collector of Assessments and Arrears.

George W. Wanmaker, Deputy Collector of Assessments and Arrears.

Borough of Brooklyn—Municipal Building, Rooms 1-3.

Charles P. Bradbury, Deputy Collector of Assessments and Arrears.

Borough of Brooklyn—Mechanics' Bank Building, corner Court and Montague streets.

Theodore G. Christmas, Deputy Collector of Assessments and Arrears.

Borough of Queens—Municipal Building, Court House Square, Long Island City.

Peter L. Menninger, Deputy Collector of Assessments and Arrears.

Borough of Richmond—St. George, New Brighton.

Edward W. Berry, Deputy Collector of Assessments and Arrears.

BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.

Stewart Building, Chambers street and Broadway, Room K.

Sydney H. Goodacre, Collector of City Revenue and Superintendent of Markets.

DEPARTMENT OF HEALTH.

Centre and Walker streets, Manhattan.

Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Burial Permit and Contagious Disease Offices always open.

Telephone, 6280 Franklin.

Ernst J. Lederle, Ph.D., Commissioner of Health and President; Joseph J. O'Connell, M.D.; Rhine-lander Waldo, Commissioners.

Eugene W. Scheffer, Secretary.  
Herman M. Biggs, M.D., General Medical Officer.

Walter Bensel, M.D., Sanitary Superintendent.

William H. Guillou, M.D., Registrar of Records.

James McC. Miller, Chief Clerk.

Borough of Manhattan.

Alonzo Blauvelt, M.D., Assistant Sanitary Superintendent.

George A. Roberts, Assistant Chief Clerk; Shirley W. Wynne, M.D., Assistant Registrar of Records.

Borough of The Bronx, No. 3731 Third avenue.

Marion B. McMillan, M.D., Assistant Sanitary Superintendent.

Ambrose Lee, Jr., Assistant Chief Clerk; Arthur J. O'Leary, M.D., Assistant Registrar of Records.

Borough of Brooklyn, Flatbush avenue, Willoughby and Fleet streets.

Travers R. Maxfield, M.D., Assistant Sanitary Superintendent.

Alfred T. Metcalfe, Assistant Chief Clerk; S. J. Byrne, M.D., Assistant Registrar of Records.

Borough of Queens, Nos. 372 and 374 Fulton street, Jamaica.

John H. Barry, M.D., Assistant Sanitary Superintendent.

George R. Crowley, Assistant Chief Clerk; Robert Campbell, M.D., Assistant Registrar of Records.

Borough of Richmond, No. 514 Bay street, Stapleton, Staten Island.

John T. Sprague, M.D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief Clerk.

## DEPARTMENT OF PARKS.

Charles B. Stover, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.

Clinton H. Smith, Secretary.

Offices, Arsenal, Central Park.

Telephone, 7300 Plaza.

Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Michael J. Kennedy, Commissioner of Parks for the Borough of Brooklyn.

Offices, Litchfield Mansion, Prospect Park, Brooklyn.

Office hours, 9 a. m. to 5 p. m.; July and August, 9 a. m. to 4 p. m.

Telephone, 2300 South.

Thomas J. Higgins, Commissioner of Parks for the Borough of The Bronx.

Office, Zbrowski Mansion, Claremont Park.

Office hours,

Bronx office, 391 East 149th street. Telephone, 7107-7108 Melrose. William B. Calvert, Superintendent. Office hours, 9 a. m. to 5 p. m.; Saturdays 9 a. m. to 12 m.

## BOROUGH OFFICES.

## BOROUGH OF MANHATTAN.

Office of the President, Nos. 14, 15 and 16 City Hall, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m. George McAneny, President. Leo Arnsdorf, Secretary of the Borough. Louis Graves, Secretary to the President. Telephone, 6725 Cortlandt. Edgar Victor Frothingham, Commissioner of Public Works. W. R. Patterson, Assistant Commissioner of Public Works. Telephone, 6700 Cortlandt. Rudolph P. Miller, Superintendent of Buildings. Telephone, 1575 Stuyvesant.

## BOROUGH OF THE BRONX.

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street; 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m. Cyrus C. Miller, President. George Donnelly, Secretary. Thomas W. Whittle, Commissioner of Public Works. James A. Henderson, Superintendent of Buildings. Arthur J. Largy, Superintendent of Highways. Roger W. Bligh, Superintendent of Public Buildings and Offices. Telephone, 2680 Tremont.

## BOROUGH OF BROOKLYN.

President's Office, Nos. 15 and 16, Borough Hall; 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m. Alfred E. Steers, President. Reuben L. Haskell, Borough Secretary. John B. Creighton, Secretary to the President. Lewis H. Pounder, Commissioner of Public Works. Patrick J. Carlin, Superintendent of Buildings. William J. Taylor, Superintendent of the Bureau of Sewers. Howard L. Woody, Superintendent of the Bureau of Public Buildings and Offices. John W. Tumbridge, Superintendent of Highways. Telephone, 3960 Main.

## 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. Telephone, 4120 Hunters Point. Maurice E. Connolly, President. Joseph Flanagan, Secretary. Denis O'Leary, Commissioner of Public Works. G. Howland Leavitt, Superintendent of Highways. John W. Moore, Superintendent of Buildings. John R. Higgins, Superintendent of Sewers. Daniel Ehnhoft, Superintendent of Street Cleaning.

## BOROUGH OF RICHMOND.

President's Office, New Brighton, Staten Island. George Cromwell, President. Maybury Fleming, Secretary. Louis Lincoln Tribus, Consulting Engineer and Acting Commissioner of Public Works. John Seaton, Superintendent of Buildings. H. E. Buel, Superintendent of Highways. John T. Petherston, Assistant Engineer and Acting Superintendent of Street Cleaning. Ernest H. Seehusen, Superintendent of Sewers. John Timlin, Jr., Superintendent of Public Buildings and Offices. Offices, Borough Hall, New Brighton, N. Y., 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Telephone, 1000 Tompkinsville.

## CORONERS.

Borough of Manhattan—Office, 70 Lafayette street, corner of Franklin street. Open at all times of the day and night. Coroners: Israel L. Feinberg, Herman Hellenstein, James E. Winterbottom, Herman W. Holtzhauser. Telephones, 5057, 5058 Franklin. Borough of the Bronx—Corner of Arthur avenue and Tremont avenue. Telephones, 1250 Tremont and 1402 Tremont. Jacob Shponget, Jerome F. Healy. Borough of Brooklyn—Office, 236 Duffield street, near Fulton street. Telephones, 4004 Main and 4005 Main. Alexander J. Rooney, Edward Giilmen, Coroners. Open at all hours of the day and night. Borough of Queens—Office, Town Hall, Fulton street, Jamaica, L. I. Alfred S. Ambler, G. J. Schaefer. Office hours from 9 a. m. to 10 p. m., excepting Sundays and holidays; office open then from 9 a. m. to 12 m. Borough of Richmond—No. 175 Second street, New Brighton. Open at all hours of the day and night. William H. Jackson, Coroner. Telephone, 7 Tompkinsville.

## COUNTY OFFICES.

## NEW YORK COUNTY.

COMMISSIONER OF JURORS. Room 127, Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Thomas Allison, Commissioner. Frederick P. Simpson, Assistant Commissioner. Telephone, 241 Worth.

COMMISSIONER OF RECORDS. Office, Hall of Records. John F. Cowan, Commissioner. James O. Farrell, Deputy Commissioner. William Moores, Superintendent. James J. Fleming, Jr., Secretary. Telephone, 3900 Worth. Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m. During the months of July and August, from 9 a. m. to 2 p. m.

## COUNTY CLERK.

Nos. 5, 8, 9, 10 and 11 New County Court House. Office hours, 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., except on Saturdays. William P. Schneider, County Clerk. Charles E. Gehring, Deputy. Wm. B. Selden, Second Deputy. Herman W. Beyer, Superintendent of Indexing and Recording. Telephone, 5388 Cortlandt.

## DISTRICT ATTORNEY.

Building for Criminal Courts, Franklin and Centre streets. Office hours from 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Charles S. Whitman, District Attorney. Henry D. Saver, Chief Clerk. Telephone, 2304 Franklin.

## PUBLIC ADMINISTRATOR.

No. 119 Nassau street, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. William M. Hoe, Public Administrator. Telephone, 6376 Cortlandt.

## REGISTER.

Hall of Records, office hours, from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m. Max S. Griffenhagen, Register. William Halpin, Deputy Register. Telephone, 3900 Worth.

## SHERIFF.

No. 299 Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Except during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m. Julius Harburger, Sheriff. John F. Gilchrist, Under Sheriff. Telephone, 4984 Worth.

## SURROGATE.

Hall of Records. Court opens from 9 a. m. to 4 p. m., except Saturday, when it closes at 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m. John P. Cobahan and Robert L. Fowler, Surrogates; William V. Leary, Chief Clerk. Bureau of Records: John F. Curry, Commissioner; Frank J. Scanlan, Superintendent. Telephone, 3900 Worth.

## KINGS COUNTY.

## COMMISSIONER OF JURORS.

Park Building, 381-387 Fulton street, Brooklyn. Thomas R. Farrell, Commissioner. Michael J. Trudden, Deputy Commissioner. Office hours from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m. Office hours during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m. Telephone, 1454 Main.

## COMMISSIONER OF RECORDS.

Hall of Records. Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m. Edmund O'Connor, Commissioner. William F. Thompson, Deputy Commissioner. Telephone, 6988 Main.

## COUNTY CLERK.

Hall of Records, Brooklyn. Office hours, 9 a. m. to 4 p. m.; during months of July and August 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m. Charles S. Devoy, County Clerk. John Feitner, Deputy County Clerk. Telephone, 4930 Main.

## COUNTY COURT.

County Court House, Brooklyn, Rooms 1, 10, 14, 17, 18, 22 and 23. Court opens at 10 a. m. daily and sits until business is completed. Part I Room No. 23; Part II, Room No. 10; Part III, Room No. 14; Part IV, Room No. 1. Court House. Clerk's office, Rooms 17, 18, 19 and 22, open daily from 9 a. m. to 5 p. m.; Saturdays, 12 m. Norman S. Dike and Lewis L. Fawcett, County Judges.

## DISTRICT ATTORNEY.

Office, 66 Court street, Borough of Brooklyn. Hours, 9 a. m. to 5.30 p. m.; Saturdays, 9 a. m. to 1 p. m. James C. Croppsey, District Attorney. Telephone, 2954-5-6-7 Main.

## PUBLIC ADMINISTRATOR.

No. 44 Court street (Temple Bar), Brooklyn. 9 a. m. to 4 p. m.; Saturday, 9 a. m. to 12 m. Frank V. Kelly, Public Administrator. Telephone, 2840 Main.

## REGISTER.

Hall of Records. Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then from 9 a. m. to 2 p. m., provided for by statute; Saturdays, 9 a. m. to 12 m. Edward T. O'Loughlin, Register. Alfred T. Hobley, Deputy Register. Telephone, 2830 Main.

## SHERIFF.

Fleming Bar Building, 186 Remsen street, Room 401, Brooklyn, N. Y. 9 a. m. to 4 p. m.; Saturdays, 12 m. Charles B. Law, Sheriff.

## Lewis M. Swayze, Under Sheriff.

Telephones, 6845, 6846, 6847 Main.

## SURROGATE.

Hall of Records, Brooklyn, N. Y. Herbert H. Ketcham, Surrogate. John H. McCooey, Chief Clerk and Clerk to the Surrogate's Court.

Court opens at 10 a. m. Office hours, 9 a. m. to 4 p. m., except during months of July and August, when office hours are from 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m. Telephone, 3954 Main.

## QUEENS COUNTY.

## COMMISSIONER OF JURORS.

Office hours, 9 a. m. to 4 p. m.; July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m. Queens County Court House, Long Island City.

Thomdwyke C. McKenna, Commissioner of Jurors. Rodman Richardson, Assistant Commissioner. Telephone, 455 Greenpoint.

## COUNTY CLERK.

No. 364 Fulton street, Jamaica, Fourth Ward, Borough of Queens, City of New York. Office open, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Leonard Ruoff, County Clerk. Telephone, 151 Jamaica.

## COUNTY COURT.

County Court House, Long Island City. County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms each Saturday, except during August and first Saturday of September.

Burt J. Humphrey, County Judge. Telephone, 551 Jamaica.

## DISTRICT ATTORNEY.

Office, Queens County Court House, Long Island City, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y. Matthew J. Smith, District Attorney. Telephones, 3871 and 3873 Hunters Point.

PUBLIC ADMINISTRATOR.

No. 364 Fulton street, Jamaica, Queens County, Randolph White, Public Administrator, County of Queens.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Telephone, 39—Jamaica.

## SHERIFF.

County Court House, Long Island City, 9 a. m. to 4 p. m.; during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.

George Emeric, Sheriff.

Samuel J. Mitchell, Under Sheriff. Telephones, 3768-7 Hunters Point.

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George Emeric, Sheriff.

Samuel J. Mitchell, Under Sheriff. Telephones, 3768-7 Hunters Point.

## SHERIFF.

## CITY MAGISTRATES' COURT.

## FIRST DIVISION.

William McAdoo, Chief City Magistrate; Robert C. Cornell, Peter T. Barlow, Matthew P. Breen, Frederick B. House, Charles N. Harris, Frederic Kernochan, Arthur C. Butts, Joseph E. Corrigan, Paul Kotrel, Kieran J. O'Connor, Henry W. Herbert, Charles W. Appleton, Daniel F. Murphy, John J. Freschi, Francis X. McQuade, John A. L. Campbell, Samuel D. Levy, City Magistrates.

Court open from 9 a. m. to 4 p. m.

Philip Bloch, Chief Clerk, 300 Mulberry street

Telephone, 6213 Spring

First District—Criminal Court Building.

Second District—Jefferson Market.

Third District—Second avenue and First street.

Fourth District—

Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.

Sixth and Eighth Districts—One Hundred and Sixty-second street and Washington avenue.

Seventh District—No. 314 West Fifty-fourth street.

Eighth District—Main street, Westchester.

Ninth District (Night Court for Females)—No. 125 Sixth avenue.

Tenth District (Night Court for Males)—No. 314 West Fifty-fourth street.

Eleventh District—Domestic Relations Court—Southwest corner Prince and Wooster streets.

## SECOND DIVISION.

## BOROUGH OF BROOKLYN.

Otto Kempner, Chief City Magistrate; Edward J. Dooley, John Naumer, A. V. B. Voorhees, Jr., Alexander H. Geismar, John F. Hyland, Howard P. Nash, Charles J. Dudd, John C. McGuire, Louis H. Reynolds, John J. Walsh, City Magistrates.

Office of Chief Magistrate, 44 Court street

Rooms 200-214. Telephone, 7411 Main.

William F. Delaney, Chief Clerk.

Archibald J. McKinney, Chief Probation Officer, Myrtle and Vanderbilt avenues, Brooklyn, N. Y.

## Courts.

First District—No 318 Adams street.

Second District—Court and Butler streets.

Fifth District—No. 249 Manhattan avenue.

Sixth District—No. 495 Gates avenue.

Seventh District—No. 31 Snider avenue (Flatbush).

Eighth District—West Eighth street (Coney Island).

Ninth District—Fifth avenue and Twenty-third street.

Tenth District—No. 133 New Jersey avenue.

Domestic Relations Court—Myrtle and Vanderbilt avenues.

BOROUGH OF QUEENS.

City Magistrates—Joseph Fitch, John A. Leach, Harry Miller, James J. Conway.

## Courts.

First District—St. Mary's Lyceum, Long Island City.

Second District—Town Hall, Flushing, L. I.

Third District—Central avenue, Far Rockaway, L. I.

Fourth District—Town Hall, Jamaica, L. I.

## BOROUGH OF RICHMOND.

City Magistrates—Joseph B. Handy, Nathaniel Marsh.

## Courts.

First District—Lafayette avenue, New Brighton, Staten Island.

Second District—Village Hall, Stapleton, Staten Island.

All Courts open daily for business from 9 a. m. to 4 p. m., except on Saturdays, Sundays and legal holidays, when only morning sessions are held.

## MUNICIPAL COURTS.

## BOROUGH OF MANHATTAN.

First District—The First District, embraces the territory bounded on the south and west by the southerly and westerly boundaries of the said borough, on the north by the centre line of Fourteenth street and the centre line of Fifth street from the Bowery to Second avenue, on the east by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and, Catharine street.

Wauhine Lynn, William F. Moore, John Hoyer, Justices.

Thomas O'Connell, Clerk.

Frank Mangin, Deputy Clerk.

Location of Court—Merchants' Association Building, Nos. 54-80 Lafayette street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. July and August from 9 a. m. to 2 p. m.

Additional Part is held at southwest corner of Sixth avenue and Tenth street.

Telephone, 6030 Franklin.

Second District—The Second District embraces the territory bounded on the south by the centre line of Fifth street from the Bowery to Second avenue and on the south and east by the southerly and easterly boundaries of the said borough, on the north by the centre line of East Fourteenth street, on the west by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and, Catharine street.

Benjamin Hoffman, Leon Sanders, Thomas P. Dineen, Leonard A. Saitkin, Justices.

James J. Devlin, Clerk.

Location of Court—Nos. 264 and 266 Madison street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 4300 Orchard.

Third District—The Third District embraces the territory bounded on the south by the centre line of Fourteenth street, on the east by the centre line of Seventh avenue from Fourteenth street to Fifteenth street and by the centre line of Central Park West from Fifteenth street to Sixty-fifth street, on the north by the centre line of Sixty-fifth street and the centre line of Fifty-ninth street from Seventh to Eighth avenues, on the west by the westerly boundary of the said borough.

Thomas E. Murray, Thomas F. Noonan, Justices.

Michael Skelly, Clerk.

Location of Court—No. 314 West Fifty-fourth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 5450 Columbus.

Fourth District—The Fourth District embraces the territory bounded on the south by the centre line of East Fourteenth street, on the west by the centre line of Irving place, including its projection through Gramercy Park, on the north by the centre line of Fifty-ninth street, on the east by the easterly line of said borough; excluding, however, any portion of Blackwells Island.

Michael F. Blake, William J. Boyhan, Justices.

Abram Bernard, Clerk.

Location of Court—Part I. and Part II., No. 207 East Thirty-second street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 4358 Madison square.

Fifth District—The Fifth District embraces the territory bounded on the south by the centre line of Sixty-fifth street, on the east by the centre line of Central Park West, on the north by the centre line of One Hundred and Tenth street, on the west by the westerly boundary of said borough.

Alfred P. W. Seaman, William Young, Frederick Spiegelberg, Justices.

John H. Servis, Clerk.

Location of Court—Southwest corner of Broadway and Ninety-sixth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 4006 Riverside.

Sixth District—The Sixth District embraces the territory bounded on the south by the centre line of Fifty-ninth street and by the centre line of Ninety-sixth street from Lexington avenue to Fifth avenue, on the west by the centre line of Lexington avenue from Fifty-ninth street to Ninety-sixth street and the centre line of Fifth avenue from Ninety-sixth street to One Hundred and Tenth street, on the north by the centre line of One Hundred and Tenth street, on the east by the easterly boundary of said borough, including however, all of Blackwells Island and excluding any portion of Wards Island.

Jacob Marks, Solomon Oppenheimer, Justices.

Edward A. McQuade, Clerk.

Location of Court—Northwest corner of Third avenue and Eighty-third street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4343 Lenox.

Seventh District—The Seventh District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the east by the easterly boundary of said borough, on the north by the northerly terminus of Fifth avenue, following in a northerly direction the course of the Harlem River, on a line coterminous with the easterly boundary of said borough, on the north and west by the northerly and westerly boundaries of said borough.

Philip J. Sinnott, David L. Well, John R. Davies, Justices.

John P. Burns, Clerk.

Location of Court—No. 70 Manhattan street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; July and August, 9 a. m. to 2 p. m.

Telephone, 3907 Sunset.

Eighth District—The Eighth District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the west by the centre line of Fifth avenue, on the north and east by the northerly and easterly boundaries of said borough, including Randall's Island and the whole of Wards Island.

Joseph P. Fallon and Leopold Prince, Justices.

Location of Court—Sylvan place and One Hundred and Twenty-first street, near Third avenue. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 3950 Harlem.

Ninth District—The Ninth District embraces the territory bounded on the south by the centre line of Fourteenth street and by the centre line of Fifty-ninth street from the centre line of Seventh avenue to the centre line of Central Park West, and by the centre line of Irving place, including its projection through Gramercy Park, and by the centre line of Fifth avenue from the centre line of One Hundred and Tenth street, on the north by the centre line of Ninety-sixth street to the centre line of One Hundred and Tenth street, on the east by the centre line of Lexington avenue to the centre line of Fifth avenue and One Hundred and Tenth street from Fifth avenue to Central Park West, on the west by the centre line of Seventh avenue and Central Park West.

Edgar J. Lauer, Frederic De Witt Wells, Frank D. Sturges, William C. Wilson, Justices.

Frank Bulkley, Clerk.

Location of Court—Southwest corner of Madison avenue and Fifty-ninth street. Parts I. and II. Court opens at 9 a. m. Clerk's Office open daily Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 3373 Plaza.

BOROUGH OF THE BRONX.

First District—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by chapter 934 of the Laws of 1895, comprising all of the Town of Westchester and parts of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williamsbridge. Court room, Town Hall, No. 1400 Williamsbridge road, Westchester Village. Court open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Trial of causes, Tuesday and Friday of each week.

Peter A. Shell, Justice.

Stephen Collins, Clerk.

Office hours from 9 a. m. to 4 p. m.; Saturdays closing at 12 m.

Telephone, 457 Westchester.

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 934 of the Laws of 1895. Court room southeast corner of Washington avenue and One Hundred and Sixty-second street. Office hours from 9 a. m. to 4 p. m. Court opens at 9 a. m. Clerk's Office open daily Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Sundays and legal holidays excepted.

John M. Tierney and William E. Morris, Justices.

Thomas A. Maher, Clerk.

Telephone, 3043 Melrose.

BOROUGH OF BROOKLYN.

First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards, and that portion of the Eleventh Ward beginning at the intersection of the centre lines of Hudson and Myrtle avenues, thence along the centre line of Myrtle avenue to North Portland avenue, thence along the centre line of North Portland avenue to Flushing avenue, thence along the centre line of Flushing avenue to Navy street, thence along the centre line of Navy street to Johnson street, thence along the centre line of Johnson street to Hudson avenue, and thence along the centre line of Hudson avenue to the point of beginning of the Borough of Brooklyn.

Court House, northwest corner State and Court streets. Parts I. and II.

Eugene Conran, Justice. John L. Gray, Clerk. Clerk's Office open from 9 a. m. to 4 p. m., Sundays and legal holidays excepted.

Telephone, 7091 Main.

Second District—Seventh Ward and that portion of the Twenty-first and Twenty-third Wards west of the centre line of Stuyvesant avenue and east of the centre line of Schenectady avenue, also that portion of the Twenty-seventh Ward beginning at the intersection of the centre lines of North Portland and of Myrtle avenues, thence along the centre line of Myrtle avenue to Waverly avenue, thence along the centre line of Waverly avenue to Park avenue, thence along the centre line of Park avenue to Washington avenue to Flushing avenue, thence along the centre line of Flushing avenue to North Portland avenue, and thence along the centre line of North Portland avenue to the point of beginning.

Court room, No. 495 Gates avenue.

John R. Farrar, George Freifeld, Justices.

John Henigin, Jr., Clerk.

Court's Office open from 8.45 a. m. to 4 p. m., Sundays and legal holidays excepted. Saturdays, 8.45 a. m. to 12 m.

Telephone, 504 Bedford.

Third District—Embraces the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards, and that portion of the Twenty-seventh Ward lying northwest of the centre line of Starr street between the boundary line of Queens County and the centre line of Central Avenue and northwest to the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.

Court room, No. 6 and 8 Lee avenue, Brooklyn.

Philip D. Meagher and William J. Bognashutz, Justices. John W. Carpenter, Clerk.

Court's Office open from 9 a. m. to 4 p. m.

Court opens at 9 a. m. Court continued until close of business.

Trial days, Mondays, Wednesdays and Fridays.

Telephone, 313 Tompkinsville.

BOROUGH OF RICHMOND.

First District—First and Third Wards (Towns of Castleton and Northfield). Court room, former Village Hall, Lafayette avenue and Second street, New Brighton.

Thomas C. Brown, Justice. Thomas E. Cremins, Clerk.

on dashboard. License No. 3209. Taken from Pier 42, North River, March 25, 1912. Fair condition.

Lot No. 10. Pound No. 1292—Single wagon and shafts, green body and red wheels, marked National Ice Cream Company, 49 and 51 1st St. Taken from Pier 31, East River, April 9, 1912. Poor condition.

Lot No. 11. Pound No. 1297—Single covered wagon, green and black body, red wheels, marked Steinhardt Catering Co. Taken from Peck Slip, East River, April 24, 1912. Poor condition.

Lot No. 12. Pound No. 1298—Double truck, no pole, white body, red wheels, C. H. L. No. 260. City License No. 547. Taken from Pier 32, East River, April 26, 1912. Poor condition.

Lot No. 13. Pound No. 1299—Single truck and shafts, green body, red wheels, marked C. H. L. No. 260. City License No. 547. Taken from Pier 32, East River, April 26, 1912. Poor condition.

Lot No. 14. Pound No. 1313—Single ice-wagon, no shafts, white body, red wheels, marked M. Assman, 60 Columbia st. Taken from the foot of Stanton st., East River, June 5, 1912. Very bad condition.

Lot No. 15. Pound No. 1315—Single wagon with shafts, green body, red wheels, one wheel missing. Taken from Pier 45, North River, June 19, 1912. Poor condition.

Lot No. 16. Pound No. 1316—Single covered wagon with shafts, black body, red wheels, marked 70 Greens St., Jersey City. Taken from Pier 22, North River, June 19, 1912. Poor condition.

Lot No. 17. Pound No. 1319—Double truck, no pole, yellow body, three wheels, marked J. K. License No. 5345. Taken from Pier 9, East River, June 20, 1912. Poor condition.

Lot No. 18. Pound No. 1323—Single wagon and shafts, green body and red wheels, marked Veteran's License No. 166. Taken from Pier 31, East River, on June 20, 1912. Very poor condition.

Notice is hereby given to any and all persons claiming to own or owning the same that the same may be obtained at any time within three months after the 4th day of March, 1913, upon furnishing to the Commissioner of Docks, at his office at Pier "A," North River, Battery-place, Borough of Manhattan, in The City of New York, proof of ownership of any such trucks, wagons, etc., and upon payment to the Commissioner of Docks of the expenses which have been incurred in connection therewith.

Further notice is hereby given that unless such trucks, wagons, etc., are reclaimed and the expenses incurred in connection therewith are paid to the Commissioner of Docks on or before the 4th day of June, 1913, the Commissioner of Docks will, after further advertisement, sell such trucks, wagons, etc., at public auction to the highest bidders to pay the expenses which have been incurred in connection therewith.

Dated The City of New York, February 24, 1913.

CALVIN TOMKINS, Commissioner,

f25,m4

#### DEPARTMENT OF FINANCE.

##### Notice to Property Owners.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS IN THE BOROUGH OF MANHATTAN:

TWENTY-SECOND WARD, SECTION 5. RESTORING ASPHALT PAVEMENT, in front of premises at the northwest corner of 5th ave. and 56th st. Area of assessment affects Lot 34, in Block 1272.

The above assessment was certified to the Collector of Assessments and Arrears, under the provisions of section 391 of the Greater New York Charter.

— that the same was entered on February 21, 1913, in the Record of Titles of Assessments, kept in the Bureau for the Collection of 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 this act.

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." \* \* \*

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 22, 1913, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, February 21, 1913. f25,m7

##### NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS IN THE BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 6. WEST ONE HUNDRED AND FORTY-SECOND STREET—REGULATING, GRADING, CURBING AND FLAGGING, from a point 450 feet east of Lenox ave. to Marginal st. Area of Assessment: Both sides of 142d st. from a point 450 feet east of Lenox ave. to Marginal st., and to the extent of half the block at the intersecting streets.

TWELFTH WARD, SECTION 8. ELLWOOD STREET—REGULATING, GRADING, CURBING AND FLAGGING, from Nagle ave. to Sherman ave. Area of Assessment: Both sides of Ellwood st. from Nagle ave. to Sherman ave., and to the extent of 100 feet on each side of said street.

SEAMAN AVENUE—REGULATING, GRADING, CURBING AND FLAGGING, from 218th st. to a point 100 feet south of 215th st. and CONSTRUCTING NECESSARY RETAIN WALL AND LAYING BRIDGE STONE. Area of Assessment: Both sides of Seaman ave. from

218th st. to 214th st., and to the extent of half the block at the intersecting streets.

— that the same were confirmed by the Board of Assessors February 18, 1913, and entered on February 18, 1913, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Municipal Building, Court House square, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before April 19, 1913, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of five per centum per annum from the date when above assessment became a lien to the date of payment.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated by the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." \* \* \*

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 19, 1913, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, February 18, 1913. f24,m6

Flushing Avenue—Flagging, exceeding five per cent of the assessed valuation for the year 1912 of the property affected thereby, has been divided into ten annual installments according to the provisions of section 1019 of the Greater New York Charter. The installments not due, with interest at the rate of five per centum per annum to the date of payment, may be paid at any time.

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, Municipal Building, Court House square, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before April 19, 1913, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, February 18, 1913. f24,m6

##### NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears, of the assessments for OPENING AND ACQUIRING TITLE to the following named avenues and streets in the BOROUGH OF QUEENS:

##### SECOND WARD.

COLUMBIA PLACE—OPENING, from Brown place to Grand st. Confirmed January 6, 1913; entered February 15, 1913. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the southerly line of Grand st., distant 100 feet westerly from the westerly line of Columbia place and running northwardly at right angles to Grand st., a distance of 180 feet; thence eastwardly and parallel with Grand st., to the intersection with a line at right angles to Grand st. and passing through a point on its southerly side distant 100 feet easterly from the easterly line of Columbia place; thence southwardly along the said line at right angles to Grand st. to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the northerly line of Columbia place and the southerly line of Grand st., as these streets are laid out immediately west of and adjoining Brown place; thence eastwardly along the said line with the prolongation of a line distant 100 feet southerly from and parallel with the easterly line of Brown place, the said distance being measured at right angles to Columbia place; thence southwardly along the said line parallel with Brown place to the intersection with the prolongation of a line distant 100 feet westerly from and adjoining Brown place; thence eastwardly along the said line with the prolongation of a line distant 100 feet southerly from and parallel with the southerly line of Columbia place and along the prolongations of the said line to the intersection with a line at right angles to Grand st. and passing through the point of beginning; thence northwardly along the said line at right angles to Grand st. to the point or place of beginning.

THIRTIETH AND THIRTY-FIRST WARDS, SECTIONS 19 AND 21.

BENSON AVENUE—OPENING, from Bay 32d street to Bay 35th street. Confirmed December 18, 1912; entered February 18, 1913. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Brooklyn, in The City of New York, and which taken together are bounded and described as follows:

Bounded on the northeast by a line midway between 86th street and Benson avenue; on the southeast by a line midway between Bay 35th street and 24th avenue; on the southwest by a line bisecting the angle formed by the intersection of the prolongation of the centre lines of Bath avenue and Benson avenue; as the streets are laid out between 23d avenue and Bay 34th street; and on the northwest by a line midway between Bay 31st street and Bay 32d street.

The above entitled assessment was entered on the day hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated by the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." \* \* \*

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 19, 1913, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

WILLIAM A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, February 18, 1913. f24,m6

##### 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 BROOKLYN:

TWENTY-NINTH WARD, SECTION 16. EAST EIGHTH STREET—REGULATING, GRADING, CURBING, FLAGGING AND FLAGGING, between Church avenue and Avenue C. Area of assessment: Both sides of East 8th street, from Church avenue to Avenue C, and to the extent of half the block at the intersecting streets.

— that the same was confirmed by the Board of Assessors on February 18, 1913, and entered February 18, 1913, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 19, 1913, 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.

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 entitled assessments were entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." \* \* \*

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Municipal Building, Court House square, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 19, 1913, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

WILLIAM A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, February 18, 1913. f24,m6

##### NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears, of the assessments for OPENING AND ACQUIRING TITLE to the following named avenues and streets in the BOROUGH OF QUEENS:

SEVENTH WARD, SECTION 6.

LITTLE NASSAU STREET AND TAAFFE PLACE—SEWER BASINS, at southeast corner;

and at the southeast and southwest corners of LITTLE NASSAU STREET AND KENT AVENUE. Area of assessment affects property in Blocks Nos. 1883 and 1884.

## EIGHTH WARD, SECTION 3, AND TWENTY-NINTH WARD, SECTION 16.

SEWER BASINS, at north and west corners of THIRTY-SEVENTH STREET AND FORT HAMILTON AVENUE. Area of assessment affects Lots Nos. 6, 8, 9, 48, 50, 52, in Block 5289, and Lot 1, Block 902.

## EIGHTH WARD, SECTION 3, AND THIRTIETH WARD, SECTION 17.

SEWER, in THIRTY-SEVENTH STREET, between 8th and 9th aves.; NINTH AVENUE, between 37th and 38th sts., and THIRTY-EIGHTH STREET, from 9th ave., westerly to existing manhole at intersection of 38th st. and New Utrecht ave. Area of assessment affects Blocks Nos. 908, 902 and Lot 1, in Block 5581.

## TWENTY-FOURTH WARD, SECTION 5.

UNION STREET AND NEW YORK AVENUE—SEWER BASIN, at northwest corner. Area of assessment affects Block No. 1269.

## TWENTY-FIFTH WARD, SECTION 6; TWENTY-SIXTH WARD, SECTIONS 12 AND 13; TWENTY-EIGHTH WARD, SECTION 11.

FENCING LOTS, on west side of DEWEY PLACE, between Atlantic ave. and Herkimer st.; northwest corner of OLIVE PLACE AND ATLANTIC AVENUE; southwest corner of PALMETTO STREET AND HAMBURG AVENUE; northwest corner of PILLING STREET AND EVERGREEN AVENUE; northeast corner of BLAKE AND PENNSYLVANIA AVENUES; south side of BLAKE AVENUE, between Schenck ave. and Hendrix st.; west side of SCHENCK AVENUE and east side of HENDRIX STREET, between Dumont and Blake aves.; east side of HENDRIX STREET, between Belmont and Pitkin aves.; southwest corner of BELMONT STREET AND JEROME STREET; southeast corner of BELMONT AVENUE AND BARBEY STREET; west side of ASHFORD STREET and east side of WARWICK STREET, between Blake and Sutter aves.; south side of BELMONT AVENUE, between Essex and Linwood sts.; west side of NICHOLS STREET, about 100 feet south of Jamaica ave. Area of assessment affects Lot 33, Block 1559; Lot 35, Block 1569; Lot 39, Block 3342; Lot 1 in Block 3452; Lot 1, Block 3772; northerly half of Block 4059; Lots 5 and 6, Block 4011; Lots 10 and 16, Block 4029; Block 4047; south side of Belmont ave., between Essex and Linwood sts., and Lot 110, Block 4109.

## TWENTY-SIXTH WARD, SECTION 13.

SEWER, in BELMONT AVENUE, between Euclid ave. and Crescent st., and BASINS, at northeast and northwest corners of BELMONT AVENUE AND LOGAN STREET. Area of assessment affects Blocks 4227, 4228, 4233, 4234, 4250 and 4251.

## TWENTY-SEVENTH WARD, SECTION 11.

TROUTMAN STREET AND ST. NICHOLAS AVENUE—SEWER BASIN, at the eastern corner. Area of assessment affects Block No. 3190.

## TWENTY-NINTH WARD, SECTION 16.

NEWKIRK AVENUE AND RUGBY ROAD—SEWER BASINS, at the northwest corner. Area of assessment affects Block No. 5199.

## THIRTIETH WARD, SECTION 17.

SIXTIETH STREET AND TWELFTH AVENUE—SEWER BASIN, at the westerly corner. Area of assessment affects southerly portion of Block No. 5717.

## THIRTY-FIRST WARD, SECTION 18.

SIXTY-FIFTH STREET—REGULATING, GRADING, CURBING AND FLAGGING, between 5th and 7th aves. Area of assessment: Both sides of 65th st., from 5th to 7th aves., and to the extent of half the block at the intersecting avenues.

## THIRTY-FIRST WARD, SECTION 19.

SEWER BASINS, on all four corners of EIGHTY-FIRST STREET, EIGHTY-SECOND STREET, EIGHTY-THIRD STREET, EIGHTY-FOURTH STREET, EIGHTY-FIFTH STREET and FOURTEENTH AVENUE. Area of assessment affects Blocks Nos. 6280, 6281, 6292, 6293, 6303, 6304, 6309, 6322, 6323, 6339 and 6340.

## THIRTEENTH AVENUE AND EIGHTIETH STREET—SEWER BASIN, at the north corner. Area of assessment affects Block No. 6267.

EIGHTY-SIXTH STREET AND FIFTEENTH AVENUE—SEWER BASIN, at the north and east corners. Area of assessment affects Lot 38, in Block 6340, and Lots 1 and 8, Block 6341.

## THIRTY-FIRST WARD, SECTION 20.

AVENUE H and EAST TWELFTH STREET—SEWER BASIN, at the southwest corner. Area of assessment affects southerly half of Block No. 6695.

## THIRTY-SECOND WARD, SECTION 23.

SEWER, in AVENUE M, from Ocean ave. to E. 21st st., BASIN, in AVENUE M, at the northeast corner of EAST TWENTY-FIRST STREET, EAST TWENTY-SECOND STREET, EAST TWENTY-THIRD STREET, EAST TWENTY-FOURTH STREET, northeast and southwest corners of EAST TWENTY-FIFTH STREET, EAST TWENTY-SIXTH STREET, EAST TWENTY-SEVENTH STREET, EAST TWENTY-EIGHTH STREET, EAST TWENTY-NINTH STREET, NOSTRAND AVENUE, EAST THIRTY-FIRST STREET, northeast corner of EAST THIRTY-SECOND STREET and northeast, southeast and northwest corners of EAST THIRTY-SIXTH STREET. Area of assessment affects Blocks Nos. 7638 to 7650, inclusive; 7653, 7654, 7660 to 7666, inclusive, and 7672.

that the same were confirmed by the Board of Assessors on February 11, 1913, and entered February 11, 1913, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above 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 Bergen Building, fourth floor, southeast corner of Arthur and Tremont aves., Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 12, 1913, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics Bank Building, Court and Montague sts., Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 12, 1913, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

WM. A. PRENDERGAST, Comptroller. City of New York, Department of Finance, Comptroller's Office, February 11, 1913. f15.27

## NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS IN THE BOROUGH OF BROOKLYN:

## TWENTY-FOURTH WARD, SECTION 5; TWENTY-SIXTH AND THIRTY-SECOND WARDS, SECTIONS 12 AND 24; TWENTYNINTH WARD, SECTION 15.

2769. Sewer in E. 98th st., between East New York ave. and Hegeman ave., with outlet sewers in E. 98th st., between Hegeman and Vienna aves.; in Vienna ave., between E. 98th st. and Malta st., from Malta st., from Vienna ave., to Wortman ave., and in Williams ave., from Vienna ave. to Fresh Creek Basin; in Malta st., from Wortman ave., to Fairfield ave., in Fairfield ave., from Malta st. to Van Sicklen ave., in Van Sicklen ave., from Fairfield ave., to the 26th Ward Disposal Works; in Blake ave., between Howard and Saratoga aves.; outlet sewers in Grafton st., between Blake ave. and E. 98th st., and in Barrett st., between Blake ave. and E. 98th st.; also an agreement for supporting tracks, etc., of the Canarsie Railroad Company at Vienna ave. and Van Sicklen ave., in connection with the construction of sewer in E. 98th st., from East New York ave., to Hegeman ave.; also sewers in E. 94th st., between summit north of Clarkson st. and summit north of Lenox road, and outlet sewer in Clarkson st., between E. 94th st. and E. 98th st., and a tributary sewer in Clarkson st., between E. 92d st. and E. 94th st.; also an agreement for

supporting tracks, etc., of the N. Y. B. & Manhattan Beach Railway Company at or near Vienna ave., and Sackman st. in connection with sewers in E. 98th st., etc.; also sewer in Union st., between East New York ave. and E. 98th st., and tributary sewers in Sutter ave., between Ralph ave. and Union st., and in Blake ave., between E. 98th st. and Union st.; also sanitary and storm sewers in Williams ave., from Vienna ave. to Hegeman ave.; in Livonia ave., between Saratoga and Howard aves.; in Riverville ave., from Saratoga ave. to Grafton st.; in Dumont ave., between Grafton st. and Howard ave., and an outlet sewer in Howard ave., between Dumont ave. and E. 98th st.; also foundation for a sewer in Malta ave., from Wortman ave., to Fairfield ave., in Fairfield ave., from Malta st. to Van Sicklen ave., and in Van Sicklen ave., from Fairfield ave. to the 26th Ward Disposal Works. A sewer in Dumont ave., from Saratoga ave. to Grafton st., in Howard ave., from Blake ave. to Dumont ave., and a tributary sewer in Howard ave., from Sutter ave. to Blake ave., also sewer in Tapscott st., from East New York ave., to Sutter ave., and an outlet sewer in Tapscott st., from Sutter ave. to E. 98th st., and tributary sewers in Sutter ave., from Union st. to Tapscott st., and in Blake ave., from Union st. to Howard ave.; in Grafton st., between Sutter and Blake aves.; in East New York ave., from E. 98th st. to Pitkin ave., and an outlet sewer in Ralph ave., from East New York ave. to E. 98th st., and tributary sewer in Sutter ave., from E. 98th st. to Ralph ave.

Affecting Blocks Nos. 1399, 1435, 1411, 1477, 3508 to 3511, inclusive; 3530 to 3534, inclusive; 3535 to 3540, inclusive; 3548 to 3560, inclusive; 3565 to 3575, inclusive; 3580 to 3590, inclusive; 3594 to 3603, inclusive; 3607 to 3616, inclusive; 3619 to 3627, inclusive; 3631 to 3652, inclusive; 3864 to 3883, inclusive; 4317 to 4319, 4340 to 4343, 4364 to 4366, 4428 to 4396, 4408 to 4412, 4430 to 4441, 4452, 4600, 4616, 4628 to 4633, 4647 to 4652, 4663 to 4672, 4687 to 4694, 4710 to 4718, 4749 to 4757, 7913, 7914, 7925, 7926, and 8108 to 8123, inclusive.

## TWENTYNINTH WARD, SECTION 16.

THIRTEENTH AVENUE—PAVING, from 36th to 37th sts. Area of assessment: Both sides of 13th ave., from 36th to 37th sts., and to the extent of half the block at the intersecting and terminating streets.

—that the same were confirmed by the Board of Assessors on February 11, 1913, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 12, 1913, 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, to be calculated by the date of payment, from the date when such assessment became a lien, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated by 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 Mechanics Bank Building, Court and Montague sts., Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 12, 1913, 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, to be calculated by 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 Bergen Building, fourth floor, southeast corner of Arthur and Tremont aves., Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 12, 1913, 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, to be calculated by the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

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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 Bergen Building, fourth floor, southeast corner of Arthur and Tremont aves., Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 12, 1913, 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, to be calculated by the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

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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 Bergen Building, fourth floor, southeast corner of Arthur and Tremont aves., Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 12, 1913, 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, to be calculated by the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

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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 Bergen Building, fourth floor, southeast corner of Arthur and Tremont aves., Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 12, 1913, 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, to be calculated by 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 Bergen Building

any or all bids if deemed to be to the interest of The City of New York.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, February 8, 1913. f13,m3

**CORPORATION SALE BY SEALED BIDS OF THE LEASE OF CERTAIN REAL ESTATE AND APPURTENANCES THERETO.**

**UPON THE AUTHORIZATION OF THE**  
Commissioners of the Sinking Fund and pursuant to a resolution adopted by them at a meeting held March 13, 1912, the Comptroller of The City of New York will sell by sealed bids on

**WEDNESDAY, FEBRUARY 26, 1913.**  
at 11 a. m., in Room K, No. 280 Broadway, Borough of Manhattan, the lease for a period of five years, commencing March 1, 1913, of the premises belonging to the Corporation of The City of New York, situated on the westerly side of Jersey st. and the easterly side of York ave., plot 50 feet by 199 feet 4 inches, with the improvements thereon, known as Lots 50 to 53, Block 1A, Ward 1, in the Borough of Richmond.

The Comptroller will receive sealed bids for the lease of the said parcel of land and the improvements thereon for the said period, at the minimum or upset price of \$144 per annum, quarterly in advance, and the said sale will be made upon the following

**TERMS AND CONDITIONS:**  
Each bid must be accompanied by cash or a certified check for twenty-five per cent. of the amount of the yearly rental offered; the amount so paid for one quarter's rent shall be forfeited if the successful bidder does not execute the lease when notified that it is ready for execution.

He will also be required to give an undertaking in the amount of the annual rental bid, with two sufficient sureties to be approved by the Comptroller, conditioned for the payment of the rent quarterly in advance and for the performance of the covenants and terms of the lease.

No person shall be received as lessee or surety who is a delinquent on any former lease from the corporation, and no bid shall be accepted from any person who is in arrears to the corporation upon debt or contract, or who is a defaulter as surety, or otherwise, upon any obligation to the corporation, as provided by law.

The lease will be in the usual form of leases of like property, and will contain, in addition to other terms, covenants and conditions, as follows:

1. A clause providing that the lessee shall pay the usual rates for water, per meter measurement, and comply with the rules and regulations of the Department of Water Supply, Gas and Electricity.

2. A clause providing that the lessee shall not make any alterations or improvements to the property except with the consent and approval of the Comptroller.

3. A clause providing that during the term of the lease the lessee shall keep the buildings in proper repair, both inside and outside, at his own cost and expense, and shall comply with all the laws and ordinances of The City of New York.

4. A clause providing that all repairs, alterations and improvements made on or to the property by the lessee, during the period of the lease, shall become the property of The City of New York at the expiration of said lease.

The Comptroller shall have the right to reject any or all bids if deemed to be the interest of The City of New York.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, February 4, 1913. f7,26

**NOTICE OF SALE**

**NOTICE OF CONTINUATION OF RICHMOND TAX SALE.**

**THE SALE OF THE LIENS FOR UNPAID TAXES, ASSESSMENTS AND WATER RENTS FOR THE BOROUGH OF RICHMOND, AS TO LIENS REMAINING UNPAID AT THE TERMINATION OF THE SALE OF NOVEMBER 13, DECEMBER 4, 1912, JANUARY 8, 1913, AND FEBRUARY 29, 1913, HAS BEEN CONTINUED TO**

**WEDNESDAY, MARCH 12, 1913.**  
at 2 o'clock p. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time in Room 129, in the Borough Hall, New Brighton, Borough of Richmond.

Dated February 19, 1913.  
DANIEL MOYNAHAN, Collector of Assessments and Arrears. f21,m2

**NOTICE OF CONTINUATION OF BRONX TAX SALE.**

**THE SALE OF THE LIENS FOR UNPAID TAXES, ASSESSMENTS AND WATER RENTS FOR THE BOROUGH OF THE Bronx, AS TO LIENS REMAINING UNPAID AT THE TERMINATION OF THE SALE OF DECEMBER 16, 1912, JANUARY 6, 1913, AND FEBRUARY 17, 1913, HAS BEEN CONTINUED TO**

**MONDAY, MARCH 10, 1913.**  
at 2 o'clock p. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time on the 4th floor of the Bergen Building, corner of Arthur and Tremont Aves., Borough of the Bronx, City of New York.

DANIEL MOYNAHAN, Collector of Assessments and Arrears. Dated February 17, 1913. f18,m10

**NOTICE OF CONTINUATION OF QUEENS TAX SALE.**

**THE SALE OF THE LIENS FOR UNPAID TAXES, ASSESSMENTS AND WATER RENTS FOR THE BOROUGH OF QUEENS, 2d Ward, AS TO LIENS REMAINING UNPAID AT THE TERMINATION OF THE SALES OF OCTOBER 29, NOVEMBER 19, DECEMBER 10 AND 31, 1912, JANUARY 21 AND FEBRUARY 11, 1913, HAS BEEN CONTINUED TO**

**TUESDAY, MARCH 4, 1913.**  
at 10 o'clock a. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time in the Arrears Office, third floor, Municipal Building, Court House square, Long Island City, in the Borough of Queens, City of New York.

DANIEL MOYNAHAN, Collector of Assessments and Arrears. Dated February 11, 1913. f14,m4

**Interest on City Bonds and Stock.**

**INTEREST ON CITY BONDS AND STOCK.**

**THE INTEREST DUE ON MARCH 1, 1913, ON REGISTERED BONDS AND STOCKS OF THE CITY OF NEW YORK, AND OF FORMER CORPORATIONS NOW INCLUDED THEREIN, WILL BE PAID ON THAT DAY BY THE COMPTROLLER AT HIS OFFICE (ROOM 85) IN THE STEWART BUILDING, CORNER OF BROADWAY AND CHAMBERS ST. IN THE BOROUGH OF MANHATTAN.**

The Coupons that are payable in New York, London or Paris for the interest due March 1, 1913, on Corporate Stock of The City of New York will be paid on that day, at the option of the holders thereof, at the office of the Guaranty Trust Co., Standard Branch, 25 Broad st., New York City, or at the office of Messrs. Seligman Bros., 18 Austin Friars, London, E. C., England.

1913, for interest on bonds of former corporations now included in The City of New York will be paid on that day at the office of the said Guaranty Trust Co.

The books for the transfer of bonds and stock on which interest is payable on March 1, 1913, will be closed from February 15 to March 1, 1913.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, February 3, 1913. f5,m1

**Sureties on Contracts.**

**UNTIL FURTHER NOTICE 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.

When such company is authorized to write that amount as per letter of Comptroller to the surety companies, dated September 16, 1907.

**Construction.**

One company on a bond up to \$25,000.

Including regulating, grading, paving, sewers, maintenance, dredging, construction of parkways, docks, buildings, bridges, tunnels, aqueducts, repairs, heating, ventilating, plumbing, etc., etc.

When such company is authorized to write that amount as per letter of Comptroller to the surety companies, dated September 16, 1907.

**Asphalt, Asphalt Block and Wood Block Pavements.**

Two companies will be required on any and every bond up to amount authorized by letter of Comptroller to the surety companies, dated September 16, 1907.

Dated January 3, 1910.

WILLIAM A. PRENDERGAST, Comptroller.

**DEPARTMENT OF BRIDGES.**

**DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.**

**SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE COMMISSIONER OF BRIDGES AT HIS OFFICE UNTIL 2 O'CLOCK P. M. ON**

**THURSDAY, MARCH 6, 1913, FOR FURNISHING AND DELIVERING AUTOMOBILE NAPHTHA.**

The naptha shall be delivered from time to time as required and the whole amount shall be delivered within 160 calendar days after the date of certification of the contract by the Comptroller.

The amount of security to guarantee the faithful performance of the contract will be thirty (30) per cent. of the total amount for which the contract is awarded.

The right is reserved by the Commissioner to reject all the bids should he deem it to the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

Dated February 17, 1913.

ARTHUR J. O'KEEFFE, Commissioner. f21,m6

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

**BOARD OF ASSESSORS.**

**NOTICE IS HEREBY GIVEN BY THE**

**Board of Assessors of The City of New York that on March 26, 1913, at 11 a. m., at their office, 320 Broadway, Borough of Manhattan, City of New York, they will meet to make the annual apportionment and assessment required for local improvements in the former town of Gravesend, County of Kings, under the provisions of chapter 118 of the Laws of 1892, as amended by chapter 171 of the Laws of 1893, at which time and place all parties interested in the lands to be affected by any such apportionment and assessment shall be entitled to be heard before said Board upon the questions of such apportionment and assessment. The proposed apportionment and assessment are now open for inspection.**

JOSEPH F. HENNESSY, WILLIAM C. ORMOND, ANTONIO C. ASTARITA, Board of Assessors.

THOMAS J. DRENNAN, Secretary, 320 Broadway, City of New York, Borough of Manhattan. February 26, 1913. f26,m8

**NOTICE OF SALE**

**NOTICE OF CONTINUATION OF RICHMOND TAX SALE.**

**THE SALE OF THE LIENS FOR UNPAID TAXES, ASSESSMENTS AND WATER RENTS FOR THE BOROUGH OF RICHMOND, AS TO LIENS REMAINING UNPAID AT THE TERMINATION OF THE SALE OF NOVEMBER 13, DECEMBER 4, 1912, JANUARY 8, 1913, AND FEBRUARY 29, 1913, HAS BEEN CONTINUED TO**

**WEDNESDAY, MARCH 12, 1913.**  
at 2 o'clock p. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time in Room 129, in the Borough Hall, New Brighton, Borough of Richmond.

Dated February 19, 1913.  
DANIEL MOYNAHAN, Collector of Assessments and Arrears. f21,m2

**NOTICE OF CONTINUATION OF BRONX TAX SALE.**

**THE SALE OF THE LIENS FOR UNPAID TAXES, ASSESSMENTS AND WATER RENTS FOR THE BOROUGH OF THE Bronx, AS TO LIENS REMAINING UNPAID AT THE TERMINATION OF THE SALE OF DECEMBER 16, 1912, JANUARY 6, 1913, AND FEBRUARY 17, 1913, HAS BEEN CONTINUED TO**

**MONDAY, MARCH 10, 1913.**  
at 2 o'clock p. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time on the 4th floor of the Bergen Building, corner of Arthur and Tremont Aves., Borough of the Bronx, City of New York.

DANIEL MOYNAHAN, Collector of Assessments and Arrears. Dated February 17, 1913. f18,m10

**NOTICE OF CONTINUATION OF QUEENS TAX SALE.**

**THE SALE OF THE LIENS FOR UNPAID TAXES, ASSESSMENTS AND WATER RENTS FOR THE BOROUGH OF QUEENS, 2d Ward, AS TO LIENS REMAINING UNPAID AT THE TERMINATION OF THE SALES OF OCTOBER 29, NOVEMBER 19, DECEMBER 10 AND 31, 1912, JANUARY 21 AND FEBRUARY 11, 1913, HAS BEEN CONTINUED TO**

**TUESDAY, MARCH 4, 1913.**  
at 10 o'clock a. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time in the Arrears Office, third floor, Municipal Building, Court House square, Long Island City, in the Borough of Queens, City of New York.

DANIEL MOYNAHAN, Collector of Assessments and Arrears. Dated February 11, 1913. f14,m4

**Interest on City Bonds and Stock.**

**INTEREST ON CITY BONDS AND STOCK.**

**THE INTEREST DUE ON MARCH 1, 1913, ON REGISTERED BONDS AND STOCKS OF THE CITY OF NEW YORK, AND OF FORMER CORPORATIONS NOW INCLUDED THEREIN, WILL BE PAID ON THAT DAY BY THE COMPTROLLER AT HIS OFFICE (ROOM 85) IN THE STEWART BUILDING, CORNER OF BROADWAY AND CHAMBERS ST. IN THE BOROUGH OF MANHATTAN.**

The Coupons that are payable in New York, London or Paris for the interest due March 1, 1913, on Corporate Stock of The City of New York will be paid on that day, at the option of the holders thereof, at the office of the Guaranty Trust Co., Standard Branch, 25 Broad st., New York City, or at the office of Messrs. Seligman Bros., 18 Austin Friars, London, E. C., England.

Affecting Blocks Nos. 6212, 6213, 6223 and 6224.

3022. Sewer in 12th ave., between 68th st. and 69th st. (Bay Ridge ave.), and outlet in Bay Ridge ave. (69th st.), between 12th and 13th aves., and in Bay Ridge ave. (69th st.), between 10th and 12th aves.

Affecting Blocks Nos. 5880, 5772, 5773, 5774, 6154 and 6155.

3023. Sewer basin on northwest corner of 37th st. and Old New Utrecht road.

Affecting Lot 1 of Block 5301.

All persons whose interests are affected by the above named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, 320 Broadway, New York, on or before March 25, 1913, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

JOSEPH F. HENNESSY, WM. C. ORMOND, ANTONIO C. ASTARITA, Board of Assessors.

THOMAS J. DRENNAN, Secretary, 320 Broadway, City of New York, Borough of Manhattan. February 20, 1913. f20,m4

**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.**

2598. Regulating, grading, curbing, flagging and paving Fairview place, between Martense and Church aves.

2740. Regulating, grading, curbing, flagging, etc., 18th ave., from Ocean parkway to 47th st., together with a list of awards for damages caused by a change of grade.

2822. Regulating, grading, curbing, flagging E. 14th st., from Avenue O to Kings highway, and from Avenue V to Neck road.

2823. Regulating, grading, curbing and flagging E. 28th st., from Clarendon road to Canarsie lane.

2825. Regulating, grading, curbing and flagging Sullivan st., from Washington ave. to Nostrand ave.

2830. Regulating, grading, curbing and flagging 58th st., between 10th and New Utrecht aves., together with a list of awards for damages caused by a change of grade.

2833. Reg

Cleaning materials and compounds.  
Drugs, chemicals, etc.  
Iron, steel and other metals (including castings and corporation cocks).  
Leather, saddlery, belting.  
Oils (lubricating and illuminating), greases and all lubricants.  
Waste, cordage, rope and caulking yarn.  
Drafting and engineering tools and supplies.  
Packing (rubber and asbestos), gaskets, etc.  
The time allowed for the performance of the contract, unless otherwise specified, is thirty (30) calendar days.

The amount of the security for the performance of the contract shall be thirty (30) per cent. of the total amount for which the contract is awarded.

Award will be made to the lowest bidder on each item.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department, Room 1904, 13 to 21 Park Row, Borough of Manhattan.

Dated February 18, 1913.  
HENRY S. THOMPSON, Commissioner.  
f20,5

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

#### BOROUGH OF BROOKLYN.

OFFICE OF THE COMMISSIONER OF PUBLIC WORKS, BOROUGH OF BROOKLYN.

#### NOTICE OF SALE BY PUBLIC AUCTION.

THE COMMISSIONER OF PUBLIC WORKS will sell at public auction on

**FRIDAY, FEBRUARY 26, 1913.**  
at 10 o'clock a. m., the following named horses and materials, which may be seen at the places enumerated below:

*At 38th St. Repair Yard, Near 5th Ave.  
About 39 tons old iron (per ton); 12 oil barrels (per barrel).*

*At 26th Ward Disposal Works, Foot of Hendrix St.*

20 oil barrels (per barrel); about 2 tons old iron (per ton).  
*Casson No. 2, W. 12th St. and Neptune Ave.*  
45 oil barrels (per barrel); 750 pounds rubber hose and boots (per pound); 2 tons of old iron (per ton); 1 old buggy.

*In Cellar of Hall of Records.*  
1 lot iron, glass and wood street signs; 1 lot old floor and basin marble slabs, 9 pieces; 1 lot glass bells for gas fixtures; 1 lot scrap iron, about 1½ tons (bulk); 1 lot oak book shelving, railing and partition; 1 lot old shades; 1 lot old lumber and chairs; about 200 pounds old rope (bulk); 1 2-section cabinet; 6 oak double-faced desk tops, 24 legs and 33 drawers; 1 old lounge; 11 oak-paneled doors; 1 roll top desk, 2 flat top desks, 3 tables; 1 lot of cork carpet.

*In Cellar of Kings County Court House.*  
28 6-foot court room settees; 5 tables; 1 lot old cabinets, 6 pieces; 4 letter presses; 2 revolving book racks; 10 desks (roll and flat top); 1 lot of glass chandeliers; 1 lot of marble; 1 lot of marble; 18 sash doors; 1 hot water boiler; 1 lot old lumber in vault; 1 lot of old lumber in vault; 1 lot of old carpet and linoleum in vault; 1 lot of old lumber in vault; 1 lot of old copper and brass, about 500 pounds (bulk); 1 lot old rubber boots, mats and hose in five barrels (about 700 pounds); 4 inner tubes and 18 automobile shoes; 1 lot scrap iron, about 2 tons (bulk); 34 brass mixing valves and parts; 1 box of old towels; 21 atlas covers; 2 iron enameled bat tubs; 1 lot of five stoves; 52 old chairs, 14 old benches.

*Comfort Station, Hamilton Ave. and Richards St.*

1 old heater.  
*At Wallabout Yard.*  
2 lots of old furniture; 2 candy slot machines; 18 gum slot machines; 1 newsstand, complete; 6 newsstands, in parts; 3 bales of excelsior; 2 brown stone carriage steps; 3 boxes of plaster of paris casts; 8 brown stone fence rests; 2 sections of coping stones; 1 old glass show case; 2 loads of bluestone caps and sills; 1 lot old tin signs (small); 5 old cast iron tar tanks; 1 lot oil and tar pouring cans and pails; 28 old iron wheel barrels; 4 square manhole frames and covers; 1 round manhole frame and cover; 27 old grates; 1 steel shaft; 4 stone crusher jaws; 1 old iron post; 2 octagonal stone bases for lamp posts; 726 feet of 1-inch rubber hose (bulk).

*At 67th St. Yard.*  
115 pounds of scrap brass (bulk); 860 pounds old rubber hose (bulk); 30 pounds old rubber boots (bulk); 1,160 pounds scrap iron (bulk); 13 old oil barrels (per barrel); axle and pair of wheels.

*At N. 8th St. Yard.*  
1 lot butcher fixtures, hook racks, parts of counter, etc.; 1 lot parts of old wooden newsstands; 1 lot old building material, sills, lintels, etc.; 1 lot old iron railings and posts; 1 lot scrap iron, broken wheel barrows, barrel hoops, etc.; 2 flux barrels.

*At Municipal Asphalt Plant.*  
1 ton, more or less, scrap iron; about 15 pounds rubber hose; 200 oil barrels (per barrel).

*At Neck Road Yard.*  
6 old gas lamp posts; 4 iron sewer heads and covers.

*At DeKalb Ave. Yard.*  
1 lot tools, etc., consisting of lantern frames, pails, cans, rags, brooms, etc.

*At Hopkins Ave. Yard.*  
1 lot of old tools; 8 broken iron wheel barrels.

*At Bainbridge Stables, 18-22 Bainbridge St.*  
1 brown gelding, No. 3; 1 chestnut gelding, No. 8; 1 bay mare, No. 11; 1 roan gelding, No. 13; 1 bay gelding, No. 20; 3 sets single harness.

*At Brighton Stables, 507 Flatbush Ave.*  
1 top side spring wagon, No. "C."

*At Powers Stables, 117 Sterling Place.*  
1 top side spring wagon, No. 4.

The sale will be held at Room 2, Borough Hall, Borough of Brooklyn. Intending bidders may apply for particulars at the office of the Assistant Commissioner of Public Works, Room 11a, Borough Hall.

*TERMS OF SALE.*  
Cash payment in bankable funds at the time and place of sale and the removal of the horses, iron, etc., immediately. If the purchaser or purchasers fails or fail to remove said iron, etc., within ten days and the horses within one day from the date of the sale, the purchase money and ownership of same shall be forfeited.

THOMAS B. LINEBURGH, Assistant Commissioner of Public Works, Borough of Brooklyn.

f21,28

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.  
SEALED BIDS OR ESTIMATES WILL BE received by the President, Borough of Brooklyn, at the above office until 11 o'clock a. m. on

**WEDNESDAY, MARCH 5, 1913.**  
1. FOR FENCING LOTS ON THE WEST SIDE OF 6TH AVE., BETWEEN 46TH AND

#### 47TH STS., AND ON VARIOUS OTHER STREETS.

The Engineer's estimate is as follows:  
1,343 linear feet open board fence, six feet high.

Time allowed, 30 working days. Security required, \$250.

2. FOR CONSTRUCTING CEMENT SIDEWALKS ON BOTH SIDES OF 18TH AVE., BETWEEN 47TH ST. AND 49TH ST., ON THE EAST SIDE OF BRADFORD ST., BETWEEN ATLANTIC AVE. AND LIBERTY AVE., AND ON BOTH SIDES OF CORNELIA ST., BETWEEN IRVING AVE. AND THE BOROUGH LINE.

The Engineer's estimate is as follows:  
5,720 square feet cement sidewalks (1 year maintenance).

Time allowed, 25 working days. Security required, \$300.

3. FOR FURNISHING AND DELIVERING 2,000 CUBIC YARDS BROKEN TRAP ROCK AND 2,000 CUBIC YARDS TRAP ROCK SCREENINGS, TO BE DELIVERED AS FOLLOWS:

1,000 cubic yards broken trap rock and 1,000 cubic yards trap rock screenings to Corporation Yard, 67th st., near 18th ave.

1,000 cubic yards broken trap rock and 1,000 cubic yards trap rock screenings to Corporation Yard, Neck road and Gravesend ave.

Completion of delivery to be on or before December 31, 1913.

Security required, 30 per cent. of the total amount for which the contract is awarded.

4. FOR FURNISHING AND DELIVERING 1,500 TONS OF 2,000 POUNDS EACH OF REFINED ASPHALT.

Deliveries to be made to Municipal Asphalt Plant, 7th st. Basin, Gowanus Canal.

Completion of delivery to be on or before November 1, 1913.

Security required, 30 per cent. of the total amount for which the contract is awarded.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per ton, linear foot, square foot, cubic yard or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Highways, the Borough of Brooklyn, No. 12 Municipal Building, Brooklyn.

ALFRED E. STEERS, President.

Dated February 18, 1913. f20,5

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 2, BOROUGH HALL, BOROUGH OF BROOKLYN.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above named office until 11 o'clock a. m. on

**WEDNESDAY, MARCH 5, 1913.**

FOR FURNISHING AND DELIVERING ANTHRACITE COAL IN QUANTITIES AS FOLLOWS:

19,513,600 pounds egg coal.

380,800 pounds stove coal.

89,560 pounds of chestnut coal.

The time allowed for the delivery of the coal and the full performance of the contract is until February 15, 1914.

The amount of security required is thirty (30) per cent. of the total amount for which the contract is awarded.

The bidders will write the amount of the unit price in their bids or estimates in addition to inserting the same in figures, and in addition will insert in figures the total amount of their bid or estimate. All bids or estimates will be considered informal which do not contain bids for all items.

The bids or estimates will be compared on the basis of the approximate estimate given. Bidders shall state a price per 1,000 pounds for coal.

Blank forms and further information may be obtained at the office of the Bureau of Public Buildings and Offices, Room 29, Municipal Building, Borough of Brooklyn.

ALFRED E. STEERS, President.

Dated February 18, 1913. f20,5

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

**WEDNESDAY, FEBRUARY 26, 1913.**

1. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON W. 24TH ST., FROM NEPTUNE AVE. TO SURF AVE.

The Engineer's estimate is as follows:

110 linear feet old curbstone reset in concrete.

120 cubic yards excavation.

4,250 cubic yards fill (to be furnished).

2,970 linear feet cement curb (1 year maintenance).

13,500 square feet cement sidewalks (1 year maintenance).

1,430 cubic yards loamy earth (to be furnished).

Time allowed, 60 working days. Security required, \$3,100.

10. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON W. 25TH ST., FROM NEPTUNE AVE. TO A LINE ABOUT 350 FEET SOUTH OF SURF AVE.

The Engineer's estimate is as follows:

90 linear feet old curbstone reset in concrete.

1,980 cubic yards excavation.

2,180 cubic yards fill (to be furnished).

3,840 linear feet cement curb (1 year maintenance).

19,360 square feet cement sidewalks (1 year maintenance).

1,850 cubic yards loamy earth (to be furnished).

Time allowed, 60 working days. Security required, \$3,300.

11. FOR REGULATING AND PAVING WITH PERMANENT GRADE 1 GRANITE PAVEMENT ON A 6-INCH CONCRETE FOUNDATION THE ROADWAY OF 1ST AVE., FROM 50TH ST. TO 52D ST., AND FROM 53D ST. TO 60TH ST.

The Engineer's estimate is as follows:

5,960 square yards Grade 1 granite pavement, with joint filler of coal tar pitch and gravel, outside railroad area (1 year maintenance).

1,090 square yards Grade 1 granite pavement, with joint filler of coal tar pitch and gravel, within railroad area (no maintenance).

180 cubic yards concrete outside railroad area.

180 cubic yards concrete within railroad area.

350 linear feet granite heading stones set in concrete.

2,353 cubic yards excavation to subgrade.

Time allowed, 60 working days. Security required, \$9,000.

12. FOR REGULATING AND REPAVING WITH PERMANENT GRADE 1 GRANITE PAVEMENT ON A 6-INCH CONCRETE FOUNDATION THE ROADWAY OF 3D AVE., FROM 38TH ST. TO 60TH ST.

The Engineer's estimate is as follows:

15,020 square yards Grade 1 granite pavement, with joint filler of coal tar pitch and gravel, outside railroad area (1 year maintenance).

2,540 square yards Grade 1 granite pavement, with joint filler of coal tar pitch and gravel, within railroad area (no maintenance).

50 square yards old stone pavement (to be relaid).

2,500 cubic yards concrete outside railroad area.

420 cubic yards concrete within railroad area.

7,650 linear feet new curbstone set in concrete.

1,800 linear feet old curbstone reset in concrete.

750 linear feet granite heading stones set in concrete.

4,500 square feet new flagstones furnished and laid.

6,700 square feet old flagstones retrimmed and relaid.

1,000 square feet cement sidewalks (1 year maintenance).

Time allowed, 80 working days. Security required, \$26,000.

13. FOR REGULATING AND REPAVING WITH PERMANENT ASPHALT PAVEMENT ON A 6-INCH CONCRETE FOUNDATION THE ROADWAYS OF 5TH AVE., FROM 68TH ST. TO 4TH AVE. AND 4TH AVE., FROM 5TH AVE. TO 101ST ST.

THE CHILDREN'S CLINICS AND DAY CAMPS IN THE VARIOUS BOROUGHS OF THE CITY OF NEW YORK, AND THE TUBERCULOSIS SANATORIUM AT OTISVILLE, ORANGE COUNTY, NEW YORK, DURING THE YEAR 1913.

The time for the delivery of the supplies and the performance of the contract is during the year 1913.

No bond will be required with the bid, as heretofore, but will be required upon awarding of the contract in an amount equal to 30 per cent. of the contract. The bid, however, must be accompanied by a deposit of an amount of not less than 1 1/2 per cent. of the amount of the bid. (As to form of deposit see general instructions, last column, last page.)

Bids will be compared and the contract awarded to the lowest bidder for item or class, as indicated.

Samples and blank forms and further information may be obtained at the office of the Chief Clerk of the Department of Health, southwest corner of Centre and Walker sts., Borough of Manhattan.

ERNST J. LEDERLE, Ph.D., President; JOSEPH J. O'CONNELL, M.D., RHINE-LANDER WALDO, Board of Health. Dated February 17, 1913. 117,23

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER OF CENTRE AND WALKER STS., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE BOARD OF HEALTH UNTIL 10:30 O'CLOCK A.M. ON

THURSDAY, FEBRUARY 27, 1913.

FOR FURNISHING AND DELIVERING AS REQUIRED 12,000 POUNDS OF BUTTER TO THE KINGSTON AVENUE HOSPITAL, KINGSTON AVE. AND FENNIMORE ST., BOROUGH OF BROOKLYN, DURING THE YEAR 1913.

The time for the delivery of the supplies and the performance of the contract is during the year 1913.

No bond will be required with the bid, as heretofore, but will be required upon awarding of the contract in an amount equal to thirty (30) per cent. of the contract.

The bid, however, must be accompanied by a deposit of an amount of not less than one and one-half (1 1/2) per cent. of the amount of the bid.

(As to form of deposit, see general instructions.)

Bids will be compared and the contract awarded to the lowest bidder for the entire contract.

Bids must be submitted in duplicate, each in a separate envelope. No bid will be accepted unless this provision is complied with.

Blank forms and further information may be obtained at the office of the Chief Clerk of the Department of Health, southwest corner of Centre and Walker sts., Borough of Manhattan.

ERNST J. LEDERLE, Ph.D., President; JOSEPH J. O'CONNELL, M.D., RHINE-LANDER WALDO, Board of Health. Dated February 14, 1913. 114,27

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER OF CENTRE AND WALKER STS., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE BOARD OF HEALTH UNTIL 10:30 O'CLOCK A.M. ON

THURSDAY, FEBRUARY 27, 1913.

FOR FURNISHING ALL NECESSARY LABOR AND MATERIALS REQUIRED FOR PAINTING INFANTS' MILK STATIONS IN THE BOROUGHS OF MANHATTAN, BROOKLYN, THE BRONX, QUEENS AND RICHMOND, AS HEREINAFTER DESCRIBED, FOR THE DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is sixty (60) consecutive working days.

No bond will be required with the bid, as heretofore, but will be required upon awarding of the contract, in an amount equal to 50 per cent. of the contract.

The bid, however, must be accompanied by a deposit of an amount of not less than 2 1/2 per cent. of the amount of the bid.

(As to form of deposit, see general instructions, last page, last column, of this issue of the City Record.)

Bids will be compared and the contract awarded to the lowest bidder for the entire contract.

Blank forms for the above work and further information may be obtained at the office of the Chief Clerk of the Department of Health, southwest corner of Centre and Walker sts., Borough of Manhattan, City of New York.

ERNST J. LEDERLE, Ph.D., President; JOSEPH J. O'CONNELL, M.D., RHINE-LANDER WALDO, Board of Health. Dated February 14, 1913. 114,27

See General Instructions to Bidders on the last page, last column, of the "City Record."

## BOROUGH OF MANHATTAN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE PRESIDENT OF THE BOROUGH OF MANHATTAN, AT THE OFFICE OF THE COMMISSIONER OF PUBLIC WORKS, ROOM 1808, 21 PARK ROW, UNTIL 2 O'CLOCK P.M. ON

THURSDAY, MARCH 6, 1913.

1. FOR REGULATING AND REPAVING WITH SHEET ASPHALT, HEAVY TRAFFIC MIXTURE WITH PORTLAND CEMENT FILLER, WITH CLOSE BINDER ON A CONCRETE FOUNDATION THE ROADWAY OF HENRY ST. FROM GRAND ST. TO OLIVER ST., AND OLIVER ST. FROM NORTH SIDE MADISON ST. TO SOUTH SIDE CHATHAM SQUARE.

Engineer's estimate of the amount of work to be done:

18,350 square yards of asphalt pavement, heavy traffic mixture with Portland cement filler, including binder course, on intersecting streets (no guarantee).

10 square yards of asphalt pavement, heavy traffic mixture with Portland cement filler, including binder course, on intersecting streets (no guarantee).

5 sewer catch basin heads to be adjusted to grade.

3,550 cubic yards of Portland cement concrete.

7,900 linear feet of new 5-inch bluestone curbstone, furnished and set.

430 linear feet of new headerstone, furnished and set.

1,970 linear feet of old bluestone curbstone, redressed, rejoined and reset.

30 standard heads and covers, complete, for sewer manholes, furnished and set.

180 square yards of old stone blocks to be purchased and removed by contractor.

40 cubic yards of filling to furnish.

40 cubic yards of earth excavation.

The time allowed for doing and completing the above work will be fifty (50) working days.

The amount of security required will be \$15,000 and the amount of deposit accompanying the bid shall be five (5) per cent. of the amount of security.

2. FOR REGULATING AND REPAVING WITH SHEET ASPHALT, HEAVY TRAFFIC MIXTURE WITH PORTLAND CEMENT FILLER, WITH CLOSE BINDER ON A CONCRETE FOUNDATION THE ROADWAY OF GRAMERCY PARK EAST AND WEST FROM NORTH SIDE 20TH ST. TO SOUTH SIDE 21ST ST.

Engineer's estimate of the amount of work to be done:

1,300 square yards of asphalt pavement, heavy traffic mixture with Portland cement filler, including binder course.

10 cubic yards of filling to furnish.

10 cubic yards of earth excavation.

260 cubic yards of Portland cement concrete.

660 linear feet of new 5-inch bluestone curbstone, furnished and set.

160 linear feet of old bluestone curbstone, redressed, rejoined and reset.

4 standard heads and covers, complete, for sewer manholes, furnished and set.

1 sewer catch basin head to be adjusted to grade.

The time allowed for doing and completing the above work will be twenty-five (25) working days.

The amount of security required will be \$4,000 and the amount of deposit accompanying the bid shall be five (5) per cent. of the amount of security.

3. FOR REGULATING AND REPAVING WITH SPECIAL GRANITE BLOCK PAVEMENT AND SHEET ASPHALT, HEAVY TRAFFIC MIXTURE WITH PORTLAND CEMENT FILLER, WITH CLOSE BINDER ON A CONCRETE FOUNDATION THE ROADWAY OF 1ST AVE. FROM SOUTH SIDE 20TH ST. TO SOUTH SIDE 21ST ST.

Engineer's estimate of the amount of work to be done:

1,290 square yards of sheet asphalt, heavy traffic mixture with Portland cement filler, pavement outside railroad area.

120 square yards of sheet asphalt, heavy traffic mixture with Portland cement filler, pavement in railroad area (no guarantee).

10 square yards of sheet asphalt, heavy traffic mixture with Portland cement filler, pavement on intersecting streets (no guarantee).

260 cubic yards of concrete.

500 linear feet of new 6-inch bluestone curbstone, furnished and set.

500 linear feet of old curbstone to be purchased and removed by contractor.

10 linear feet of old headerstone to be reset.

1 standard head and cover, complete, for sewer manhole, furnished and set.

10 cubic yards of fill.

10 cubic yards of earth excavation.

1 sewer catch basin head to be adjusted to grade.

In and between tracks:

360 square yards of special granite block pavement in railroad area.

40 cubic yards of concrete.

2 standard heads and covers for sewer manholes.

360 square yards of old stone blocks to be purchased and removed by contractor.

The time allowed for doing and completing the above work will be fifteen (15) working days.

The amount of security required will be \$1,500 and the amount of deposit accompanying the bid shall be five (5) per cent. of the amount of security.

4. FOR REGULATING AND REPAVING WITH SHEET ASPHALT, HEAVY TRAFFIC MIXTURE WITH PORTLAND CEMENT FILLER, WITH CLOSE BINDER ON A CONCRETE FOUNDATION THE ROADWAY OF 8TH ST. FROM WEST SIDE 6TH AVE. TO EAST SIDE BROADWAY.

Engineer's estimate of the amount of work to be done:

2,380 square yards of asphalt pavement, heavy traffic mixture with Portland cement filler, including binder course.

10 cubic yards of filling to furnish.

10 cubic yards of earth excavation.

140 linear feet of new 5-inch bluestone curbstone, redressed, rejoined and reset.

1 standard head and cover, complete, for sewer manhole, furnished and set.

The time allowed for doing and completing the above work will be fifteen (15) working days.

The amount of security required will be \$2,000.

5. FOR REGULATING AND REPAVING WITH SHEET ASPHALT, HEAVY TRAFFIC MIXTURE WITH PORTLAND CEMENT FILLER, WITH CLOSE BINDER ON A CONCRETE FOUNDATION THE ROADWAY OF 40TH ST. FROM WEST SIDE 6TH AVE. TO EAST SIDE 5TH AVE.

Engineer's estimate of the amount of work to be done:

2,960 square yards of asphalt pavement, heavy traffic mixture with Portland cement filler, including binder course.

10 square yards of asphalt pavement, including binder course, at intersecting streets (no guarantee).

10 square yards of asphalt block pavement at intersecting streets (no guarantee).

580 cubic yards of Portland cement concrete.

30 linear feet of new headerstone furnished and set.

1,400 linear feet of new 5-inch bluestone curbstone, furnished and set.

350 linear feet of old bluestone curbstone, redressed, rejoined and reset.

4 standard heads and covers, complete, for sewer manholes, furnished and set.

2 sewer catch basin heads to be adjusted to grade.

10 cubic yards of filling to furnish.

10 cubic yards of earth excavation.

The time allowed for doing and completing the above work will be twenty (20) working days.

The amount of security required will be \$2,500.

6. FOR REGULATING AND REPAVING WITH SHEET ASPHALT, HEAVY TRAFFIC MIXTURE WITH PORTLAND CEMENT FILLER, WITH CLOSE BINDER ON A CONCRETE FOUNDATION THE ROADWAY OF 12TH ST. FROM WEST SIDE AVENUE B TO EAST SIDE AVENUE C.

Engineer's estimate of the amount of work to be done:

5,750 square yards of asphalt pavement, heavy traffic mixture with Portland cement filler, including binder course.

20 cubic yards of filling to furnish.

20 cubic yards of earth excavation.

1,330 cubic yards of Portland cement concrete.

150 linear feet of new headerstone furnished and set.

3,220 linear feet of new 5-inch bluestone curbstone, furnished and set.

810 linear feet of old bluestone curbstone, redressed, rejoined and reset.

12 standard heads and covers, complete, for sewer manholes, furnished and set.

2 sewer catch basin heads to be adjusted to grade.

The time allowed for doing and completing the above work will be thirty (30) working days.

The amount of security required will be \$5,000 and the amount of deposit accompanying the bid shall be five (5) per cent. of the amount of security.

7. FOR REGULATING AND REPAVING WITH SHEET ASPHALT, HEAVY TRAFFIC MIXTURE WITH PORTLAND CEMENT FILLER, WITH CLOSE BINDER ON A CONCRETE FOUNDATION THE ROADWAY OF 12TH ST. FROM WEST SIDE 8TH AVE. TO EAST SIDE 11TH AVE.

Engineer's estimate of the amount of work to be done:

2,800 square yards of asphalt pavement, heavy traffic mixture with Portland cement filler, including binder course.

10 cubic yards of filling to furnish.

10 cubic yards of earth excavation.

1,330 square yards of old stone blocks to be purchased and removed by contractor.

1 sewer catch basin head to be adjusted to grade.

The time allowed for doing and completing the above work will be twenty-five (25) working days.

The amount of security required will be \$4,000 and the amount of deposit accompanying the bid shall be five (5) per cent. of the amount of security.

8. FOR REGULATING AND REPAVING WITH SHEET ASPHALT, HEAVY TRAFFIC MIXTURE WITH PORTLAND CEMENT FILLER, WITH CLOSE BINDER ON A CONCRETE FOUNDATION THE ROADWAY OF 53D ST. FROM WEST SIDE 6TH AVE. TO EAST SIDE 11TH AVE.

Engineer's estimate of the amount of work to be done:

3,990 square yards of asphalt pavement, heavy traffic mixture with Portland cement filler, including binder course.

1,000 linear feet of old bluestone curbstone, redressed, rejoined and







and the Company shall not at any time oppose, but shall consent to the construction and operation of any street surface railway by any such other corporation or individual which may receive a franchise therefor from the City, and which may necessitate the use of any portion of the railway which shall be constructed or operated by the Company upon said Flatbush Avenue Extension.

Should the City at any time during the term of this contract grant to any other corporation or to any individual the right or privilege to operate a railway upon the tracks of the Company, upon said Flatbush Avenue Extension, or any portion thereof, then the City shall, within thirty (30) days thereafter, give notice to the Company that such right has been granted, and of the name of the corporation or individual to which such right has been granted.

At the expiration of ninety (90) days after the giving of such notice such individual or corporation shall have the right to begin the operation of cars upon the tracks of the Company upon said Flatbush Avenue Extension, or any portion thereof, over which such corporation or individual may receive a right or privilege, and to use therefor the tracks, equipment, power and all other property of the Company which shall be necessary in the operation of the cars of such individual or corporation upon the tracks of the Company and shall have the right to continue such operation until this contract, or the right to use such property under the terms of this contract granted said corporation or individual by the City, shall expire. Such corporation or individual shall pay to the Company for the right to use such tracks, equipment, power and other property above described such sum or sums as may be agreed upon in writing by such corporation or individual and the Company within said ninety (90) days, or in the event that such agreement cannot be reached within said ninety (90) days, such sum or sums as shall be determined in the manner hereinafter provided for.

If the Company and such corporation or individual cannot, prior to the expiration of said ninety (90) days agree upon the compensation for the use of such tracks, then such compensation shall be fixed by three arbitrators selected in the following manner:

One fit and impartial person shall be chosen by the Company; one fit and impartial person shall be chosen by such corporation or individual, and the two so chosen shall choose a third fit and impartial person. The decision under oath of any two of said persons who shall be so selected shall be final and conclusive.

The compensation and expenses of the persons selected as arbitrators in the determination of such sum or sums shall be borne by the individual or corporation to which such right may be granted.

Within thirty (30) days after an agreement shall have been reached between said parties, or in case said agreement cannot be reached before the time specified herein, then within thirty (30) days after the determination of the arbitrators, as herein provided, should two of such arbitrators agree, the said parties shall file a duplicate copy of a written agreement with the Board which shall specify the sum or sums which shall have been agreed to by the said parties or determined by said arbitrators as the sum or sums which such corporation or individual shall pay to the Company for said privilege. If the Company fails to file the same with the Board within said thirty (30) days then the right herein granted shall cease and determine.

If either party fails to appoint an arbitrator, as herein provided, or should the first two arbitrators fail to agree on the selection of a third arbitrator within thirty (30) days after the expiration of said ninety (90) days, or if no two of said arbitrators so selected agree upon the sum or sums to be paid by such individual or corporation within sixty (60) days after they shall have been so selected, then such sum or sums shall be fixed by the Supreme Court upon the application of either party.

Third—Upon the termination of this original contract, or, if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any cause, or upon the dissolution of the Company before such termination, the tracks and equipments of the Company constructed pursuant to this contract within the streets and avenues 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 contract, as above, the Board shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract and the said streets and avenues shall be restored to their original condition at the sole cost and expense of the Company.

Fourth—The Company shall commence construction of the railway herein authorized within six (6) months from the date upon which the consents of the property owners are filed with the Board, or from the date of the order of the Appellate Division of the Supreme Court, made pursuant to section 174 of the Railroad Law, confirming the determination of the commissioners appointed thereunder that such railway ought to be constructed, and shall complete the construction and place the same in full operation within twelve (12) months from the date of filing such consents or the date of such order, otherwise this right shall cease and determine, and all sums which may be deposited with the Comptroller of the City, as hereinbefore provided, shall thereupon be forfeited to the City; provided that the period for commencement and the period for completion and placing the railway in full operation may be extended by the Board, but the total extension of time for either of such periods shall not exceed in the aggregate six (6) months; and provided further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court, or by works of public improvement, or from other causes not within the control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and provided further, that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall, in writing, consent that the Board either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

Fifth—Said railway 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 by the Charter of the City.

No construction upon said railway shall be commenced until written permits have been obtained from the proper City officials.

In any permits so issued, such officials may also impose such conditions, as a condition of the granting of the same, as are necessary for the purpose of protecting any structures in the

streets and avenues over which such officials have jurisdiction, and the Company shall comply with such conditions.

The electrical equipment to be installed by the Company for the operation of the railway within the limits of the City, whether the same be upon streets and avenues or upon private property, shall be constructed and maintained under the supervision and control of the Commissioner of Water Supply, Gas and Electricity.

Sixth—The portion of said railway in the Borough of Manhattan and upon the Manhattan Bridge and its terminals shall be operated by underground electric power substantially similar to the system of underground electric power now used by the street surface railways in the Borough of Manhattan; or by electric storage battery power; provided that any other power may be used, except locomotive steam power, horse power or overhead electric power, which may be lawfully used, approved by the Board and consented to by the abutting property owners in accordance with the provisions of law and by the Public Service Commission for the First District of the State of New York. The portion of said railway in the Borough of Brooklyn, except upon the Manhattan Bridge and its terminals, may be operated by overhead electric power substantially similar to the overhead electric system now in use by street surface railways in the Borough of Brooklyn; or by electric storage battery power; provided that any other power may be used, except locomotive steam power or horse power, which may be lawfully used, approved by the Board and consented to by the abutting property owners in accordance with the provisions of law and by the Public Service Commission for the First District of the State of New York.

Seventh—No wires for the transmission of power, except trolley wires, shall be permitted unless they be placed in conduits underneath or along the side of the railway. Where such conduits are constructed the Company shall provide two (2) conduits not less than three (3) inches in diameter each, for the exclusive use of the City. The Company hereby agrees that such conduits shall be used only by the Company and the City, as above.

Eighth—The Company shall at all times keep the streets and avenues upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, however, that the 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.

Ninth—As long as said railway, or any portion thereof, remains in any street or avenue, the Company shall pave and keep in permanent repair that portion of the surface of the street or avenue in which the said railway is constructed, between its tracks, the rails of its tracks, and for a distance of two (2) 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.

In case of the neglect of the Company to make pavement or repairs after the expiration of thirty (30) days' notice to do so from the President of the Borough of Brooklyn, said President may make the same at the expense of the Company. And the City shall have the right to change the material or character of the pavement of any street or avenue, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City official, at its own expense, and the provisions as to repairs herein contained shall apply to such renewed or altered pavement.

Tenth—Any alteration to the sewerage or drainage systems, or to any other subsurface or to any surface structures in the streets, required on account of the terminals or operation of the railway, shall be made at the sole cost of the Company, and in such manner as the proper City officials may prescribe.

Eleventh—It is agreed that the right hereby granted to operate a street surface railway shall not be in preference or in hindrance to public work of the City, and should the said railway in any way interfere with the construction of public works in the streets and avenues, whether the same is done by the City directly or by a contractor for the City, the Company shall, at its own expense, protect or move the tracks and appurtenances in the manner directed by the City officials having jurisdiction over such public work.

Twelfth—Should the grades or lines of the streets and avenues in which the railway is hereby authorized be changed at any time after the railway has been constructed and during the term of this contract, the Company shall, at its own expense, change its tracks and appurtenances to conform with such new grades and, during the construction of any public improvement upon said streets and avenues, the Company shall take care of and protect the tracks and appurtenances at its own expense, all to be done subject to the direction of the proper City official having jurisdiction over the construction of such change.

Sec. 3. The grant of the right or privilege to operate cars upon two (2) tracks of the Manhattan Bridge and the approaches thereto, upon the route hereinbefore described, and to use other equipment owned by the City upon said bridge is subject to the following conditions.

First—The Company shall use only such tracks and terminal facilities as shall be assigned to the Company by the Commissioner of Bridges, and nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege upon the same or other terms and conditions, or to affect the right of the Commissioner of Bridges to assign the same or other tracks and terminal facilities to such individual or other corporation.

Sixth—Said tracks, terminal facilities and all electrical equipment necessary for the operation of cars thereon shall be originally installed at the expense of the City, and shall remain the property of the City, but the Company shall pay the cost of keeping and maintaining such tracks and electrical equipment in good order and repair, and in such manner as shall be approved and directed by the Commissioner of Bridges, and shall furnish all motive power required by the Commissioner of Bridges for the operation of its cars, and the Company shall renew any or all tracks and electrical equipment used by it upon the bridge and its terminals when directed by the Commissioner of Bridges, and in such manner as may be prescribed by him.

If deemed necessary by the Commissioner of Bridges, the Company shall install and operate a system of signs to insure the safe and efficient operation of cars; such system to be approved by the Commissioner of Bridges. In the event of any necessity for changing the layout of tracks, curves, switches, sidings or platforms on the bridge, in order to facilitate operation of cars by the Company, said Company shall do all the work and furnish all the labor, material and tools necessary for effecting such changes, which shall all be made under the control and direction of the Commissioner of Bridges, and no such changes or construction connected therewith, or relating thereto, shall be made unless the plan or plans for the same have been first submitted to the Commissioner of Bridges and approved by him.

If, however, the tracks, terminal facilities and appliances herein mentioned are used by any other individual or corporation, then the Company shall bear only such proportion of the cost or work required by the terms and conditions of this subdivision as the use of such track, terminal facilities and appliances by the Company bears to the entire use of such tracks, terminal facilities and appliances.

Second—Before beginning the operation of the cars, the Company shall file with the Commissioner of Bridges a statement for his approval and assent as to the type of car which it proposes to operate, and a sketch showing clearance dimensions, weight on axles and wheel spacing, or such other information as may be required by said Commissioner. All cars operated over the bridge by the Company, and all equipment and appliances relating to such operation shall be subject at all times to the inspection of the Commissioner of Bridges, or his authorized representatives, who shall have power to forbid the entrance to the bridge of cars which may for any reason be unsatisfactory, and who shall have power to direct the removal of any old or inadequate appliance and the substitution thereof of appliances of approved character.

Said Commissioner may adopt rules and regulations in regard to the number of cars to be operated over the bridge, the rate of speed of said cars, the movement and headway thereof, the type and weight of cars to be used and the condition thereof, the switching of cars and the use of platform and the control of the electrical current used by the Company, and the said Commissioner may alter and amend any such rules and regulations so as to secure the safety and comfort of persons using the bridge and preserve the purposes for which the bridge was constructed, and, upon serving notice upon the Company that such rules and regulations have been made, amended or altered, the Company shall comply with all the requirements thereof.

Third—Nothing in this contract shall be deemed to affect in any way the right of the Commissioner of Bridges to make any alterations or changes in the construction, operation or management of the bridge, or to affect in any way the control of said Commissioner over such bridge as provided by the Charter of the City.

Sec. 4. The grant of the said rights and privileges to construct, maintain and operate a street surface railway in and upon Flatbush Avenue Extension from Fulton street to the northerly side of Nassau street upon the route hereinbefore described, and upon the Manhattan Bridge and approaches thereto upon the route hereinbefore described, are both subject to the following conditions, which shall be complied with by the Company:

First—The said rights and privileges shall be held and enjoyed by the Company for the term of ten (10) years from the date upon which this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of fifteen (15) years upon a fair revaluation of the right and privilege to operate over such continuous route and for the right to use the tracks owned by the City upon the Manhattan Bridge and the approaches thereto, and the terminal loop or other terminal facilities which are the property of the City and used by the Company.

If the 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 (2) years and not later than one (1) 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 Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than the sum required to be paid during the last year prior to the termination of the original term of this contract.

If the Company and the Board shall not reach such agreement on or before the day one (1) year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding fifteen (15) years shall be reasonable, and either the City (by the Board) or the Company shall be bound upon request of the other to enter into a written agreement with each other fixing the rate of such compensation at such amount as shall be reasonable, but in no case shall the annual rate so fixed be less than the sum required to be paid for the last year prior to the termination of the original term of this contract.

Fourth—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall the title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary 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.

Fifth—Said railway shall be constructed and operated in the latest approved manner of street railway construction and operation, and it is hereby agreed that the Board may require the 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 Company to comply with the direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Sixth—The rate of fare for any passenger upon the railway hereby authorized shall not exceed five (5) cents, and the Company shall not charge any passenger more than five (5) cents for one continuous ride from any point on its road, or on any road, line or branch operated by it or under its control to any other point thereof or any connecting branch thereof within the limits of the City.

The rate of fare upon the Manhattan Bridge between the termini thereof shall in no case exceed three (3) cents for each single fare. The Company shall, however, at all times sell and have for sale tickets at the rate of two tickets for five (5) cents, each of which shall entitle a passenger to transportation across the said bridge between the termini thereof.

It being the intention and of the essence of this contract:

1. That the railway hereby authorized shall be operated by the Company as part of a continuous line from Fulton street, Brooklyn, to Desbrosses Street Ferry, Manhattan, under the franchise, rights and privileges herein granted and on the route herein specified, and from the termination of the route herein specified at the terminal of the Manhattan Bridge, in the Borough of Manhattan, to Desbrosses Street Ferry, in said Borough, by way of Canal street and other necessary streets, under trackage agreements with such of the companies named in the participating agreement hereinbefore referred to, or the successor companies of either or any of them, as hold valid franchises to operate on said Canal street and such other necessary streets.

2. That transfers shall be exchanged for a single fare between the through or continuous line of railway to be operated as above, and the intersecting lines in the Borough of Manhattan, and intersecting or contiguous lines in the Borough of Brooklyn, of such participating companies and the successor companies of either or any of them.

—It is further provided that the rate of fare for any passenger from any point on such

intersecting or contiguous lines of the companies which are parties to the participating agreement dated and executed December 15, 1911, hereinbefore referred to, viz:

The Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, the Metropolitan Street Railway Company, the Third Avenue Railroad Company, the Dry Dock, East Broadway and Battery Railroad Company and Coney Island and Brooklyn Railroad Company, or the successor companies of either or any of the

The rate for such redemption shall not in any case exceed two (2) cents for each transfer so issued and redeemed.

(c) For the use of the tracks owned by the City upon the Manhattan Bridge and the approaches thereto, the sum of five cents for each round trip, or the sum of two and one-half cents for each single trip of each and every car operated upon the bridge.

The number of cars shall be certified by the Commissioner of Bridges to the Comptroller once each month, in such form as shall be designated by the Comptroller.

(d) The Company shall pay to the City four (4) per cent. per annum upon the cost of any terminal loops or other terminal facilities which are the property of the City and used by the Company; provided, however, that if such terminal facilities are used by any other company or companies, then the Company shall pay only such portion of four (4) per cent. per annum as shall be proportionate to the use of such facilities by the Company. The Commissioner of Bridges shall determine such amounts due the City and certify the same to the Comptroller.

The annual charges shall commence on November 13, 1912.

All annual charges as above shall be paid into the treasury of the City on November 1 of each year and shall be for the amount due to September 30 next preceding. Provided that the first annual payment shall be only for that portion of the first annual charge as the time between the date upon which this contract is signed by the Mayor and September 30 following shall bear to the whole of one year.

Whenever the percentage required to be paid shall exceed the minimum amount as above, then such sum over and above such minimum shall be paid on or before November 1 in each year for the year ending September 30 next preceding.

The annual charges herein provided are intended to include the percentages of gross receipts now required to be paid by railway companies to the City pursuant to the Railroad Law as amended.

Any and all payments to be made by the terms of this contract to the City by the Company shall not be considered in any manner in the nature of a tax, but such payments shall be made 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 resolution of the Board, or any law of the State of New York.

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

Fourth—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall the title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary 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.

Sixth—The rate of fare for any passenger upon the railway hereby authorized shall not exceed five (5) cents, and the Company shall not charge any passenger more than five (5) cents for one continuous ride from any point on its road, or on any road, line or branch operated by it or under its control to any other point thereof or any connecting branch thereof within the limits of the City.

The rate of fare upon the Manhattan Bridge between the termini thereof shall in no case exceed three (3) cents for each single fare. The Company shall, however, at all times sell and have for sale tickets at the rate of two tickets for five (5) cents, each of which shall entitle a passenger to transportation across the said bridge between the termini thereof.

It being the intention and of the essence of this contract:

1. That the railway hereby authorized shall be operated by the Company as part of a continuous line from Fulton street, Brooklyn, to Desbrosses Street Ferry, Manhattan, under the franchise, rights and privileges herein granted and on the route herein specified, and from the termination of the route herein specified at the terminal of the Manhattan Bridge, in the Borough of Manhattan, to Desbrosses Street Ferry, in said Borough, by way of Canal street and other necessary streets, under trackage agreements with such of the companies named in the participating agreement hereinbefore referred to, or the successor companies of either or any of them, as hold valid franchises to operate on said Canal street and such other necessary streets.

through or continuous line operated by the Company to any point on any line of any of the participating companies and the successor companies of either or any of them operating in the Borough of Manhattan which intersects such through or continuous line, and to any point on any line of any of the participating companies and the successor companies of either or any of them operating in the Borough of Brooklyn, which intersects or is operated on a route or routes within five hundred feet of the Brooklyn terminus of said through or continuous line, and from any point on any line of any of the participating companies and the successor companies of either or any of them operating in the Borough of Manhattan which intersects such through or continuous line operated by the Company, and from any point on any line of any of the participating companies and the successor companies of either or any of them in the Borough of Brooklyn, which intersects or is operated on a route or routes within five hundred feet of the Brooklyn terminus of the said through or continuous line operated by the Company to any point on such through or continuous line operated by the Company, shall not exceed five (5) cents, and for this purpose transfers shall be issued and received by the Company and the participating companies and the successor companies of either or any of them upon payment of said single fare of five (5) cents. But neither the Company nor any of the participating companies shall by this contract be required to issue transfers upon transfers or more than one transfer for said single fare of five (5) cents, nor shall the Company be required by this contract to issue transfers upon the payment of said single fare of three cents or to any passenger tendering a ticket, as above provided, for transportation upon the local service between the termini of the Manhattan Bridge.

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

Seventh—No cars shall be operated upon the railway hereby authorized other than passenger cars, cars for the transportation of express matter and cars necessary for the repair or maintenance of the railway, and no freight cars shall be operated upon the tracks of said railway. Provided that no cars for the transportation of express matter shall be operated between the hours of 6 o'clock a. m. and 8 o'clock p. m. daily, and that the Board may further limit the operation of such cars as public convenience may require.

The rate for the carrying of property over the said railway upon the cars of the Company shall in all cases be reasonable in amount, subject to the control of the Board and may be fixed by the Board after notice to the Company and a hearing had thereon, and when so fixed such rates shall be binding upon the Company, and no greater sum shall be charged for such services than provided for by it.

Eighth—(a) The Company, within three (3) months after the signing of this contract by the Mayor, shall itself execute and procure the execution by the other companies of trackage agreements for the use of such tracks of the companies named in the participating agreement hereinbefore referred to or the successor companies of either or any of them on Canal street and other streets in the Borough of Manhattan as may be necessary for the through operation of its line between Fulton street, Borough of Brooklyn, and Desbrosses Street Ferry, Borough of Manhattan, and shall within the same time file sworn copies of such agreement with the Board.

(b) The Company shall commence through or continuous operation of the railway from Fulton street, Borough of Brooklyn, to Desbrosses Street Ferry, Borough of Manhattan, within the time fixed by this contract for the completion of construction and commencement of operation of the railway herein authorized, and shall continue such through or continuous operation throughout the entire term of this contract, whether original or renewal.

(c) The Company shall carry passengers on its through or continuous line and issue and receive transfers to and from the lines of the participating companies or the successor companies of either or any of them, for a single fare of five (5) cents, as provided by subdivision sixth of this section.

In the event of the failure of the Company to do or perform any of the acts or requirements contained in this subdivision and designated as a, b and c, respectively, and within the time specified, the franchise, rights and privileges hereby granted shall cease and determine and such *ipso facto* forfeiture shall not be waived, prevented or affected in any way by the inability of the Company to procure the execution by any participating company or the successor companies of either or any of them of the trackage agreements, the invalidity of such agreements when executed, the failure or refusal of any participating company or the successor companies of either or any of them to issue or receive transfers, or by the invalidity of the participating agreement dated and executed December 15, 1911, and hereinbefore referred to.

Ninth—The Company shall attach to each car run over the said railway 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, or as may be required by resolution of the Board.

Tenth—All cars which are operated on said railways 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, or as may be required by resolution of the Board.

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

Twelfth—Cars on the said railway shall run at intervals of not more than thirty (30) minutes both day and night, and as much oftener as reasonable convenience of the public may require, or as may be directed by the Board.

Thirteenth—The Company shall submit to the Board a report not later than November 1 of each year for the year ending September 30 next preceding, and at any other time, upon the request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
2. The amount paid in as by last report.
3. The total amount of capital stock paid in.
4. The funded debt by last report.
5. The total amount of funded debt.
6. The floating debt as by last report.
7. The total amount of floating debt.
8. The total amount of funded and floating debt.
9. The average rate per annum of interest on funded debt.
10. Statement of dividends paid during the year.
11. The total amount expended for same.
12. The names of the directors elected at the last meeting of the corporation held for such purpose.
13. Location, value and amount paid for real estate owned by the Company as by last report.
14. Location, value and amount paid for real estate now owned by the Company.

15. Number of passengers carried during the year.

16. Total receipts of Company for each class of business.

17. Amounts paid by the Company for damage to persons or property on account of construction and operation.

18. Total expenses for operation, including salaries.

—and such other information in regard to the business of the Company as may be required by the Board.

Fourteenth—The Company shall at all times keep accurate books of account of the gross receipts from all sources within the limits of the City, and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company, for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross receipts, the total miles in operation within the limits of the City, and the miles of railway constructed and operated 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 its officers under oath.

Fifteenth—In case of any violation or breach or failure to comply with any of the provisions herein contained, except where an *ipso facto* forfeiture is provided for, this contract may be forfeited by a suit brought by the Corporation Counsel, on notice of ten (10) days to the Company, at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the railway constructed and in use by virtue of this contract shall thereupon become the property of the City without proceedings at law or in equity.

Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day not less than ten (10) days after receipt of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

Sixteenth—If the Company shall fail to give efficient public service at the rates herein fixed, or fail to maintain its structures and equipment as herein provided in good condition throughout the whole term of this contract, the Board may give notice to the Company, specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time; and upon failure of the Company to remedy such default within a reasonable time, the 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 or equipment 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 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 for.

Seventeenth—The Company shall assume all liability to persons or property by reason of the construction or operation of the railway 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 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.

Eighteenth—This grant is upon the express condition that the 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 the sum of ten thousand dollars (\$10,000), either in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all of the terms and conditions of this contract and compliance with all orders of the Board acting under the powers herein reserved, especially those which relate to the payment of the annual charges for the privilege hereby granted, the rendering of efficient public service at the rates herein fixed, the repairs of the street pavement, the removal of snow and ice, the quality of construction of the railway and the maintenance of the property in good condition throughout the whole term of this contract, and in case of default in the performance by the Company of such terms and conditions, or compliance with such orders or either or any of them, 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 (10) days' notice to the Company; or in case of failure to observe the said terms and conditions of this contract and orders of the Board acting hereunder, relating to the headway heating and lighting of cars, fenders and wheel guards, the 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; all of which sums may be deducted from said fund.

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

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

Nineteenth—The words "notice" or "direction" wherever used in this contract, shall be deemed to mean a written notice or direction. Every such notice or direction to be served upon the Company shall be delivered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative,

shall be mailed in the City, postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice or direction as and when above provided shall be equivalent as to direct personal notice or direction, and shall be deemed to have been given at the time of delivery or mailing.

Twentieth—The words "streets or avenues" and "streets and avenues" wherever used in this contract shall be deemed to mean "streets, avenues, highways, parkways, driveways, concourses, boulevards, bridges, viaducts, tunnels, public places or any other property to which the City has title or over which the public has an easement" encountered in the route hereinabove described, and upon or in which authority is hereby given to the Company to construct a railway.

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

Sec. 5. Nothing in this contract shall be construed as in any way limiting the present or future jurisdiction of the Public Service Commission under the Laws of the State of New York.

Sec. 6. This grant is also upon the further and express condition that the provisions of the Railroad Law pertinent hereto shall be strictly complied with by the Company.

Section 7. 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.

THE CITY OF NEW YORK,  
By ..... Mayor.

(CORPORATE SEAL)

Attest: ..... City Clerk.

THE BROOKLYN AND NORTH RIVER RAILROAD COMPANY,

By ..... President.

(SEAL.)

Attest: ..... Secretary.

(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and the terms and conditions, including the provisions as to rates, fares and charges, are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including said resolution for the grant of a franchise or right applied for by The Brooklyn and North River Railroad Company, and the said form of a proposed contract for the grant of such franchise or right, containing said results of such inquiry, after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Thursday, March 13, 1913, in the City Record, and at least twice during the ten (10) days immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

JOSEPH HAAG, Secretary.

New York, February 13, 1913. f15.27

It is agreed that, if this consent be granted, all the obligations of the franchise of the Harrison Street Cold Storage Company will be undertaken by the Merchants' Refrigerating Company and the operations under said franchise shall be kept separate and apart from those under the franchise now held by the Merchants' Refrigerating Company.

[SAL]

HARRISON STREET COLD STORAGE CO.,

ALEXANDER MOIR, Treasurer.

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

On the 7th day of February, 1913, before me personally came Alexander Moir, who, being by me duly sworn, did depose and say, that he resided in Montclair, State of New Jersey; that he was treasurer of the Harrison Street Cold Storage Company, the corporation described in and which executed the above instrument; that he knew the seal of the said corporation; that the seal affixed to said instrument was said 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.

[SAL]

E. D. JUNIOR, Notary Public, Kings County, Certificate filed New York County, No. 12.

The Merchants' Refrigerating Company hereby joins in the above petition of the Harrison Street Cold Storage Company and agrees to abide by the stipulations therein contained.

[SAL]

MERCHANTS' REFRIGERATING CO.,

FRANK A. HORNE, President.

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

On the 7th day of February, 1913, before me personally came Frank A. Horne, who, being by me duly sworn, did depose and say, that he resided in Brooklyn, State of New York; that he was President of the Merchants' Refrigerating Company, the corporation described in and which executed the above instrument; that he knew the seal of the said corporation; that the seal affixed to said instrument was said 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.

[SAL]

E. D. JUNIOR, Notary Public, Kings County, Certificate filed New York County, No. 12.

—and the following resolutions were thereupon adopted:

Whereas, A joint petition from Harrison Street Cold Storage Company and Merchants' Refrigerating Company, dated February 7, 1913, was presented to the Board of Estimate and Apportionment at a meeting held February 13, 1913.

Resolved, That, in pursuance of law this Board sets Thursday, the 27th day of February, 1913, at 10.30 o'clock in the forenoon and Room 16, in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause a notice of such hearing to be published for at least two (2) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the City Record immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

JOSEPH HAAG, Secretary.

New York, February 13, 1913. f15.27

#### BOROUGH OF RICHMOND.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, NEW YORK CITY.

SEAL'D BIDS OR ESTIMATES WILL BE RECEIVED BY THE PRESIDENT OF THE BOROUGH OF RICHMOND, AT THE ABOVE OFFICE, UNTIL 12 O'CLOCK,

MONDAY, MARCH 4, 1913.

BOROUGH OF RICHMOND.

NO. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING FIFTY-SIX THOUSAND (\$6,000) GALLONS OF BITUMINOUS ROAD SURFACING MATERIAL WITH TAR AS BASE.

The time for the completion of the work and the full performance of the contract is October 31, 1913.

The amount of security required is thirty (30) per cent of the total amount for which the contract is awarded.

NO. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ONE HUNDRED AND TEN THOUSAND (110,000) GALLONS OF BITUMINOUS ROAD SURFACING MATERIAL WITH TAR AS BASE.

The time for the completion of the work and the full performance of the contract is October 31, 1913.

The amount of security required is thirty (30) per cent of the total amount for which the contract is awarded.

NO. 3. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ONE HUNDRED AND FORTY THOUSAND (140,000) GALLONS OF MACADAM ROAD BINDER WITH ASPHALT AS BASE.

The time for the completion of the work and the full performance of the contract is October 31, 1913.

The amount of security required is thirty (30) per cent of the total amount for which

The time for the completion of the work and the full performance of the contract is December 31, 1913.

The amount of security required is thirty (30) per cent. of the total amount for which the contract is awarded.

NO. 8. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING THREE HUNDRED AND FIFTY (350) BARRELS OF PORTLAND CEMENT.

The time for the completion of the work and the full performance of the contract is December 31, 1913.

The amount of security required is thirty (30) per cent. of the total amount for which the contract is awarded.

NO. 9. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING FIVE THOUSAND (5,000) CUBIC YARDS OF GRITS.

The time for the completion of the work and the full performance of the contract is December 31, 1913.

The amount of security required is thirty (30) per cent. of the total amount for which the contract is awarded.

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the said President. The plans and drawings may be seen and other information obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

GEORGE CROMWELL, President.

f19,m4

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

#### MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, 299 BROADWAY, NEW YORK, February 24, 1913. PUBLIC NOTICE IS HEREBY GIVEN OF the proposed amendment of the Classification by striking from the Exempt Class, under the heading "Coroners," the following:

CHIEF CLERK IN EACH BOROUGH OFFICE.

A public hearing will be allowed, in accordance with Rule III, at the Commission's Office, 299 Broadway, on the request of any interested party, on

WEDNESDAY, FEBRUARY 26, 1913, at 10 a. m.

F. A. SPENCER, Secretary.

f24,26

MUNICIPAL CIVIL SERVICE COMMISSION, 299 BROADWAY, NEW YORK, February 18, 1913. PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received from

TUESDAY, FEBRUARY 18, 1913, TO 4 P. M. WEDNESDAY, MARCH 5, 1913,

for the position of

CLERK, 1ST GRADE.

No application delivered at the office of the Commission, by mail or otherwise, after 4 p. m. March 5, 1913, will be accepted.

The date of the examination will be announced later.

The subjects and weights of the examination are as follows: Letter, 3; Handwriting, 3; Arithmetic, 4. 70 per cent. is required on the final average.

Applications will not be received from persons under fourteen years or over eighteen years of age on the date of filing application.

All applicants must present with their applications a copy of birth certificate as recorded in the Department of Health or a transcript of school record.

Vacancies occur constantly; salary, \$300 per annum.

Application blanks will be mailed upon request but the Commission will not guarantee the delivery of the same.

F. A. SPENCER, Secretary.

f18,m5

MUNICIPAL CIVIL SERVICE COMMISSION, 299 BROADWAY, NEW YORK, February 1, 1913.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received from

SATURDAY, FEBRUARY 1, 1913, TO 4 P. M. WEDNESDAY, MARCH 13, 1913,

for the position of

PATROLMAN, POLICE DEPARTMENT.

No application delivered at the office of the Commission, by mail or otherwise, after 4 p. m. Wednesday, March 13, 1913, will be accepted.

The subjects and weights of the examination are as follows: Physical development and strength, 50; Mental test, 50.

The subjects and weights of the mental test are as follows: Memory test, 3; Arithmetic, 2; Government and elementary duties, 5. Seventy per cent. will be required on the mental examination; seventy per cent. will be required on physical development; seventy per cent. will be required on strength; seventy per cent. will be required on all.

Applications will be received from persons who are twenty-one (21) years of age on or before the date of the mental examination. Applications will not be received from persons who are more than twenty-nine (29) years of age on the date of filing applications.

Applicants must be not less than 5 feet 7 1/2 inches in height.

Applicants will be notified later of the date of the physical examination.

The MENTAL examination will be held on MONDAY, JUNE 23, 1913, at ten o'clock a. m.

Applicants will be required to submit with their applications a transcript of the records of the Bureau of Vital Statistics showing the date of birth, or, in lieu thereof, an authenticated transcript from the records of the church in which they were baptized, or other satisfactory proof.

All foreign-born applicants will be required to submit evidence of citizenship; naturalization papers should be attached to application.

The requirement that every application shall bear the certificates of four reputable citizens whose residences or places of business are within The City of New York is waived for applicants for this examination whose previous occupation or employment has been wholly or in part outside The City of New York, and the said certificates will be accepted from persons residing or engaged in business elsewhere.

The provision of the rules to the effect that no person who has failed in or withdrawn from an examination shall be admitted within nine months to a new examination for the same position is waived for this examination.

Application blanks will be mailed upon request, but the Commission will not guarantee the delivery of the same.

F. A. SPENCER, Secretary.

f1,m19

#### DEPARTMENT OF PARKS.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK. SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, MARCH 6, 1913, Borough of Brooklyn,

FOR FURNISHING AND DELIVERING TWO (2) AUTOMOBILES, TOURING CAR TYPE, FOR THE DEPARTMENT OF PARKS, BOROUGH OF BROOKLYN, CITY OF NEW YORK.

The time allowed for the completion of this contract will be ten (10) days.

A certified check or cash in the sum of one and one-half (1 1/2) per cent. of total amount of estimate must accompany bid.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Bids must be submitted in duplicate.

Blank forms may be obtained at the office of the Department of Parks, Borough of Brooklyn, Litchfield Mansion, Prospect Park West and 5th st., Prospect Park, Brooklyn.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.

f21,m6

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK. SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, MARCH 6, 1913, Borough of Brooklyn,

FOR FURNISHING AND DELIVERING ONE HUNDRED AND SEVENTY-FOUR THOUSAND (174,000) GALLONS OF MACADAM ASPHALT BINDER IN TANK CARS, AT LONG ISLAND RAILROAD TERMINALS IN THE BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract will be three hundred (300) calendar days.

A certified check or cash in the sum of one and one-half (1 1/2) per cent. of total amount of estimate must accompany bid.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Bids must be submitted in duplicate.

Blank forms may be obtained at the office of the Department of Parks, Borough of Brooklyn, Litchfield Mansion, Prospect Park West and 5th st., Prospect Park, Brooklyn.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.

f14,27

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK. SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, MARCH 6, 1913, Borough of Brooklyn,

FOR FURNISHING AND DELIVERING SIX THOUSAND TWO HUNDRED AND FIFTY (6,250) CUBIC YARDS OF "COW DYE" SAND TO ROADS AND PARKWAYS, DEPARTMENT OF PARKS, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract will be ninety (90) days.

A certified check or cash in the sum of one and one-half (1 1/2) per cent. of total amount of estimate must accompany bid.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Bids must be submitted in duplicate.

Blank forms may be obtained at the office of the Department of Parks, Borough of Brooklyn, Litchfield Mansion, Prospect Park West and 5th st., Prospect Park, Brooklyn.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.

f21,m6

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK. SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, MARCH 6, 1913, Borough of Brooklyn,

FOR FURNISHING AND DELIVERING GASOLINE AND KEROSENE, 1913, FOR DEPARTMENT OF PARKS, BOROUGH OF THE BRONX.

The time allowed for the completion of the contract is one hundred and fifty (150) calendar days.

The amount of security required is thirty (30) per cent. of the total amount for which the contract is awarded.

Submit bid in duplicate.

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, Borough of Brooklyn, Litchfield Mansion, Claremont Park, Borough of the Bronx, on personal application; or by mail only when request is accompanied by ten (10) cents in stamps to pay postage.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.

f14,27

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK. SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, MARCH 6, 1913, Borough of Manhattan,

FOR THE COMPLETION OF THE CONSTRUCTION OF THE ADDITION TO RIVERSIDE PARK, EAST OF GRANT'S TOMB, IN THE BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The time allowed for the completion of the whole work will be seventy-five (75) consecutive working days.

The amount of security required is Four Thousand Dollars (\$4,000).

Certified check or cash in the sum of Two Hundred Dollars (\$200) must accompany bid.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained and plans may be seen at the office of the Department of Parks, Arsenal, Central Park, 64th st. and 5th ave., Borough of Manhattan, New York City.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.

f14,27

*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 E. 67TH ST., 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

MONDAY, MARCH 10, 1913.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE ERECTION AND COMPLETION OF NEW BUILDINGS, FOR ENGINE AND HOOK AND LADDER COMPANIES, AT THE FOLLOWING LOCATIONS:

Borough of Brooklyn,

1. West side of Sheffield ave., 140 feet north of Livonia ave.

Borough of Queens,

2. North side of Grand st., 159.13 feet east of Van Alst st., Elmhurst.

3. East side of Fisk ave., 203 feet 6 inches north of Grand st., Maspeth.

4. South side of Jamaica ave., 204 feet 4 inches west of Union place, Woodhaven.

5. North side of Metropolitan ave., 291.92 feet west of Collins ave.

The time allowed for the completion of the work and the full performance of the contract is one hundred and fifty (150) working days.

The amount of surety required is fifty (50) per cent. of the amount of the bid or estimate.

The contracts will be awarded at a lump or aggregate sum for each building.

The right to include all of the buildings in one award, if deemed for the best interests of the City, is reserved.

Plans and specifications, with forms of contracts and proposals, may be obtained from Morgan & Trainer, architects, 331 Madison ave., Manhattan, and at the office of the Fire Department, 157 E. 67th st., Manhattan.

JOSEPH JOHNSON, Fire Commissioner.



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 3d day of March, 1913, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the Office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by law.

Dated Borough of Manhattan, New York, February 17, 1913.

WILLIAM T. EMMET, EDWARD D. FARRELL, ABEL C. THOMAS, Commissioners of Estimate; WILLIAM T. EMMET, Commissioner of Assessment.

JOEL J. SQUIER, Clerk.

f17,28

#### FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to amending its application heretofore made in the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired for the same purpose in fee to the lands, tenements and hereditaments required for the opening and extending of OLMSTEAD AVENUE (formerly Avenue D, south of Westchester avenue, and Jefferson street northerly therefrom), between Protecytory avenue and the bulkhead line of Pugsley's Creek; of ODELL STREET (Jackson street), between Unionport road and Protecytory avenue; and of PURDY STREET (Washington street), between Westchester avenue and Protecytory avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, so as to conform with the changes made in the lines of Olmstead avenue and of Purdy street, as shown upon a map or plan adopted by the Board of Estimate and Apportionment January 11, 1912, and approved by the Mayor January 17, 1912; and by the inclusion in the proceeding of the remaining length of each of these three streets between West Farms road and the former location of Protecytory avenue; the amended proceeding to relate to OLMSTEAD AVENUE, from the bulkhead line of Pugsley's Creek to West Farms road; ODELL STREET from Unionport road to Purdy street, and PURDY STREET, from Westchester avenue to West Farms road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, First Department, at a Special Term thereof, to be held at Part III thereof, in and for the County of New York, at the County Court House in the Borough of Manhattan, in the City of New York, on the 27th day of February, 1913, at the opening of the Court on that day or as soon thereafter as counsel can be heard thereon for an order amending the proceeding entitled "In the Matter of the Application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired for the same purpose in fee to the lands, tenements and hereditaments required for the opening and extending of Olmstead avenue (formerly Avenue D, south of Westchester avenue, and Jefferson street northerly therefrom), between Protecytory avenue and the bulkhead line of Pugsley's Creek; of Odell street (Jackson street), between Unionport road and Protecytory avenue; and of Purdy street (Washington street), between Westchester avenue and Protecytory avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York" so as to conform with the changes made in the lines of Olmstead avenue and of Purdy street, as shown upon a map or plan adopted by the Board of Estimate and Apportionment January 11, 1912, and approved by the Mayor January 17, 1912, and by the inclusion in the proceeding of the remaining length of each of these three streets between West Farms road and the former location of Protecytory avenue; the amended proceeding to relate to Olmstead avenue, from the bulkhead line of Pugsley's Creek to West Farms road; Odell street, from Unionport road to Purdy street, and Purdy street, from Westchester avenue to West Farms road.

Land not required for Olmstead avenue and Odell street is shown on Section 47 of the Final Maps of the Borough of The Bronx, prepared by the President of the Borough of The Bronx under authority of chapter 466 of the Laws of 1901 and amendatory acts and filed in the office of the President of the Borough of The Bronx on April 29, 1909; in the office of the Register of the County of New York on April 27, 1909, as Map No. 1326, and in the office of the Counsel to the Corporation of The City of New York on April 27, 1909, in pigeon hole 116.

Additional land required for Olmstead avenue, Odell street and Purdy street, is shown on Section 49 of the Final Maps of the Borough of The Bronx, prepared by the President of the Borough of The Bronx, under authority of chapter 466 of the Laws of 1901 and amendatory acts and filed in the office of the President of the Borough of The Bronx on June 28, 1911; in the office of the Register of the County of New York on June 27, 1911, as Map No. 1537, and in the office of the Counsel to the Corporation of The City of New York on June 27, 1911, in pigeon hole 165.

Land required for Purdy street and additional land required for Olmstead avenue, Odell street and Purdy street is also shown on a map or plan entitled "Map or plan showing a change in the street system heretofore laid out within the territory bounded by West Farms road, Castle Hill avenue, Westchester avenue, Unionport road, McGraw avenue and Hogan avenue," which map was filed in the office of the President of the Borough of The Bronx on April 8, 1912; in the office of the Register of the County of New York on April 5, 1912, as Map No. 1612, and in the office of the Counsel to the Corporation of The City of New York on April 6, 1912, in pigeon hole 185.

Additional land and land not required for Olmstead avenue, Odell street and Purdy street is located east of the Bronx River.

#### LAND NOT REQUIRED FOR OLMSTEAD AVENUE.

Beginning at a point in the western line of Olmstead avenue (as now being legally acquired) distant 248.07 feet northerly from the intersection of said line with the northern line of Starling avenue; thence northerly along the prolongation of the said western line for 144.74 feet to the northern line of said Olmstead avenue (as now being legally acquired); thence southwesterly along said northern line for 132.58 feet; thence southwesterly deflecting 90 degrees to the left for 60.0 feet; thence easterly for 15.0 feet to the point of beginning.

#### LAND NOT REQUIRED FOR ODELL STREET.

Beginning at a point in the western line of Odell street (as now being legally acquired) distant 695.32 feet northerly from the intersection of said line with the northern line of Starling avenue; thence northerly along the prolongation of the said western line for 144.74 feet to the northern line of said Odell street (as now being legally acquired); thence southwesterly along said northern line for 132.58 feet; thence southeasterly deflecting 90 degrees to the left for 60.0 feet; thence easterly for 15.0 feet to the point of beginning.

to the left for 60.0 feet; thence easterly for 15.0 feet to the point of beginning.

#### LAND NOT REQUIRED FOR PURDY STREET.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the southern line of Starling avenue for 5.0 feet; thence southerly deflecting 90 degrees to the right for 704.04 feet to the northern line of Westchester avenue; thence westerly along last mentioned line for 5.0 feet to the western line of Purdy street (as now being legally acquired); thence northerly along said western line for 704.04 feet to the point of beginning.

Dated New York, February 14, 1913.

ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, Borough of Manhattan, City of New York.

f14,26

#### FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of THERIOT AVENUE, from Gleason avenue to West Farms road, and LELAND AVENUE, from Westchester avenue to West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,155.82 feet to the northern line of said Purdy street (as now being legally acquired); thence southwesterly along said line for 6.85 feet to the western line of Purdy street (as now being legally acquired); thence southerly along said line for 1,151.13 feet to the point of beginning.

#### ADDITIONAL LAND REQUIRED FOR OLMSTEAD AVENUE.

Beginning at the intersection of the western line of Purdy street (as now being legally acquired) with the southern line of Starling avenue; thence easterly along the northern line of Starling avenue for 5.0 feet; thence northerly deflecting 90 degrees to the left for 1,

Department of The City of New York, 166 Montague street, in the Borough of Brooklyn, in said City, there to remain until the 12th day of March, 1913.

Fourth—That, provided there be no objection filed to said amended and supplemental abstract, said abstract, or to either of said abstracts, the same will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 28th day of March, 1913, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to the foregoing abstract of assessment, the motion to confirm the report as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Brooklyn, New York, February 26, 1913.

HERBERT H. WORTHLEY, Commissioner of Assessment.

EDWARD RIEGELMANN, Clerk. f26,m8

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of PARSONS AVENUE, from Queens avenue to Rose street, at Ingleside, in the Third Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN TO ALL PERSONS interested in the above entitled proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That the undersigned, Commissioners of Estimate, have completed their estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with them at their office, in the Municipal Building, Court House square, Long Island City, in the Borough of Queens, in The City of New York, on or before the 17th day of March, 1913, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 19th day of March, 1913, at 2 o'clock p. m.

Second—That the undersigned, Commissioner of Assessment, has completed his estimate of benefit and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with him at his office, in the Municipal Building, Court House square, Long Island City, in the Borough of Queens, in The City of New York, on or before the 17th day of March, 1913, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at his said office on the 20th day of March, 1913, at 2.30 o'clock p. m.

Third—That the Commissioner of Assessment has assessed any or all such lands, tenements and hereditaments and premises as are within the area of assessment for benefit by the Board of Estimate and Apportionment on the 6th day of April, 1911, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the prolongation of a line midway between Parsons avenue and Bowne avenue, as these streets are laid out between Oak avenue and Rose street, distant 100 feet southeasterly from the southeasterly line of Rose street, and running thence northwesterly along the said line midway between Parsons avenue and Bowne avenue and along the prolongations of the said line to a point distant 100 feet northwesterly from the northwesterly line of Oak avenue; thence northeasterly and parallel with Oak avenue to a point distant 100 feet westerly from the westerly line of Parsons avenue, the said distance being measured at right angles to Parsons avenue; thence northwardly and parallel with Parsons avenue to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the westerly line of Parsons avenue and the easterly line of Burling avenue, as these streets are laid out between Jasmine street and Kalmia street; thence northwardly along the said bisecting line to the intersection with the southeasterly line of Queens avenue; thence northwesterly at right angles to Queens avenue a distance of 160 feet; thence northeasterly and parallel with Queens avenue to the intersection with a line distant 100 feet northerly from and parallel with the northerly line of Queens avenue as laid out east of Parsons avenue, the said distance being measured at right angles to Queens avenue; thence eastwardly along the said line parallel with Queens avenue to the intersection with a line bisecting the angle formed by the intersection of the centre lines of Parsons avenue and Dutchess street as these streets are laid out between Jasmine street and Kalmia street; thence southwardly along the said bisecting line to the intersection with the northwesterly line of Rose street; thence southeastwardly at right angles to Rose street a distance of 160 feet; thence southwesterly and parallel with Rose street to the point or place of beginning.

Fourth—That the abstracts of said estimate of damage and of said assessment for benefit, together with the damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate and by the Commissioner of Assessment in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, in the Municipal Building, Court House square, in the Borough of Queens, in said City, there to remain until the 19th day of March, 1913.

Fifth—That, provided there be no objections filed to either of said abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation to the Supreme Court of the State of New York, 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 23rd day of April, 1913, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to the foregoing abstracts of estimate and as-

essment, or to either of them, the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, February 18, 1913.

FRANK L. ENTWISLE, Chairman; JOHN M. REID, EDWARD DUFFY, Commissioners of Estimate; FRANK L. ENTWISLE, Commissioner of Assessment.

WALTER C. SHEPPARD, Clerk. f24,m12

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of WOOLSEY AVENUE, extending from Barclay street to Steinway 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 10th day of March, 1913, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Queens, there to remain for and during the space of ten days, as required by law.

Dated Borough of Manhattan, New York, February 24, 1913.

W. J. HAMILTON, WM. BOWNE PARSONS, J. H. QUINLAN, Commissioners of Estimate; W. J. HAMILTON, Commissioner of Assessment.

WALTER C. SHEPPARD, Clerk. f24,m6

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired to the lands and premises required for the opening and extending of VAN ALST AVENUE (although not yet named by proper authority), from Nott avenue to Hoyt avenue, in the First Ward, Borough of Queens, 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, 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 5th day of March, 1913, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Queens, there to remain for and during the space of ten days, as required by law.

Dated Borough of Manhattan, New York, February 18, 1913.

THOMAS B. SEAMAN, JOHN E. VAN NOSTRAN, Commissioners of Estimate and Assessment.

WALTER C. SHEPPARD, Clerk. f18,m1

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of MONTGOMERY STREET, from Coney Island avenue to East Seventh street, and EAST SEVENTH STREET, from Henry street to a point about 150 feet southerly therefrom, in the Twenty-ninth Ward, Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN TO ALL PERSONS

interested in the above entitled proceeding,

and to the owner or owners, occupant or

occupants of all houses and lots and improved and unimproved lands affected thereby, and to

all others whom it may concern, to wit:

First—That the undersigned, Commissioners of

Estimate, have completed their estimate of

damage, and that all persons interested in this

proceeding, or in any of the lands, tenements and

hereditaments and premises affected thereby,

having any objection thereto, do file their said

objections in writing, duly verified, with them at

their office, No. 166 Montague street, in the

Borough of Brooklyn, in The City of New York,

on or before the 10th day of March, 1913, and

that the said Commissioners will hear parties so

objecting, and for that purpose will be in attendance at their said office on the 11th day of

March, 1913, at 10.30 o'clock a. m.

Second—That the undersigned, Commissioner of

Assessment, has completed his estimate of

benefit, and that all persons interested in this

proceeding, or in any of the lands, tenements and

hereditaments and premises affected thereby,

having any objection thereto, do file their said

objections in writing, duly verified, with him at

his office, No. 166 Montague street, in the

Borough of Brooklyn, in The City of New York,

on or before the 10th day of March, 1913, and

that the said Commissioner will hear parties so

objecting, and for that purpose will be in attendance at his said office on the 12th day of

March, 1913, at 10.30 o'clock a. m.

Third—That the Commissioner of Assessment

has assessed any or all such lands, tenements and

hereditaments and premises as are within the

area of assessment fixed and prescribed as

the area of assessment for benefit by the Board

of Estimate and Apportionment on the 1st day of

June, 1911, and that the said area of assessment

includes all those lands, tenements and

hereditaments and premises situate and being in

the Borough of Brooklyn, in The City of New York,

which, taken together, are bounded and

described as follows, viz.:

Bounded on the north by a line bisecting the

angle formed by the intersection of the centre

lines of Engert avenue and Newton street as

these streets are laid out east from Graham

avenue, on the east by a line distant 100 feet

northerly from and parallel with the easterly line

of Graham avenue, the said distance being mea-

sured at right angles to Graham avenue;

on the south by a line always midway be-

tween Newton street and Bayard street and the

prolongation of the said line, and on the west

by a line distant 100 feet westerly from and

parallel with the westerly line of Leonard street,

the said distance being measured at right angles

to the line of Leonard street.

Fourth—That the abstracts of said estimate of

damage and of said assessment for benefit, together

with the damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by the Commissioners of

Estimate and by the Commissioner of Assessment in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 166 Montague street, in the Borough of Brooklyn, in said City, there to remain until the 19th day of March, 1913.

Fifth—That, provided there be no objections filed to either of said abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 28th day of March, 1913, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to the foregoing abstracts of estimate and as-

essment, or to either of them, the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Brooklyn, New York, February 17, 1913.

FRANK L. ENTWISLE, JACOB C. KLINCK, ERNEST P. CIPPERLY, Commissioners of Estimate; ERNEST P. SEELMAN, Commissioner of Assessment.

EDWARD RIEGELMANN, Clerk. f17,m6

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of POWELL STREET, from Livonia avenue to Hegeman avenue, in the Twenty-sixth Ward, Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN TO ALL PERSONS interested in the above entitled proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That the undersigned, Commissioners of Estimate, have completed their estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with them at their office, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 10th day of March, 1913, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 11th day of March, 1913, at 3 o'clock p. m.

Second—That the undersigned, Commissioner of Assessment, has completed his estimate of damage, and that all persons interested in this proceeding, or in any of the lands,

the west by a line midway between Shepherd avenue and Essex street.  
Dated New York, February 14, 1913.  
ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, Borough of Manhattan, New York City.

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee wherever the same has not been heretofore acquired to the lands and premises required for the purpose of opening and extending FIFTY-FIFTH STREET, from Sixteenth avenue to Nineteenth avenue, and FIFTY-FOURTH STREET, from Fort Hamilton parkway (avenue) to Eleventh avenue; from New Utrecht avenue to Thirteenth avenue, and from Fifteenth avenue to Nineteenth avenue, excluding in each case the right of way of the Long Island Railroad, in the Thirtieth Ward, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH CASES MADE AND PROVIDED, NOTICE IS HEREBY GIVEN THAT AN APPLICATION WILL BE MADE TO THE SUPREME COURT OF THE STATE OF NEW YORK, SECOND DEPARTMENT, AT A SPECIAL TERM OF SAID COURT, TO BE HELD FOR THE HEARING OF MOTIONS, IN THE COUNTY COURT HOUSE, IN THE COUNTY OF KINGS, IN THE BOROUGH OF BROOKLYN, THE CITY OF NEW YORK, ON THE 27TH DAY OF FEBRUARY, 1913, AT THE OPENING OF THE COURT ON THAT DAY, OR AS SOON THEREAFTER AS COUNSEL CAN BE HEARD THEREON, FOR THE APPOINTMENT OF THREE COMMISSIONERS OF ESTIMATE, ONE OF WHOM SHALL BE COMMISSIONER OF ASSESSMENT IN THE ABOVE ENTITLED MATTER. THE NATURE AND EXTENT OF THE IMPROVEMENT HEREBY INTENDED IS THE ACQUISITION OF TITLE IN FEES FOR THE CITY OF NEW YORK, FOR THE USE OF THE PUBLIC, TO ALL THE LANDS AND PREMISES, WITH THE BUILDINGS THEREON AND THE APPURTENANCES THERETO BELONGING, REQUIRED FOR THE OPENING AND EXTENDING OF FIFTY-FIFTH STREET, FROM SIXTEENTH AVENUE TO NINETEENTH AVENUE; AND OF FIFTY-FOURTH STREET, FROM FORT HAMILTON PARKWAY (AVENUE) TO ELEVENTH AVENUE; FROM NEW Utrecht AVENUE TO THIRTEENTH AVENUE, AND FROM FIFTEENTH AVENUE TO NINETEENTH AVENUE, EXCLUDING IN EACH CASE THE RIGHT OF WAY OF THE LONG ISLAND RAILROAD, IN THE THIRTIETH WARD, BOROUGH OF BROOKLYN, CITY OF NEW YORK.

DATED NEW YORK, FEBRUARY 14, 1913.  
ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, Borough of Manhattan, New York City.

FOR AN ORDER AMENDING THE PROCEEDING ENTITLED "IN THE MATTER OF THE APPLICATION OF THE CITY OF NEW YORK, RELATIVE TO ACQUIRING TITLE WHEREVER THE SAME HAS NOT BEEN HERETOFORE ACQUIRED FOR THE SAME PURPOSE IN FEES TO THE LANDS, TENEMENTS AND HEREDITAMENTS REQUIRED FOR THE OPENING AND EXTENDING OF PIERCE AVENUE (ALTHOUGH NOT YET NAMED BY PROPER AUTHORITY), FROM JACKSON AVENUE TO THE EAST RIVER, IN THE FIRST WARD, BOROUGH OF QUEENS, CITY OF NEW YORK," SO AS TO RELATE TO PIERCE AVENUE, FROM JACKSON AVENUE TO VERNON AVENUE, AT A WIDTH OF EIGHTY FEET, AND FROM VERNON AVENUE TO THE EAST RIVER AT A WIDTH OF SIXTY-FIVE FEET, THE WIDTH OF SIXTY-FIVE FEET BETWEEN VERNON AVENUE AND THE EAST RIVER BEING IN ACCORDANCE WITH A MAP OR PLAN ADOPTED BY THE BOARD OF ESTIMATE AND APPORTIONMENT SEPTEMBER 19, 1912, AND APPROVED BY THE MAYOR SEPTEMBER 30, 1912.

PIERCE AVENUE, EXTENDING FROM JACKSON AVENUE TO THE EAST RIVER, AS LAID DOWN BY THE COMMISSIONER'S MAP OF LONG ISLAND CITY, AS AMENDED, AND FILED IN THE CITY CLERK'S OFFICE OF LONG ISLAND CITY, DECEMBER 31, 1875, IS BOUNDED AND DESCRIBED AS FOLLOWS:

## Parcel "A."

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF PIERCE AVENUE WITH THE PIER AND BULKHEAD LINE OF THE EAST RIVER; RUNNING THENCE NORTHERLY ALONG THE SAID BULKHEAD LINE FOR 10.02 FEET; THENCE NORTHERLY, DEFLECTING TO THE RIGHT 4 DEGREES 50 MINUTES 37 SECONDS FOR 55.54 FEET ALONG SAID BULKHEAD LINE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE EASTERLY, DEFLECTING TO THE RIGHT 81 DEGREES 58 MINUTES 45 SECONDS FOR 617.25 FEET ALONG THE NORTHERLY LINE OF PIERCE AVENUE TO THE WESTERLY LINE OF VERNON AVENUE; THENCE SOUTHERLY, DEFLECTING TO THE RIGHT 90 DEGREES FOR 63.00 FEET ALONG THE WESTERLY LINE OF VERNON AVENUE TO THE SOUTHERLY LINE OF PIERCE AVENUE; THENCE WESTERLY FOR 625.56 FEET ALONG THE SOUTHERLY LINE OF PIERCE AVENUE TO THE PIER AND BULKHEAD LINE OF THE EAST RIVER, THE POINT OR PLACE OF BEGINNING.

## Parcel "B."

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF PIERCE AVENUE WITH THE EASTERLY LINE OF VERNON AVENUE; RUNNING THENCE NORTHERLY FOR 80.00 FEET ALONG THE EASTERLY LINE OF VERNON AVENUE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE EASTERLY, DEFLECTING TO THE RIGHT 90 DEGREES FOR 200.21 FEET ALONG THE NORTHERLY LINE OF PIERCE AVENUE TO THE WESTERLY LINE OF NINTH AVENUE; THENCE SOUTHERLY, DEFLECTING TO THE RIGHT 90 DEGREES FOR 80.00 FEET ALONG THE WESTERLY LINE OF NINTH AVENUE TO THE SOUTHERLY LINE OF PIERCE AVENUE; THENCE WESTERLY FOR 200.21 FEET ALONG THE SOUTHERLY LINE OF PIERCE AVENUE TO THE EASTERLY LINE OF NINTH AVENUE, THE POINT OR PLACE OF BEGINNING.

LINE OF THIRD AVENUE, THE POINT OR PLACE OF BEGINNING.

## Parcel "I."

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF PIERCE AVENUE WITH THE EASTERLY LINE OF SEVENTH AVENUE; RUNNING THENCE NORTHERLY FOR 80.00 FEET ALONG THE EASTERLY LINE OF SEVENTH AVENUE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE EASTERLY, DEFLECTING TO THE RIGHT 90 DEGREES FOR 200.21 FEET ALONG THE NORTHERLY LINE OF PIERCE AVENUE TO THE WESTERLY LINE OF EIGHTH AVENUE; THENCE SOUTHERLY, DEFLECTING TO THE RIGHT 90 DEGREES FOR 80.00 FEET ALONG THE WESTERLY LINE OF EIGHTH AVENUE; THENCE WESTERLY FOR 200.21 FEET ALONG THE SOUTHERLY LINE OF PIERCE AVENUE TO THE EASTERLY LINE OF SEVENTH AVENUE, THE POINT OR PLACE OF BEGINNING.

## Parcel "J."

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF PIERCE AVENUE WITH THE EASTERLY LINE OF EIGHTH AVENUE; RUNNING THENCE NORTHERLY FOR 80.00 FEET ALONG THE EASTERLY LINE OF EIGHTH AVENUE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE EASTERLY, DEFLECTING TO THE RIGHT 90 DEGREES FOR 200.21 FEET ALONG THE NORTHERLY LINE OF PIERCE AVENUE TO THE WESTERLY LINE OF NINTH AVENUE; THENCE SOUTHERLY, DEFLECTING TO THE RIGHT 90 DEGREES FOR 80.00 FEET ALONG THE WESTERLY LINE OF NINTH AVENUE TO THE SOUTHERLY LINE OF PIERCE AVENUE; THENCE WESTERLY FOR 200.21 FEET ALONG THE SOUTHERLY LINE OF PIERCE AVENUE TO THE EASTERLY LINE OF NINTH AVENUE, THE POINT OR PLACE OF BEGINNING.

## Parcel "K."

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF PIERCE AVENUE WITH THE EASTERLY LINE OF NINTH AVENUE; RUNNING THENCE NORTHERLY FOR 80.00 FEET ALONG THE EASTERLY LINE OF NINTH AVENUE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE EASTERLY, DEFLECTING TO THE RIGHT 90 DEGREES FOR 200.21 FEET ALONG THE NORTHERLY LINE OF PIERCE AVENUE TO THE WESTERLY LINE OF NINTH AVENUE; THENCE SOUTHERLY, DEFLECTING TO THE RIGHT 90 DEGREES FOR 80.00 FEET ALONG THE WESTERLY LINE OF NINTH AVENUE TO THE SOUTHERLY LINE OF PIERCE AVENUE; THENCE WESTERLY FOR 200.21 FEET ALONG THE SOUTHERLY LINE OF PIERCE AVENUE TO THE EASTERLY LINE OF NINTH AVENUE, THE POINT OR PLACE OF BEGINNING.

## Parcel "L."

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF PIERCE AVENUE WITH THE EASTERLY LINE OF STEINWAY AVENUE; RUNNING THENCE NORTHERLY FOR 80.00 FEET ALONG THE EASTERLY LINE OF STEINWAY AVENUE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE EASTERLY, DEFLECTING TO THE RIGHT 90 DEGREES FOR 186.00 FEET ALONG THE WESTERLY LINE OF STEINWAY AVENUE TO THE SOUTHERLY LINE OF PIERCE AVENUE; THENCE WESTERLY FOR 185.96 FEET ALONG THE SOUTHERLY LINE OF PIERCE AVENUE TO THE EASTERLY LINE OF NINTH AVENUE, THE POINT OR PLACE OF BEGINNING.

## Parcel "M."

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF PIERCE AVENUE WITH THE EASTERLY LINE OF NINTH AVENUE; RUNNING THENCE NORTHERLY FOR 80.00 FEET ALONG THE EASTERLY LINE OF NINTH AVENUE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE EASTERLY, DEFLECTING TO THE RIGHT 90 DEGREES FOR 186.00 FEET ALONG THE WESTERLY LINE OF STEINWAY AVENUE; THENCE SOUTHERLY, DEFLECTING TO THE RIGHT 90 DEGREES 04 MINUTES 00 SECONDS FOR 80.00 FEET ALONG THE WESTERLY LINE OF STEINWAY AVENUE TO THE SOUTHERLY LINE OF PIERCE AVENUE; THENCE WESTERLY FOR 185.96 FEET ALONG THE SOUTHERLY LINE OF PIERCE AVENUE TO THE EASTERLY LINE OF NINTH AVENUE, THE POINT OR PLACE OF BEGINNING.

## Parcel "N."

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF PIERCE AVENUE WITH THE EASTERLY LINE OF STEINWAY AVENUE; RUNNING THENCE NORTHERLY FOR 80.00 FEET ALONG THE EASTERLY LINE OF STEINWAY AVENUE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE EASTERLY, DEFLECTING TO THE RIGHT 90 DEGREES 56 MINUTES 00 SECONDS FOR 970.00 FEET ALONG THE NORTHERLY LINE OF PIERCE AVENUE TO THE WESTERLY LINE OF FOURTEENTH AVENUE; THENCE SOUTHERLY, DEFLECTING TO THE RIGHT 90 DEGREES 04 MINUTES 00 SECONDS FOR 1.20 FEET ALONG THE WESTERLY LINE OF FOURTEENTH AVENUE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE EASTERLY, DEFLECTING TO THE RIGHT 90 DEGREES 54 MINUTES 00 SECONDS FOR 389.32 FEET ALONG THE NORTHERLY LINE OF JACKSON AVENUE; THENCE WESTERLY, DEFLECTING TO THE RIGHT 41 DEGREES 54 MINUTES 00 SECONDS FOR 389.32 FEET ALONG THE NORTHERLY LINE OF JACKSON AVENUE TO THE WESTERLY LINE OF THIRTEENTH AVENUE; THENCE NORTHERLY, DEFLECTING TO THE RIGHT 138 DEGREES 06 MINUTES 00 SECONDS FOR 210.67 FEET ALONG THE WESTERLY LINE OF THIRTEENTH AVENUE TO THE SOUTHERLY LINE OF PIERCE AVENUE; THENCE WESTERLY FOR 710.00 FEET ALONG THE SOUTHERLY LINE OF PIERCE AVENUE TO THE EASTERLY LINE OF STEINWAY AVENUE, THE POINT OR PLACE OF BEGINNING.

THE BOARD OF ESTIMATE AND APPORTIONMENT ON THE 14TH DAY OF NOVEMBER, 1912, DULY FIXED AND DETERMINED THE AREA OF ASSESSMENT FOR BENEFIT IN THE AMENDED PROCEEDING TO BE AS FOLLOWS:

BEGINNING AT A POINT ON THE BULKHEAD LINE OF THE EAST RIVER WHERE IT IS INTERSECTED BY THE PROLONGATION OF A LINE MIDWAY BETWEEN WASHINGTON AVENUE AND PIERCE AVENUE, AS THESE STREETS ARE LAID OUT WESTERLY FROM MARION STREET, AND RUNNING THENCE NORTHERLY ALONG THE SAID BULKHEAD LINE TO THE INTERSECTION WITH A LINE PASSING THROUGH A POINT ON THE EASTERLY LINE OF VERNON AVENUE MIDWAY BETWEEN GRAHAM AVENUE AND PIERCE AVENUE; THENCE EASTERLY ALONG THE LINE LAST DESCRIBED TO THE INTERSECTION WITH THE PROLONGATION OF A LINE MIDWAY BETWEEN GRAHAM AVENUE AND PIERCE AVENUE, AS THESE STREETS ARE LAID OUT EASTERLY FROM MARION STREET; THENCE WESTERLY ALONG THE SAID LINE MIDWAY BETWEEN GRAHAM AVENUE AND PIERCE AVENUE, AND ALONG THE PROLONGATION OF THE SAID LINE TO THE INTERSECTION WITH THE PROLONGATION OF A LINE MIDWAY BETWEEN GROVE STREET AND BLISS STREET; THENCE SOUTHWESTERLY ALONG THE SAID LINE MIDWAY BETWEEN GROVE STREET AND BLISS STREET, AND ALONG THE PROLONGATION OF THE SAID LINE TO THE INTERSECTION WITH THE PROLONGATION OF A LINE MIDWAY BETWEEN PIERCE AVENUE AND WASHINGTON AVENUE AS THESE STREETS ARE LAID OUT EASTERLY FROM HOPKINS AVENUE; THENCE WESTERLY ALONG THE SAID LINE MIDWAY BETWEEN PIERCE AVENUE AND WASHINGTON AVENUE, AND ALONG THE PROLONGATION OF THE SAID LINE TO THE INTERSECTION WITH THE PROLONGATION OF A LINE MIDWAY BETWEEN PIERCE AVENUE AND WASHINGTON AVENUE, AS THESE STREETS ARE LAID OUT WESTERLY FROM MARION STREET; THENCE WESTERLY ALONG THE SAID LINE MIDWAY BETWEEN PIERCE AVENUE AND WASHINGTON AVENUE, AND ALONG THE PROLONGATION OF THE SAID LINE TO THE POINT OR PLACE OF BEGINNING.

THE BOARD OF ESTIMATE AND APPORTIONMENT ON THE 14TH DAY OF NOVEMBER, 1912, DULY FIXED AND DETERMINED THE AREA OF ASSESSMENT FOR BENEFIT IN THE AMENDED PROCEEDING TO BE AS FOLLOWS:

BEGINNING AT A POINT ON THE BULKHEAD LINE OF THE EAST RIVER WHERE IT IS INTERSECTED BY THE PROLONGATION OF A LINE MIDWAY BETWEEN WASHINGTON AVENUE AND PIERCE AVENUE, AS THESE STREETS ARE LAID OUT WESTERLY FROM MARION STREET, AND RUNNING THENCE NORTHERLY ALONG THE SAID BULKHEAD LINE TO THE INTERSECTION WITH A LINE PASSING THROUGH A POINT ON THE EASTERLY LINE OF VERNON AVENUE MIDWAY BETWEEN GRAHAM AVENUE AND PIERCE AVENUE; THENCE EASTERLY ALONG THE LINE LAST DESCRIBED TO THE INTERSECTION WITH THE PROLONGATION OF A LINE MIDWAY BETWEEN GRAHAM AVENUE AND PIERCE AVENUE, AS THESE STREETS ARE LAID OUT EASTERLY FROM MARION STREET; THENCE WESTERLY ALONG THE SAID LINE MIDWAY BETWEEN GRAHAM AVENUE AND PIERCE AVENUE, AND ALONG THE PROLONGATION OF THE SAID LINE TO THE INTERSECTION WITH THE PROLONGATION OF A LINE MIDWAY BETWEEN GROVE STREET AND BLISS STREET; THENCE SOUTHWESTERLY ALONG THE SAID LINE MIDWAY BETWEEN GROVE STREET AND BLISS STREET, AND ALONG THE PROLONGATION OF THE SAID LINE TO THE INTERSECTION WITH THE PROLONGATION OF A LINE MIDWAY BETWEEN PIERCE AVENUE AND WASHINGTON AVENUE AS THESE STREETS ARE LAID OUT EASTERLY FROM HOPKINS AVENUE; THENCE WESTERLY ALONG THE SAID LINE MIDWAY BETWEEN PIERCE AVENUE AND WASHINGTON AVENUE, AND ALONG THE PROLONGATION OF THE SAID LINE TO THE INTERSECTION WITH THE PROLONGATION OF A LINE MIDWAY BETWEEN PIERCE AVENUE AND WASHINGTON AVENUE, AS THESE STREETS ARE LAID OUT WESTERLY FROM MARION STREET; THENCE WESTERLY ALONG THE SAID LINE MIDWAY BETWEEN PIERCE AVENUE AND WASHINGTON AVENUE, AND ALONG THE PROLONGATION OF THE SAID LINE TO THE POINT OR PLACE OF BEGINNING.

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF PIERCE AVENUE WITH THE EASTERLY LINE OF FIRST AVENUE; RUNNING THENCE NORTHERLY FOR 80.11 FEET ALONG THE EASTERLY LINE OF FIRST AVENUE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE EASTERLY, DEFLECTING TO THE RIGHT 86 DEGREES 57 MINUTES 19 SECONDS FOR 837.32 FEET ALONG THE NORTHERLY LINE OF PIERCE AVENUE TO THE WESTERLY LINE OF ACADEMY AVENUE; THENCE SOUTHERLY, DEFLECTING TO THE RIGHT 90 DEGREES, DEFLECTING TO THE RIGHT 90 DEGREES FOR 80.00 FEET ALONG THE WESTERLY LINE OF ACADEMY AVENUE TO THE SOUTHERLY LINE OF PIERCE AVENUE; THENCE WESTERLY FOR 841.57 FEET ALONG THE SOUTHERLY LINE OF PIERCE AVENUE TO THE EASTERLY LINE OF FIRST AVENUE, THE POINT OR PLACE OF BEGINNING.

Parcel "E."

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF PIERCE AVENUE WITH THE EASTERLY LINE OF FIRST AVENUE; RUNNING THENCE NORTHERLY FOR 80.00 FEET ALONG THE EASTERLY LINE OF FIRST AVENUE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE EASTERLY, DEFLECTING TO THE RIGHT 86 DEGREES 57 MINUTES 19 SECONDS FOR 837.32 FEET ALONG THE NORTHERLY LINE OF PIERCE AVENUE TO THE WESTERLY LINE OF ACADEMY AVENUE; THENCE SOUTHERLY, DEFLECTING TO THE RIGHT 90 DEGREES, DEFLECTING TO THE RIGHT 90 DEGREES FOR 80.00 FEET ALONG THE WESTERLY LINE OF ACADEMY AVENUE TO THE SOUTHERLY LINE OF PIERCE AVENUE; THENCE WESTERLY FOR 841.57 FEET ALONG THE SOUTHERLY LINE OF PIERCE AVENUE TO THE EASTERLY LINE OF FIRST AVENUE, THE POINT OR PLACE OF BEGINNING.

Parcel "F."

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF PIERCE AVENUE WITH THE EASTERLY LINE OF FIRST AVENUE; RUNNING THENCE NORTHERLY FOR 80.00 FEET ALONG THE EASTERLY LINE OF FIRST AVENUE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE EASTERLY, DEFLECTING TO THE RIGHT 90 DEGREES, DEFLECTING TO THE RIGHT 90 DEGREES FOR 80.00 FEET ALONG THE WESTERLY LINE OF ACADEMY AVENUE TO THE SOUTHERLY LINE OF PIERCE AVENUE; THENCE WESTERLY FOR 841.57 FEET ALONG THE SOUTHERLY LINE OF PIERCE AVENUE TO THE EASTERLY LINE OF FIRST AVENUE, THE POINT OR PLACE OF BEGINNING.

DATED NEW YORK, FEBRUARY 14, 1913.

ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, Borough of Manhattan, City of New York.

f14.26

## SECOND DEPARTMENT.

IN THE MATTER OF THE APPLICATION OF THE CITY OF NEW YORK, RELATIVE TO ACQUIRING TITLE WHEREVER THE SAME HAS NOT BEEN HERETOFORE ACQUIRED FOR THE SAME PURPOSE IN FEES TO THE LANDS, TENEMENTS AND HEREDITAMENTS REQUIRED FOR THE OPENING AND EXTENDING OF HAROLD AVENUE, FROM QUEENS BOULEVARD TO SKILLMAN AVENUE, IN THE FIRST WARD, BOROUGH OF QUEENS, CITY OF NEW YORK.

NOTICE IS HEREBY GIVEN TO ALL PERSONS INTERESTED IN THE ABOVE ENTITLED PROCEEDING, AND TO THE OWNERS OR OWNERS, OCCUPANTS OR OCCUPANTS OF ALL HOUSES AND LOTS AND IMPROVED AND UNIMPROVED LANDS AFFECTED THEREBY, AND TO ALL OTHERS WHOM IT MAY CONCERN, TO WIT:

First.—That the undersigned, Commissioners of Estimate, have completed their estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with them at their office, in the Municipal Building, Court House Square, Long Island City, in the Borough of Queens, in the City of New York, on or before the 3d day of March, 1913, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 5th day of March, 1913, at 3 o'clock p.m.

Second.—That the undersigned, Commissioner of Assessment, has completed his estimate of benefit, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with them at their office, in the Municipal Building, Court House Square, Long Island City, in the Borough of Queens, in the City of New York, on or before the 3d day of March, 1913, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 5th day of March, 1913, at 3 o'clock p.m.

PURSUANT TO THE STATUTES IN SUCH CASES MADE AND PROVIDED NOTICE IS HEREBY GIVEN THAT AN APPLICATION WILL BE MADE TO THE SUPREME COURT OF THE STATE OF NEW YORK, SECOND DEPARTMENT, AT A SPECIAL TERM THEREOF, TO BE HELD FOR THE HEARING OF MOTIONS, IN THE COUNTY COURT HOUSE IN THE BOROUGH OF BROOKLYN, IN THE CITY OF NEW YORK, ON THE 28TH DAY OF FEBRUARY, 1913, AT THE OPENING OF THE COURT ON THAT DAY, OR AS SOON THEREAFTER AS COUNSEL CAN BE HEARD THEREON, FOR THE APPOINTMENT OF THREE COMMISSIONERS OF ESTIMATE, ONE OF WHOM SHALL BE COMMISSIONER OF ASSESSMENT IN THE ABOVE ENTITLED MATTER. THE NATURE AND EXTENT OF THE IMPROVEMENT HEREBY INTENDED IS THE ACQUISITION OF TITLE IN FEES FOR THE CITY OF NEW YORK, FOR THE USE OF THE PUBLIC, TO ALL THE LANDS AND PREMISES, WITH THE BUILDINGS THEREON AND THE APPURTENANCES THERETO BELONGING, REQUIRED FOR THE OPENING AND EXTENDING OF PIERCE AVENUE (ALTHOUGH NOT YET NAMED BY PROPER AUTHORITY), FROM JACKSON AVENUE TO THE WESTERLY LINE OF THIRD AVENUE; RUNNING THENCE NORTHERLY FOR 80.00 FEET ALONG THE EASTERLY LINE OF THIRD AVENUE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE SOUTHERLY, DEFLECTING TO THE RIGHT 90 DEGREES, DEFLECTING TO THE RIGHT 90 DEGREES FOR 980.84 FEET ALONG THE NORTHERLY LINE OF PIERCE AVENUE TO THE WESTERLY LINE OF SEVENTH AVENUE; THENCE SOUTHERLY, DEFLECTING TO THE RIGHT 90 DEGREES FOR 80.00 FEET ALONG THE WESTERLY LINE OF SEVENTH AVENUE TO THE SOUTHERLY LINE OF PIERCE AVENUE; THENCE WESTERLY FOR 980.84 FEET ALONG THE SOUTHERLY LINE OF PIERCE AVENUE TO THE EASTERLY LINE OF FIRST AVENUE, THE POINT OR PLACE OF BEGINNING.

## Parcel "H."

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF PIERCE AVENUE WITH THE EASTERLY LINE OF THIRD AVENUE; RUNNING THENCE NORTHERLY FOR 80.00 FEET ALONG THE EASTERLY LINE OF THIRD AVENUE TO THE NORTHERLY LINE OF PIERCE AVENUE; THENCE SOUTHERLY, DEFLECTING TO THE RIGHT 90 DEGREES, DEFLECTING TO THE RIGHT 90 DEGREES FOR 980.84 FEET ALONG THE NORTHERLY LINE OF PIERCE AVENUE TO THE WESTERLY LINE OF SEVENTH AVENUE; THENCE SOUTHERLY, DEFLECTING TO THE RIGHT 90 DEGREES FOR 80.00 FEET ALONG THE

