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THE CITY RECORD.

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GEORGE B. McCLELLAN, MAYOR.

FRANCIS K. PENDLETON, CORPORATION COUNSEL. HERMAN A. METZ, COMPTROLLER.

PATRICK J. TRACY, SUPERVISOR.

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EXECUTIVE NOTICE.

PROCLAMATION.

To the People of The City of New York:

The body of George Clinton, Brigadier-General in the Continental Army, Governor of New York and Vice-President of the United States, will be brought to this City on the morning of Thursday, May 28, on its way from the Congressional Cemetery, Washington, to its last resting place at Kingston, N. Y. The body will be escorted from the Battery to the Governor's Room, City Hall, by military and civic bodies, and will there lie in state until 4 o'clock in the afternoon of May 28.

As a mark of respect, I direct that from sunrise to sunset of May 28, the flags on all City buildings shall fly at half staff.

I request that citizens observe the occasion in a similar way and that the bells of churches be tolled during the passage of the body from the Battery to the City Hall, from 9:30 to 10 o'clock on the morning of May 28.

To which I have set my hand and affixed my seal of office this 25th day of May, one thousand nine hundred and eight.

(Signed) GEO. B. McCLELLAN, Mayor.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,

No. 154 NASSAU STREET, NEW YORK CITY.

CALENDAR OF HEARINGS.

The following hearings will be held during the remainder of the week beginning Monday, May 25, 1908:

Thursday, May 28—2:30 P. M.—Room 305.—Order No. 285.—BROOKLYN HEIGHTS RAILROAD CO.—"Ten Cent Fare to Flushing."—Commissioner Bassett.

4 P. M.—Room 310.—Order No. 428.—PELHAM PARK RAILROAD CO., AND CITY ISLAND RAILROAD CO.—"Service and equipment, Bartow Station to Belden Point."—Commissioner Eustis.

Friday, May 29—12:30 P. M.—Room 310.—Order No. 497.—FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE R. R. CO.—"Sanitary condition of Forty-second Street cross-town cars."—Commissioner Maltbie.

2:30 P. M.—Room 305.—Order No. 503.—BROOKLYN HEIGHTS RAILROAD CO.—"Train dispatchers and switchmen on Brooklyn Bridge division."—Commissioner Bassett.

3:30 P. M.—Room 305.—BROOKLYN UNION ELEVATED R. R. CO.—"Rehearing after Order No. 471.—"Service on Broadway elevated line."—Commissioner Bassett.

Regular meetings of the whole Commission are held on Tuesday and Friday of each week in Room 310, at 11:30 o'clock.

THE BOARD OF ALDERMEN OF THE CITY OF NEW YORK.

STATED MEETING.

Tuesday, May 26, 1908, 1:30 o'clock p. m.

The Board met in the Aldermanic Chamber, City Hall.

In the absence of the President, the Vice-Chairman took the chair.

Present:

Aldermen

Timothy P. Sullivan, Vice-Chairman;	James H. Finnigan, Alderman
Thomas F. Baldwin, Alderman	Joseph Flanagan, Alderman
Francis P. Bent, Alderman	Patrick F. Flynn, Alderman
Herman W. Beyer, Alderman	John Sylvester Gaynor, Alderman
B. W. B. Brown, Alderman	Bernhard Goldschmidt, Alderman
James W. Brown, Alderman	Henry F. Grimm, Alderman
Michael J. Carter, Alderman	John D. Gunther, Alderman
L. Barton Case, Alderman	Edward V. Handy, Alderman
Charles P. Cole, Alderman	William J. Heffernan, Alderman
Daniel R. Coleman, Alderman	John J. Hickey, Alderman
George A. Colgan, Alderman	James J. Hines, Alderman
John J. Collins, Alderman	Frederick C. Hochdorffer, Alderman
William P. Corbett, Alderman	John J. Hogan, Alderman
Matthew J. Crowley, Alderman	Tristam B. Johnson, Alderman
Percy L. Davis, Alderman	Joseph D. Kavanagh, Alderman
Charles Delaney, Alderman	William P. Kenneally, Alderman
John Diemer, Alderman	Francis P. Kenney, Alderman
Reginald S. Doull, Alderman	Max S. Levine, Alderman
Frank L. Dowling, Alderman	Frederick Linde, Alderman
Robert F. Downing, Alderman	John Loos, Alderman
William Drescher, Alderman	James F. Martyn, Alderman
George Emener, Alderman	Samuel Marx, Alderman
O. Grant Esterbrook, Alderman	Thomas J. McAleer, Alderman
	John McCann, Alderman

John J. McDonald, Alderman
George A. Morrison, Alderman
Adolf Moskowitz, Alderman
Otto Muhlbauer, Alderman
John J. F. Mulcahy, Alderman
Thomas J. Mulligan, Alderman
John Mulvaney, Alderman
Arthur H. Murphy, Alderman
Percival E. Nagle, Alderman
James J. Nugent, Alderman
John W. O'Reilly, Alderman
Lewis M. Potter, Alderman
Thomas M. Quinn, Alderman
James W. Redmond, Alderman
David S. Rendt, Alderman
William P. Sandiford, Alderman
Joseph Schloss, Alderman
George J. Schneider, Alderman
James J. Smith, Alderman
Michael Stapleton, Alderman
Alexander J. Stormont, Alderman
Jacob J. Velten, Alderman
John F. Walsh, Alderman
William Wentz, Alderman

The Clerk proceeded to read the minutes of the Stated Meeting of May 19, 1908. On motion of Alderman Wentz, further reading was dispensed with and the minutes were approved as printed.

PETITIONS AND COMMUNICATIONS.

No. 790.

Law Department,
Office of the Corporation Counsel,
New York, May 22, 1908.

Members, Board of Aldermen:

Sirs—The body of George Clinton, Brigadier General in the Continental Army, Governor of New York and Vice-President of the United States, will be brought to this City on the morning of Thursday, May 28, on its way from the Congressional Cemetery, Washington, to its last resting place at Kingston, N. Y. The body will be escorted from the Battery to the Governor's Room, City Hall, by military and civic bodies, and will there lie in state until the morning of May 29.

You are invited to march with the escort. If you accept, please be present at the entrance to Pier A, North River (the Battery), at 9:15 o'clock on the morning of May 28.

Respectfully,
F. K. PENDLETON,
Chairman.

Which invitation was accepted.

In connection therewith, Alderman Nagle was elected Marshal of the parade, with Aldermen Beyer and Walsh as assistants.

No. 791.

Office of the Central Federated Union,
University Settlement Building, No. 184 Eldridge Street,
New York, May 18, 1908.

To the Honorable Board of Aldermen:

Gentlemen—I am directed to inform you that the petition of the people of the Twenty-third Assembly District, New York City, for music at the "Colonial Park," has been unanimously endorsed by this body.

It is expected and desired that the request of the petitioners will be granted.

Very truly,
ERNEST BOHM, Corresponding Secretary,
and 500 others.

In connection herewith Alderman Mulcahy offered the following:

Resolved, That the Commissioner of Parks for the Boroughs of Manhattan and Richmond be and he is hereby requested to consider, and, if possible, to accede to the request of the Central Federated Union to have music in Colonial Park.

Which was adopted.

COMMUNICATIONS FROM CITY, COUNTY AND BOROUGH OFFICERS.

The Vice-Chairman laid before the Board the following communications from the President, Borough of Brooklyn:

No. 792.

The City of New York,
Office of the President of the Borough of Brooklyn,
Brooklyn, May 15, 1908.

The Honorable, The Board of Aldermen, New York City:

Gentlemen—I forward to you herewith copy of a report of the Chief Engineer of the Comptroller's office, approved by the Comptroller and addressed to the Board of Estimate and Apportionment relative to a request made by me for the issue of Corporate Stock to the amount of \$2,500, for the purpose of making certain alterations in the rooms occupied by the Appellate Division, Borough Hall, in the Borough of Brooklyn. You will note that Mr. Withington says that \$1,200 of this amount is to be used for the purpose of making repairs and alterations, and that he does not consider such repairs and alterations as a proper charge against Corporate Stock. I would, therefore, request your Board to issue Special Revenue Bonds to the amount of \$1,200, the proceeds to be used by the President of the Borough of Brooklyn, for the purpose of making certain alterations and repairs in the rooms occupied by the Appellate Division, Borough Hall, in the Borough of Brooklyn.

Yours truly,
BIRD S. COLER,
President, Borough of Brooklyn.

April 29, 1908.

Hon. HERMAN A. METZ, Comptroller:

Sir—Hon. Bird S. Coler, President of the Borough of Brooklyn, in communication dated April 10, 1908, requests the Board of Estimate and Apportionment to

authorize an appropriation of \$2,500 Corporate Stock, for the purpose of making certain alterations in the rooms occupied by the Appellate Division, Borough Hall, in the Borough of Brooklyn.

I would report that it is proposed to move the library into the two rooms adjoining the court room, cutting a doorway through between the court room and library; also changing the location and sizes of the rooms for lawyers and stenographers.

All of the proposed work with the exception of new book cases and new partitions, the estimated cost of which is \$1,200, is in the nature of repairs and alterations, and is, therefore, not properly chargeable to Corporate Stock.

The work being a valuable improvement, I think that the Board of Estimate and Apportionment may properly authorize the Comptroller, pursuant to section 47 of the Greater New York Charter, as amended by section 409 of the Laws of 1904, to issue Corporate Stock to the amount of \$1,200 for the purposes of erecting new book-cases and building new partitions in the rooms occupied by the Appellate Division, Borough Hall, Borough of Brooklyn, and I would advise that the President of the Borough of Brooklyn be notified that the Board of Estimate and Apportionment can take no action toward the authorization of the remainder of the funds requested by him until suitable action is taken by the Board of Aldermen, pursuant to subdivision 8 of section 188 of the Greater New York Charter.

Respectfully,
(Signed) CHANDLER WITTINGTON,
Chief Engineer.

No. 793.

The City of New York,
Office of the President of the Borough of Brooklyn,
Brooklyn, May 21, 1908.

To the Honorable Board of Aldermen, Manhattan, N. Y.:

Gentlemen—I hereby request you to authorize the issue of Special Revenue Bonds to the amount of \$40,000, the proceeds to be used by the President of the Borough of Brooklyn for the purpose of supplying a deficiency in the appropriation for Salaries and Wages, Bureau of Public Buildings and Offices, President, Borough of Brooklyn, year 1908. This request is made necessary by state of facts explained in a report addressed to the Commissioner of Public Works by the Superintendent of Public Buildings and Offices on May 20, 1908, copy of which I forward to you herewith.

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

The City of New York,
Office of the President of the Borough of Brooklyn,
Brooklyn, May 20, 1908.

Commissioner Public Works, Borough Hall, Brooklyn:

Dear Sir—The appropriation for Salaries and Wages for the present year is \$302,671.75, which sum is \$14,488 less than was expended last year for the same purpose. Figuring on the basis of the payrolls for January, February, March and April of this year, which totaled \$113,198.43, the amount necessary for the entire year will be \$339,595.29. This will leave an apparent shortage in this fund of \$36,923.54.

This time last year we were in a similar condition financially, and a request was made on the Board of Estimate and Apportionment for an appropriation to meet the shortage. After considerable delay, the Board of Aldermen, under date of November 26, 1907, passed a resolution allowing the sum of \$20,000, but it was not confirmed by the Board of Estimate and Apportionment, and we were obliged to secure funds by transfer from other appropriations in the Borough President's office.

In line with the foregoing statement, and as we will require additional help for our five floating baths, which go into commission on June 1, also as there is a great certainty of the opening of two new public baths on or about October 1, and, owing to a further expense to be incurred in the appointment of Elevator Conductors, Cleaners and Laborers when the new addition to the County Courthouse is completed, on or about September 1, I will thank you to present to the proper authorities a request for an appropriation of \$40,000 to meet a deficiency in our Salaries and Wages Fund for this year.

Yours truly,
JOSEPH M. LAWRENCE, Superintendent.

Which were severally referred to the Committee on Finance.

The Vice-Chairman laid before the Board the following communication from the President, Borough of Richmond:

No. 794.

The City of New York,
Office of the President of the Borough of Richmond,
Borough Hall, New Brighton, New York City,
May 20, 1908.

To the Board of Aldermen, Mr. P. J. Scully, City Clerk, City Hall, New York:

Gentlemen—I would ask that you authorize an issue of Revenue Bonds to the extent of \$20,000 to meet deficiency in appropriation for 1908 for my "Bureau of Engineering, Construction Division, Salaries and Wages." The appropriation for this Division of our work was \$30,000, of which about \$8,000 was estimated as needed for instruments, materials, supplies, traveling expenses, care of horses, wagons, etc.

Though using the most rigid economy consistent with demands on the Bureau for surveys, maps and information, there remained for salaries and wages on May 1, 1908, a balance of less than \$10,000, which will be entirely exhausted on or about August 1 next.

Petitions for assessable improvements are constantly being received by the Local Board, which require surveys, estimates and preliminary plans prior to the registration of contracts, all cost of which has to be met from "appropriation." In addition, we have to keep one or two parties constantly employed making borings for contemplated sewers. The expenditures for these purposes in 1907 were approximately as follows, viz.:

From appropriation	\$21,000.00
From Revenue Bonds to make up deficiency	10,000.00
By transfers from Street Improvement Fund under special arrangement with the Department of Finance	14,000.00

To do the work in hand and keep pace with new applications, we cannot decrease the number of employees to any material extent, and, therefore, shall need the additional sum of money asked for to carry through the year.

As above stated, we received last year the sum of \$14,000 transferred from the Street Improvement Fund, but the Comptroller has since then decided not to make transfers from that fund to reimburse an appropriation, for further use, even though such sums are later collected in the assessments levied. We do not agree with that view, but the Comptroller's decision is final.

It is probably not generally understood by the City Departments that in Richmond the Bureau of Engineering renders all engineering services required for the Bureau of Highways, Sewers, Street Cleaning and Public Buildings and Offices, in addition to repavement matters and all street improvement work. This results in far greater economy than having separate engineer corps connected with each Bureau, as in other Boroughs.

In each of the last three Departmental estimates we have shown need for fully \$50,000 direct appropriation, and each year have been cut down to \$30,000, and each year have been provided with additional funds, it being generally conceded that the engineering work in this Borough is marked by great efficiency, and is decidedly necessary to the Borough's best interests.

We would renew, therefore, and urge our request for the early granting of \$20,000 in Revenue Bonds.

Yours respectfully,
GEORGE CROMWELL,
President of the Borough.

Which was referred to the Committee on Finance.

The Vice-Chairman laid before the Board the following communication from the Department of Health:

No. 795.

Department of Health,
Southwest Corner of Fifty-fifth Street and Sixth Avenue,
New York, May 20, 1908.

Hon. P. J. SCULLY, City Clerk:

Sir—Enclosed you will find copy of a resolution adopted by the Board of Health at its meeting held May 20, 1908, requesting the Board of Aldermen to authorize the Board of Health, pursuant to the provisions of section 419, chapter 466 of the Laws of 1901, to contract for and purchase at a price not exceeding \$4,500 in the open market, without public letting, an automobile to be used by the President of said Board in the performance of his official duties, which you are respectfully requested to submit to the Board of Aldermen at its next meeting.

Respectfully,

EUGENE W. SCHEFFER, Secretary.

Department of Health,
Southwest Corner of Fifty-fifth Street and Sixth Avenue,
New York, May 20, 1908.

Hon. P. J. SCULLY, City Clerk:

Sir—At a meeting of the Board of Health of the Department of Health, held May 20, 1908, the following resolution was adopted:

Resolved, That the Board of Aldermen be and is hereby respectfully requested to authorize the Board of Health, pursuant to the provisions of section 419, chapter 466 of the Laws of 1901, to contract for and purchase at a price not exceeding \$4,500 in the open market, without public letting, an automobile to be used by the President of said Board in the performance of his official duties.

A true copy.

EUGENE W. SCHEFFER, Secretary.

Which was referred to the Committee on Public Letting.

The Vice-Chairman laid before the Board the following communication from the Police Commissioner:

No. 796.

Police Department of The City of New York,
No. 300 Mulberry Street,
New York, May 23, 1908.

To the Honorable Board of Aldermen:

Gentlemen—I have the honor to acknowledge the receipt of a copy of resolution adopted May 19, 1908, as follows:

"Resolved, That the Police Commissioner be and is hereby respectfully requested to increase the pay of the two Laborers assigned to Police Headquarters in the Borough of Brooklyn from \$2.50 to \$3 per diem."

I respectfully request that the resolution be amended to read:

"Resolved, That the Police Commissioner be and is hereby respectfully requested to increase the pay of the two Laborers assigned to Police Headquarters, in the Borough of Brooklyn, from \$2 to \$2.50 per day."

Up to March 12, 1908, there were nine Laborers in the Police Department—seven assigned to duty in Manhattan, and two assigned to Headquarters in Brooklyn, each receiving \$2 per day.

Upon filing proceedings of the Board of Aldermen adopted December 17, 1907, authorizing the issue of Special Revenue Bonds in the sum of \$1,277.50 for the purpose of increasing the wages of seven Laborers in the Police Department from \$2 to \$2.50 per day during the year 1908, the wages of the seven Laborers assigned to duty in the Borough of Manhattan were fixed at \$2.50 per day each, leaving the Laborers assigned to duty in the Borough of Brooklyn at \$2 per day each.

If the resolution is amended as requested, all Laborers in the Police Department will receive the same compensation, viz.: \$2.50 per day each.

Very respectfully,

THEO. A. BINGHAM, Police Commissioner.

Which was referred to the Committee on Finance.

The Vice-Chairman laid before the Board the following communication from the Comptroller:

No. 797.

City of New York—Department of Finance,
May 25, 1908.

Hon. P. J. SCULLY, City Clerk, and Clerk of the Board of Aldermen:

Dear Sir—In compliance with part 1, chapter 4, article 1, section 25, of the Code of Ordinances of 1906, I have the honor to transmit herewith, for presentation to the Board of Aldermen, statements of all contracts made by the Mayor, Aldermen and Commonalty of The City of New York and the municipalities, corporations, etc., consolidated therewith, prior to January 1, 1898, and The City of New York (Greater New York) since January 1, 1898, or directed or authorized by the Common Councils of said corporations, and not performed or completed or upon which any moneys remain unpaid on each on December 31, 1907.

These statements show the payments made on account of the various contracts to December 31, 1906, inclusive; the payments on account thereof during the year 1907; the total amounts paid thereon to December 31, 1907; the balances remaining unpaid thereon December 31, 1907, and the funds or accounts against which said contracts are chargeable.

Statement "A" shows the contracts executed prior to January 1, 1898, by the Mayor, Aldermen and Commonalty of The City of New York.

Statement "B" shows the contracts executed prior to January 1, 1898, by the municipalities, corporations, etc., consolidated with the Mayor, Aldermen and Commonalty of The City of New York.

Statement "C" shows the contracts executed since January 1, 1898, by The City of New York (Greater New York).

Yours very truly,

H. A. METZ, Comptroller.

[For detailed statement of same see CITY RECORD supplement hereafter.]

Which was ordered on file.

The Vice-Chairman laid before the Board the following communication from the Board of Estimate and Apportionment:

No. 798.

Board of Estimate and Apportionment—City of New York,
Office of the Secretary, No. 277 Broadway,
May 26, 1908.

Hon. PATRICK F. McGOWAN, President, Board of Aldermen:

Dear Sir—I send you herewith certified copy of a resolution adopted by the Board of Estimate and Apportionment May 22, 1908, amending resolution adopted June 22, 1906, relative to an issue of \$628,000 Corporate Stock to provide means for the erection and completion of a building to be erected at Twenty-sixth street and East River, Borough of Manhattan, for the Bellevue Hospital Training School for Women Nurses, by striking therefrom the words "the erection and completion of a building" and inserting in place thereof the words "the erection, completion and equipment of a building," together with copy of a communication from the President, Board of Trustees, Bellevue and Allied Hospitals, relative thereto.

I also enclose form of resolution for adoption by the Board of Aldermen to indicate its concurrence therein.

Yours very truly,

JOSEPH HAAG, Secretary.

May 18, 1908.

Hon. JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, No. 277 Broadway, New York City:

Sir—The building for the use of the Bellevue Hospital Training School for Women Nurses, now in course of construction, will be completed and ready for occupation in

October, and it has been estimated that \$64,000 will be required with which to equip and furnish it. There remains an unexpended balance of \$102,000 of the original appropriation for the construction and completion of this building, and in lieu of asking for an additional appropriation, the Trustees beg to request that the resolution of June 22, 1906, be amended by striking therefrom the words "the erection and completion of a building," and inserting in place thereof the words "the erection and completion and equipment of a building."

A copy of the original resolution of June 22, 1906, is enclosed.

Respectfully,
(Signed) JOHN W. BRANNAN,
President, Board of Trustees.

Resolved, That the Board of Aldermen hereby approves of and concurs in the following resolution adopted by the Board of Estimate and Apportionment May 22, 1908:

"Resolved, That the resolution adopted by the Board of Estimate and Apportionment June 22, 1906, 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 six hundred and twenty-eight thousand dollars (\$628,000) for the purpose of providing means for the erection and completion of a building to be erected at Twenty-sixth street and East River, Borough of Manhattan, for the Bellevue Hospital Training School for Women Nurses, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding six hundred and twenty-eight thousand dollars (\$628,000), the proceeds whereof to be applied to the purposes aforesaid;—be and the same is hereby amended by striking therefrom the words 'the erection and completion of a building,' and inserting in place thereof the words 'the erection, completion and equipment of a building.'"

Which was referred to the Committee on Finance.

REPORTS OF STANDING COMMITTEES.

Reports of Committee on Finance—

No. 636.

The Committee on Finance, to which was referred on April 21, 1908 (Minutes, page 175), the annexed resolution in favor of an issue of Special Revenue Bonds to provide for care of parkways in Broadway, Borough of Manhattan, respectfully

REPORTS:

That, having examined the subject, it believes the proposed improvement to be necessary, and after consultation with the Park Commissioner has concluded that the sum of \$50,000 should be set aside for this purpose.

It therefore recommends that the accompanying substitute resolution be adopted:

(SUBSTITUTE.)

Resolved, That in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and hereby is requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of fifty thousand dollars (\$50,000), the proceeds whereof to be used for the purpose of putting and keeping in good condition and caring for the plots or spaces commonly called parkways, along the centre line of Broadway, between Fifty-ninth street and Manhattan street, in the Borough of Manhattan, during the year 1908, by the Commissioner of Parks for the Boroughs of Manhattan and Richmond.

(ORIGINAL.)

Resolved, That the Board of Estimate and Apportionment be and hereby is requested, in accordance with the provisions of an act passed by the Legislature, and approved by the Governor, to authorize the issue of Special Revenue Bonds to an amount sufficient to enable the Commissioner of Parks for the Boroughs of Manhattan and Richmond to meet the expense for the year 1908 of putting and keeping in good condition and caring for the plots or spaces commonly called parkways, along the centre line of Broadway, between Fifty-ninth street and Manhattan street, in the Borough of Manhattan.

T. P. SULLIVAN, R. S. DOULL, JOHN D. GUNTHER, WILLIAM P. KENNEALLY, JOHN DIEMER, JOHN J. HOGAN, JOHN J. COLLINS, JAMES W. REDMOND, FRANK L. DOWLING, Committee on Finance.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said substitute resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Bent, Beyer, B. W. B. Brown, J. W. Brown, Carter, Case, Cole, Coleman, Colgan, Collins, Corbett, Crowley, Davis, Delaney, Diemer, Doull, Dowling, Downing, Drescher, Esterbrook, Finnigan, Flynn, Flanagan, Gaynor, Goldschmidt, Grimm, Gunther, Handy, Heffernan, Hickey, Hines, Hochdorffer, Hogan, Kenneally, Kenney, Levine, Linde, Loos, Martyn, Marx, McAleer, McCann, McDonnell, Muhlbauer, Mulligan, Mulvaney, Murphy, Nagle, Nugent, O'Reilly, Quinn, Redmond, Rendt, Sandiford, Schloss, Schneider, Smith, Stapleton, Stormont, Velten, Walsh, Wentz, President Ahearn and the Vice-Chairman—66.

No. 658.

The Committee on Finance, to which was referred on April 28, 1908 (Minutes, page 196), the annexed ordinance for \$4,607,075 Corporate Stock for Schools, respectfully

REPORTS:

That President Winthrop, of the Board of Education, appeared before the Committee and stated that this sum was imperatively needed to provide schools in the localities mentioned in the ordinance. The Committee coincides in the above statement and recommends that the said ordinance be adopted.

AN ORDINANCE providing for an issue of Corporate Stock in the sum of four million six hundred and seven thousand and seventy-five dollars (\$4,607,075), to provide means for the construction and improvement of public school buildings and additions thereto.

Be it Ordained by the Board of Aldermen of The City of New York as follows:

Section 1. The Board of Aldermen hereby approves of and concurs in the following resolution adopted by the Board of Estimate and Apportionment April 24, 1908, and authorizes the issue of Corporate Stock of The City of New York to the amount and for the purposes therein specified:

Resolved, That pursuant to the provisions of section 47 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment hereby approves of the issue of Corporate Stock of The City of New York to an amount not exceeding four million six hundred and seven thousand and seventy-five dollars (\$4,607,075), to provide means for the construction and improvement of public school buildings and additions thereto, as follows:

High Schools.

BOROUGH OF BROOKLYN.
Girls' High School, addition—Nostrand avenue, Halsey and Macon streets..... \$100,000 00
Erasmus Hall, addition—Flatbush avenue, near Church avenue..... 400,000 00

Elementary Schools.

BOROUGH OF MANHATTAN.
Public School 101—One Hundred and Eleventh street, near Lexington avenue, 44 rooms..... 295,000 00
Public School 132—One Hundred and Eighty-second street and Wadsworth avenue, addition, 16 rooms..... 96,000 00

BOROUGH OF THE BRONX.

Public School 30—One Hundred and Forty-first street and Brook avenue, addition, 18 rooms..... 135,000 00

BOROUGH OF BROOKLYN.	
Public School 28—Herkimer street, near Ralph avenue, 36 rooms.....	211,000 00
Public School 84—Glenmore and Stone avenues, addition, 32 rooms.....	256,000 00
Public School—Barren Island, improvements.....	17,000 00
Public School 126—Meserole avenue and Lorimer street, addition, 16 rooms.....	132,000 00
Public School 128—Twenty-first avenue and Eighty-third street, addition, 10 rooms.....	119,000 00
Public School 160—Fort Hamilton avenue and Fifty-first street, 35 rooms.....	211,000 00
Public School 131—Fort Hamilton avenue and Forty-third street, temporary buildings.....	8,000 00
Public School 162—St. Nicholas avenue and Suydam street, 48 rooms.....	280,000 00
Public School 163—Benson avenue and Seventeenth avenue, 35 rooms.....	211,000 00
Public School 164—Fourteenth avenue and Forty-second street, 48 rooms.....	327,000 00
Public School 166—Porter avenue and Harrison place, 48 rooms.....	327,000 00

BOROUGH OF QUEENS.

Public School 51—Johnson avenue, Richmond Hill, addition, 27 rooms.....	198,000 00
Public School 58—Walker and Grafton avenues, Woodhaven, addition, 24 rooms.....	195,000 00
Public School 77—Covert avenue and George street, Ridgewood, 44 rooms.....	330,000 00
Public School 81—Ridgewood, temporary buildings.....	9,500 00
Public School 87—Middle Village, addition, 24 rooms.....	202,000 00
Public School 7—Van Alst avenue, Long Island City, addition, 24 rooms.....	170,000 00
Public School 92—Park and Grinnell avenues and Randall street, North Corona, 48 rooms.....	182,000 00

Contingencies.

Salaries of Draughtsmen, surveys, borings, draughting room supplies, etc.....	195,575 00
	\$4,607,075 00

—and 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, to an amount not exceeding four million six hundred and seven thousand and seventy-five dollars (\$4,607,075), the proceeds whereof to be applied to the purposes aforesaid.

T. P. SULLIVAN, R. S. DOULL, JOHN D. GUNTHER, WM. P. KENNEALLY, JOHN DIEMER, JOHN J. HOGAN, JOHN J. COLLINS, JAMES W. REDMOND, FRANK L. DOWLING, Committee on Finance.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Bent, Beyer, B. W. B. Brown, J. W. Brown, Coleman, Corbett, Crowley, Davis, Diemer, Doull, Downing, Drescher, Esterbrook, Finnigan, Flanagan, Gaynor, Goldschmidt, Grimm, Gunther, Handy, Heffernan, Hickey, Hines, Hochdorffer, Hogan, Kenneally, Kenney, Levine, Linde, Loos, Martyn, Marx, McAleer, McCann, McDonnell, Muhlbauer, Mulligan, Mulvaney, Murphy, Nagle, Nugent, O'Reilly, Quinn, Redmond, Rendt, Sandiford, Schloss, Stapleton, Stormont, Velten, Walsh, Wentz, President Ahearn and the Vice-Chairman—55.

No. 662 (G. O. No. 56).

The Committee on Finance, to which was referred on April 28, 1908 (Minutes, page 208), the annexed resolution for \$42,000 Special Revenue Bonds to meet deficiencies in salary and fuel accounts of the College of The City of New York, respectfully

REPORTS:

That Auditor Davis, on behalf of the Trustees of the College, filed the accompanying statement of how this deficiency occurred and the amounts in detail necessary to cover same.

The Committee recommends that the said resolution be adopted.

Resolved, That, pursuant to subdivision 8 of section 188 of the Greater New York Charter as amended, the Board of Estimate and Apportionment be and it hereby is requested to authorize the Comptroller to issue Special Revenue Bonds in an amount not exceeding forty-two thousand dollars (\$42,000), the proceeds whereof to be expended by the Board of Trustees of the College of The City of New York for the purpose of meeting the deficiencies in the salary and fuel appropriations of the College for the year 1908, as follows:

Salaries of Teaching Corps.....	\$19,318 00
Salaries, Supervising Office, Engineer's and Janitor's staffs.....	14,682 00
Fuel.....	8,000 00
	\$42,000 00

T. P. SULLIVAN, R. S. DOULL, JOHN D. GUNTHER, WM. P. KENNEALLY, JOHN DIEMER, JOHN J. HOGAN, JOHN J. COLLINS, JAMES W. REDMOND, FRANK L. DOWLING, Committee on Finance.

Statement in Detail of the Amount of the Additional Appropriation Required by the College of The City of New York for the Year 1908.

Salaries of Teaching Corps—

*Appropriation..... \$345,000 00

Cash paid to February 29, 1908 (payrolls)..... 72,023 00

Cash balance March 1, 1908..... \$272,977 00

Salary obligations for eight months ending December 31, 1908..... 292,295 84

Deficit for year 1908..... \$19,318 84

Amount asked for in Budget for 1908..... \$394,000 00

*Amount appropriated for 1908..... 345,000 00

Salaries, Supervising Office, Engineer's and Janitor's Staffs—

*Appropriation for 1908..... \$85,000 00

Cash paid to February 29, 1908 (payrolls)..... 14,963 00

Cash balance March 1, 1908..... \$70,037 00

Estimate of Amount Required from March 1 to December 31, 1908—

Payrolls for ten months ending December 31, 1908..... \$81,718 00

Additional Employees Required on September 1 to December 31, 1908—

Two Engineers at \$4.50 per day, one Wireman at \$4 per day, one Thermostat Repairer at \$5 per day, two Laborers at \$2 per day..... 2,775 00

One Gardener at \$75 per month..... 225 00

Fuel—	
Appropriation, 1908	\$25,000 00
Additional amount required.....	8,000 00
Amount asked for in estimate for 1908.....	<u>\$30,000 00</u>

Which was laid over.

No. 731.

The Committee on Finance, to which was referred on May 12, 1908 (Minutes, page 302), the annexed resolution for \$3,677.10 Special Revenue Bonds to pay Stenographer's charges for testimony in investigation of office of President, Borough of The Bronx, respectfully

REPORTS:

That, having examined the subject, it believes the proposed issue to be proper, as the Committee understands that the Borough President has no fund from which he could draw this sum.

It therefore recommends that the said resolution be adopted.

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and hereby is requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of three thousand six hundred and seventy-seven dollars and ten cents (\$3,677.10), the proceeds whereof to be used for the purpose of paying the charges of Stenographers for transcripts of the testimony taken during the recent investigation of the office of the President of the Borough of The Bronx.

T. P. SULLIVAN, R. S. DOULL, JOHN D. GUNTHER, WM. P. KENNEALLY, JOHN DIEMER, JOHN J. HOGAN, JOHN J. COLLINS, JAMES W. REDMOND, FRANK L. DOWLING, Committee on Finance.

Under Rule 21, consideration of this report was deferred. Subsequently, Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Beyer, J. W. Brown, Carter, Cole, Coleman, Colgan, Corbett, Crowley, Davis, Delaney, Diemer, Doull, Dowling, Drescher, Emener, Esterbrook, Finnigan, Flanagan, Flynn, Gaynor, Goldschmidt, Grimm, Gunther, Handy, Heffernan, Hickey, Hines, Hochdorffer, Kavanagh, Kenneally, Kenney, Levine, Linde, Loos, Martyn, Marx, McAleer, McCann, McDonald, Moskowitz, Muhlbauer, Mulcahy, Mulligan, Mulvaney, Murphy, Nagle, Nugent, O'Reilly, Potter, Redmond, Rendt, Sandiford, Schloss, Smith, Stapleton, Stormont, Veltten, Walsh, Wentz; President Cromwell, President Haffen, President Ahearn and the Vice-Chairman—65.

No. 734 (G. O. No. 57).

The Committee on Finance, to which was referred on May 12, 1908 (Minutes, page 324), the annexed resolution in favor of payment of bills for telephone service, first quarter of 1908, respectfully

REPORTS:

That these are the regular bills authorized by the Clerk of the Board.

It therefore recommends that the said resolution be adopted.

Resolved, That the Comptroller be and he is hereby authorized and requested to draw warrants as follows:

One in favor of the New York Telephone Company for two hundred and twenty-five dollars and fifty-five cents (\$225.55), being for telephone service furnished to the office of the City Clerk for the three months ending March 31, 1908.

One in favor of the New York and New Jersey Telephone Company for eighty-three dollars and one cent (\$83.01), being for telephone service furnished to the rooms of the Board of Aldermen in the Borough of Brooklyn for the three months ending March 31, 1908.

One in favor of the New York and New Jersey Telephone Company for thirty dollars and thirty-two cents (\$30.32), being for telephone service furnished to the office of the City Clerk in the Borough of Brooklyn for the three months ending March 31, 1908.

The said several sums to be payment in full for all services rendered during the periods stated and to be charged to and paid out of the appropriation entitled City Contingencies, 1908.

T. P. SULLIVAN, R. S. DOULL, JOHN D. GUNTHER, WM. P. KENNEALLY, JOHN DIEMER, JOHN J. HOGAN, JOHN J. COLLINS, JAMES W. REDMOND, FRANK L. DOWLING, Committee on Finance.

Which was laid over.

No. 766—(General Order No. 58).

The Committee on Finance, to which was referred on May 19, 1908 (Minutes, page 341), the annexed resolution for \$1,350 Special Revenue Bonds for rent of rooms for Charter Revision Commission, respectfully

REPORTS:

That, having examined the subject, it believes the proposed amount to be necessary for the lease of proper accommodations for this important Commission.

It therefore recommends that the said resolution be adopted.

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter as amended, the Board of Estimate and Apportionment be and it hereby is requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of one thousand three hundred and fifty dollars (\$1,350), the proceeds of the same to be used by the Commissioners of the Sinking Fund for the purpose of paying the rental of the suite of rooms known as 551 on the Liberty street side of the Mutual Life Building at No. 32 Nassau street, Borough of Manhattan, for the use of the New York Charter Commission for a period of one year from the date of occupancy, at an annual rental of one thousand three hundred and fifty dollars (\$1,350), payable quarterly.

T. P. SULLIVAN, R. S. DOULL, JOHN D. GUNTHER, WM. P. KENNEALLY, JOHN DIEMER, JOHN J. HOGAN, JOHN J. COLLINS, JAMES W. REDMOND, FRANK L. DOWLING, Committee on Finance.

Which was laid over.

No. 774.

The Committee on Finance, to which was referred on May 19, 1908 (Minutes, page 358), the annexed resolution for \$1,500 Special Revenue Bonds for expenses at reception of the remains of Governor Clinton of the State of New York, respectfully

REPORTS:

That, having examined the subject, it believes the proposed issue to be necessary for the proper observance of the profound respect and ceremony to be observed in connection with the reception by the City of the remains of the first Governor of the State.

The Committee recommends that the said resolution be adopted.

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and hereby is requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of one thousand five hundred dollars (\$1,500), or so much thereof as may be necessary, the proceeds whereof to be applied by his Honor the Mayor, and such committee of the Board of Aldermen as may be designated in the premises, to meet the expenses contingent to the reception by The City of New York of the body of George Clinton, first Governor of the State of New York, while on its way in transit to its last resting place in the City of Kingston, N. Y.

T. P. SULLIVAN, R. S. DOULL, JOHN D. GUNTHER, WM. P. KENNEALLY, JOHN DIEMER, JOHN J. HOGAN, JOHN J. COLLINS, JAMES W. REDMOND, FRANK L. DOWLING, Committee on Finance.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Bent, Beyer, B. W. B. Brown, J. W. Brown, Carter, Case, Cole, Coleman, Colgan, Collins, Crowley, Davis, Delaney, Doull, Dowling, Downing, Drescher, Emener, Esterbrook, Finnigan, Flanagan, Flynn, Gaynor, Goldschmidt, Grimm, Gunther, Handy, Heffernan, Hickey, Hochdorffer, Kavanagh, Kenneally, Kenney, Levine, Linde, Loos, Martyn, Marx, McAleer, McDonald, Moskowitz, Muhlbauer, Mulligan, Mulcahy, Mulvaney, Murphy, Nagle, Nugent, O'Reilly, Potter, Redmond, Rendt, Sandiford, Schloss, Schneider, Smith, Stapleton, Stormont, Veltten, Walsh, Wentz; President Cromwell, President Haffen, President Ahearn and the Vice-Chairman—65.

Kenneally, Kenney, Levine, Linde, Loos, Martyn, Marx, McAleer, McDonald, Moskowitz, Muhlbauer, Mulligan, Mulvaney, Murphy, Nagle, Nugent, O'Reilly, Potter, Redmond, Rendt, Sandiford, Schloss, Schneider, Smith, Stapleton, Stormont, Veltten, Walsh, Wentz, President Cromwell, President Haffen, President Ahearn and the Vice-Chairman—65.

No. 788.

The Committee on Finance, to which was referred on May 19, 1908 (Minutes, page 361), the annexed resolution for \$500 Special Revenue Bonds for G. A. R. Memorial Day observances, respectfully

REPORTS:

That, having examined the subject, it believes the proposed issue to be necessary for the proper observance of this Memorial Day by the members of the G. A. R.

It therefore recommends that the said resolution be adopted.

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and hereby is requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of five hundred dollars (\$500), the proceeds whereof, in addition to the sum of twenty-five hundred dollars (\$2,500) allotted in the Budget for 1908, shall be applied by the Memorial and Executive Committee of the Grand Army of the Republic for appropriate Memorial Day observances in the Borough of Brooklyn, N. Y.

T. P. SULLIVAN, R. S. DOULL, JOHN D. GUNTHER, WM. P. KENNEALLY, JOHN DIEMER, JOHN J. HOGAN, JOHN J. COLLINS, JAMES W. REDMOND, FRANK L. DOWLING, Committee on Finance.

Under Rule 21 consideration of this report was deferred. Subsequently Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Bent, Beyer, B. W. B. Brown, J. W. Brown, Carter, Case, Cole, Coleman, Colgan, Collins, Crowley, Davis, Delaney, Doull, Dowling, Downing, Drescher, Emener, Esterbrook, Finnigan, Flanagan, Flynn, Gaynor, Goldschmidt, Grimm, Gunther, Handy, Heffernan, Hickey, Hochdorffer, Kavanagh, Kenneally, Kenney, Levine, Linde, Loos, Martyn, Marx, McAleer, McDonald, Moskowitz, Muhlbauer, Mulligan, Mulvaney, Murphy, Nagle, Nugent, O'Reilly, Potter, Redmond, Rendt, Sandiford, Schloss, Schneider, Smith, Stapleton, Stormont, Veltten, Walsh, Wentz; President Cromwell, President Haffen, President Ahearn and the Vice-Chairman—65.

Report of Committee on Public Letting—

No. 610—(G. O. No. 59).

The Committee on Public Letting, to which was referred on April 21, 1908 (Minutes, page 169), the annexed resolution in favor of authorizing the President of the Borough of Brooklyn to equip the First District Municipal Court without public letting, at a cost not to exceed \$4,500, respectfully

REPORTS:

That Judge Walsh, of this Court, appeared before the Committee and stated that new quarters had been assigned to this court which were absolutely bare and needed fittings of all kinds required in such a place. It had been estimated that all such new fittings would cost \$3,800. The balance, \$700, was to be expended for much needed law books.

The Committee recommends that the said resolution be adopted.

Resolved, That in order to meet the emergent necessity of furnishing Part II. of the First District Municipal Court, Borough of Brooklyn, the President of the Borough of Brooklyn be and hereby is authorized and empowered to procure the necessary furnishings without public letting, at a cost not to exceed the sum of four thousand five hundred dollars (\$4,500).

FRANK L. DOWLING, THOS. J. MULLIGAN, MAX S. LEVINE, JOHN DIEMER, JACOB J. VELTEN, G. A. COLGAN, Committee on Public Letting.

Which was laid over.

No. 663.

The Committee on Public Letting, to which was referred on April 28, 1908 (Minutes, page 209), the annexed resolution in favor of authorizing the Department of Public Charities to repair automobile without public letting, at a cost not to exceed \$1,800, respectfully

REPORTS:

That the reason for this expenditure is fully set forth in the annexed letter from Commissioner Heberd. The Committee believes this machine should properly be repaired by its makers, and therefore recommends that the said resolution be adopted.

Resolved, That the Commissioner of Public Charities be and he hereby is authorized and empowered in pursuance of the provisions of section 419 of the Greater New York Charter to enter into contract without public letting for the repair of one automobile, a Berliet car No. 12924, belonging to said Department, and which was damaged in collision on April 15, with a car No. 2015 of the Third avenue line, at a total cost not to exceed \$1,800.

FRANK L. DOWLING, MAX S. LEVINE, THOS. J. MULLIGAN, G. A. COLGAN, JOHN DIEMER, JACOB J. VELTEN, Committee on Public Letting.

Department of Public Charities,
Foot of East Twenty-sixth Street,
April 25, 1908.

Hon. P. F. McGOWAN, President, Board of Aldermen, City Hall, City:

Dear Sir—On the afternoon of April 15, at about 1:15 o'clock, as the undersigned was going to luncheon in the automobile (Berliet No. 12924) of this Department, assigned to this office for service, a southbound trolley car, No. 2015, of the Third avenue line, in charge of Motorman No. 938, ran into the machine from behind, at Twenty-first street and Third avenue, as we were going on the track from the westernly roadway, which was impeded by trucks, and smashed the machine against an iron pillar of the elevated railway in the middle of the street, causing much damage to the automobile.

The following statement has been received, estimating the damages to the Department's Berliet automobile, from the American Locomotive Automobile Company, manufacturers of the said car:

"Following your communication of April 22, we have made an examination of your Berliet car No. 12924, which was damaged in collision, and herewith hand you our estimate to make the necessary repairs and renewals to put the car in first-class condition:

"One new frame.
"One new dash.
"One new transmission case.
"One new driving shaft.
"One new speed shifter rod.
"One new motor crank case.
"One new front wheel.
"One new front spring.
"One new steering connection.
"One new body.

"In addition to this we will repair the top and make all necessary repairs and renewals to the chassis, and do whatever repainting necessary to put the car in first-class condition, for the sum of \$1,800 net."

I would respectfully request that permission be granted to this Department to have the repairs to this automobile made without public letting, at a cost not to exceed \$1,800.

This matter has been called to the attention of the Corporation Counsel, with a view to having the railroad company pay for the damage to the machine if possible.

Respectfully yours,
ROBERT W. HEBBERD, Commissioner.

Under Rule 21 consideration of this report was deferred. Subsequently Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Bent, Beyer, B. W. B. Brown, J. W. Brown, Case, Cole, Coleman, Colgan, Corbett, Crowley, Davis, Delaney, Diemer, Doull, Dowling, Downing, Drescher, Emener, Finnigan, Flanagan, Flynn, Gaynor, Grimm, Gunther, Handy, Heffernan, Hickey, Hines, Hochdorffer, Hogan, Johnson, Kavanagh, Kenneally, Kenney, Linde, Loos, Martyn, Marx, McAleer, McCann, McDonald, Morrison, Moskowitz, Muhlbauer, Mulligan, Murphy, Nagle, Nugent, Potter, Quinn, Redmond, Rendt, Schloss, Smith, Stapleton, Stormont, Velten, Walsh, Wentz, President Haffen, President Ahearn and the Vice-Chairman—63.

Reports of Committee on Salaries and Offices—

No. 447.

The Committee on Salaries and Offices, to which was referred on March 24, 1908 (Minutes, page 1271), the annexed resolution in favor of fixing grade of Clerk under Board of Taxes and Assessments at \$1,650 per annum, respectfully

REPORTS:

That, having examined the subject, it believes the proposed grade to be necessary for the purposes of promotion, as it forms an intermediate grade not before established in this office.

It therefore recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment at a meeting held March 20, 1908, adopted the following resolution:

"Resolved, That the Board of Estimate and Apportionment, in accordance with the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment of the grade of position of Clerk in the Department of Taxes and Assessments, in addition to those already existing therein, with salary at the rate of sixteen hundred and fifty dollars (\$1,650) per annum."

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

R. S. DOULL, T. P. SULLIVAN, JOHN DIEMER, EDW. V. HANDY, W. P. SANDIFORD, P. F. FLYNN, MICHAEL STAPLETON, Committee on Salaries and Offices.

Under Rule 21 consideration of this report was deferred. Subsequently Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Beyer, J. W. Brown, Case, Cole, Colgan, Crowley, Davis, Delaney, Dowling, Drescher, Emener, Esterbrook, Finnigan, Flanagan, Flynn, Gaynor, Grimm, Heffernan, Hickey, Hochdorffer, Kavanagh, Kenneally, Kenney, Loos, Martyn, Marx, McAleer, McCann, McDonald, Muhlbauer, Mulcahy, Mulligan, Mulvaney, Murphy, Nagle, Nugent, O'Reilly, Redmond, Sandford, Schloss, Schneider, Smith, Stormont, Velten, Walsh, Wentz, President Haffen, President Ahearn and the Vice-Chairman—50.

No. 659.

The Committee on Salaries and Offices, to which was referred on April 28, 1908 (Minutes, page 204), the annexed resolution in favor of fixing increased wages for Stablemen in Department of Street Cleaning, respectfully

REPORTS:

That, having examined the subject, it believes the proposed increase to be on a par with what has already been done for the Sweepers and Drivers in this Department, and believes this class of employees to be equally worthy of the increase.

It therefore recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment at a meeting held April 24, 1908, adopted the following resolution:

"Resolved, That the Board of Estimate and Apportionment, in accordance with the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment of the grade of the position of Stableman in the Department of Street Cleaning, in addition to those already existing therein, with salary at the rate of seven hundred and sixty dollars (\$760) per annum, and extra pay at the rate of 25 cents per hour for Sunday work."

Resolved, That the Board of Aldermen hereby concurs in said resolution and fixes the salary of the above position as set forth therein.

R. S. DOULL, T. P. SULLIVAN, JOHN DIEMER, EDW. V. HANDY, W. P. SANDIFORD, P. F. FLYNN, MICHAEL STAPLETON, Committee on Salaries and Offices.

Under Rule 21 consideration of this report was deferred. Subsequently Alderman Doull moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Beyer, J. W. Brown, Case, Cole, Colgan, Crowley, Davis, Delaney, Dowling, Drescher, Emener, Esterbrook, Finnigan, Flanagan, Flynn, Gaynor, Grimm, Heffernan, Hickey, Hochdorffer, Kavanagh, Kenneally, Kenney, Loos, Martyn, Marx, McAleer, McCann, McDonald, Muhlbauer, Mulcahy, Mulligan, Mulvaney, Murphy, Nagle, Nugent, O'Reilly, Redmond, Sandford, Schloss, Schneider, Smith, Stormont, Velten, Walsh, Wentz, President Haffen, President Ahearn and the Vice-Chairman—50.

No. 694.

The Committee on Salaries and Offices, to which was referred on May 5, 1908 (Minutes, page 250), the annexed resolution in favor of fixing grades for Chief Engineer and Deputy Chief Engineer, Department of Docks and Ferries, at \$10,000 and \$6,000 respectively, respectfully

REPORTS:

That, having examined the subject, it believes the proposed increases to be warranted by the class of work performed by the recipients, taking as a basis the salaries paid by private corporations to professional men of this character.

It therefore recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment at a meeting held May 1, 1908, adopted the following resolution:

"Resolved, That the Board of Estimate and Apportionment, in accordance with the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment of the following grade of position in the Department of Docks and Ferries, in addition to those already existing therein:

Incum-
bents. Per
annum.

Chief Engineer 1 \$10,000 00

—and the establishment of the following position in said Department:

Incum-
bents. Per
annum.

Deputy Chief Engineer 1 \$6,000 00

Resolved, That the Board of Aldermen hereby concurs in the above resolution and fixes the salaries of said positions as set forth therein.

R. S. DOULL, T. P. SULLIVAN, W. P. SANDIFORD, EDW. V. HANDY, P. F. FLYNN, MICHAEL STAPLETON, Committee on Salaries and Offices.

Under Rule 21 consideration of this report was deferred. Subsequently Alderman Doull moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Beyer, J. W. Brown, Case, Cole, Colgan, Crowley, Davis, Delaney, Dowling, Drescher, Emener, Esterbrook, Finnigan, Flanagan, Flynn, Gaynor, Grimm, Heffernan, Hickey, Hochdorffer, Kavanagh, Kenneally, Kenney, Loos, Martyn, Marx, McAleer, McCann, McDonald, Muhlbauer, Mulcahy, Mulligan, Mulvaney, Murphy, Nagle, Nugent, O'Reilly, Redmond, Sandford, Schloss, Schneider, Smith, Stormont, Velten, Walsh, Wentz, President Haffen, President Ahearn and the Vice-Chairman—50.

Report of Committee on Affairs of Boroughs—

No. 727.

The Committee on Affairs of Boroughs, to which was referred, on May 12, 1908 (Minutes, page 291), the application of the Springfield, L. I., Cemetery Society for consent to acquire and set apart land for cemetery purposes in the Borough of Queens, respectfully

REPORTS:

That a hearing was given on the subject, at which all in appearance spoke favorably, and the Committee therefore submits for adoption the herewith annexed resolution.

Whereas, The Springfield, L. I., Cemetery Society has applied to the Board of Aldermen of The City of New York for its consent to take by deed and set apart for cemetery purposes certain lands or grounds in the County of Queens, Borough of Queens, City of New York.

Beginning at the easterly side of the Springfield road and the northerly line of the cemetery of the Springfield Cemetery Association, and running north along said road about 791.86 feet to lands of Van Nostrand; thence along said lands and almost in a straight line about 3,916.21 feet; thence south almost at right angles about 1,139.65 feet; thence west and nearly at right angles to the Springfield road about 1,144.85 feet; thence again south and almost parallel with Springfield road about 360.20 feet; thence west almost at right angles to said road about 2,113.33 feet; thence again south and almost parallel with said road about 58.52 feet; thence again west almost at right angles to said road about 544.83 feet to said road, and thence along the easterly side of said road northerly about 306.10 feet to the said Springfield Cemetery; thence along the southerly line of said cemetery about 497.72 feet; thence north along the said cemetery about 143.97 feet; thence again east along said cemetery about 508.78 feet; thence north along said cemetery about 187.93 feet; and thence west along said cemetery about 906.50 feet to the place of beginning; and

Whereas, Notice of application for such consent has been published according to law.

Resolved, That the consent of the Board of Aldermen be and the same hereby is given and granted to the Springfield, L. I., Cemetery Society, its successors or assigns to take by deed, devise or otherwise, and set apart for cemetery purposes the following described lands or grounds in the County of Queens, Borough of Queens, City of New York and State of New York:

Beginning at the easterly side of the Springfield road and the northerly line of the cemetery of the Springfield Cemetery Association, and running north along said road about 791.86 feet to lands of Van Nostrand; thence along said lands and almost in a straight line about 3,916.21 feet; thence south almost at right angles about 1,139.65 feet; thence west and nearly at right angles to the Springfield road about 1,144.85 feet; thence again south and almost parallel with Springfield road about 360.20 feet; thence west almost at right angles to said road about 2,113.33 feet; thence again south and almost parallel with said road about 58.52 feet; thence again west almost at right angles to said road about 544.83 feet to said road, and thence along the easterly side of said road northerly about 306.10 feet to the said Springfield Cemetery; thence along the southerly line of said cemetery about 497.72 feet; thence north along the said cemetery about 143.97 feet; thence again east along said cemetery about 508.78 feet; thence north along said cemetery about 187.93 feet; and thence west along said cemetery 906.50 feet to the place of beginning.

Containing about 112.772 acres.

JAMES J. SMITH, CHARLES P. COLE, MATTHEW J. CROWLEY, JAMES J. HINES, WILLIAM J. HEFFERNAN, Committee on Affairs of Boroughs.

Under Rule 21 consideration of this report was deferred. Subsequently Alderman Smith moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, J. W. Brown, Cole, Coleman, Colgan, Crowley, Delaney, Diemer, Doull, Dowling, Downing, Drescher, Flynn, Gaynor, Grimm, Gunther, Heffernan, Hickey, Hines, Hogan, Kenneally, Kenney, Levine, Linde, Loos, Martyn, Marx, McCann, Moskowitz, Muhlbauer, Mulvaney, Murphy, Nagle, Nugent, Potter, Redmond, Rendt, Sandford, Schloss, Smith, Stapleton, Velten, Walsh and Wentz—44.

Negative—Aldermen Bent, B. W. B. Brown, Carter, Case, Emener, Esterbrook, Flanagan, Johnson, Morrison, Mulligan and Stormont—11.

GENERAL ORDERS.

Alderman Dowling called up General Order No. 52, being a report and resolution, as follows:

No. 702.

The Committee on Finance, to which was referred on May 5, 1908 (Minutes, page 259), the annexed resolution in favor of an issue of \$100,000 Special Revenue Bonds to meet deficiency in appropriation, Department of Parks, Boroughs of Manhattan and Richmond, respectfully

REPORTS:

That Commissioner Smith appeared before the Committee and stated that owing to the increased work required in the line of labor in the parks and the additional playgrounds established, for which labor and attendance must be furnished, for which no Budget allowance was made, that the appropriation will be exhausted and it will be necessary to lay off a large number of men just at a time when their work would be of great service to the City in preserving and maintaining park property.

The Committee recommends that the said resolution be adopted.

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment be and it hereby is requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of one hundred thousand dollars (\$100,000), the proceeds of the same to be applied to the appropriation for Maintenance, 1908, Department of Parks, Boroughs of Manhattan and Richmond.

R. S. DOULL, JOHN DIEMER, JAMES W. REDMOND, JOHN J. COLLINS, JOHN MULVANEY, WM. P. KENNEALLY, FRANK L. DOWLING, Committee on Finance.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Bent, Beyer, B. W. B. Brown, J. W. Brown, Carter, Case, Cole, Coleman, Colgan, Collins, Corbett, Crowley, Davis, Delaney, Diemer, Doull, Dowling, Downing, Drescher, Emener, Finnigan, Flanagan, Flynn, Gaynor, Grimm, Gunther, Heffernan, Hickey, Hines, Hogan, Kenneally, Kenney, Levine, Linde, Loos, Martyn, Marx, McCann, McDonald, Muhlbauer, Mulcahy, Mulligan, Mulvaney, Murphy, Nagle, Nugent, O'Reilly, Redmond, Rendt, Sandford, Schloss, Smith, Stapleton, Velten, Walsh, Wentz, President Haffen, President Ahearn and the Vice-Chairman—65.

Negative—Alderman Esterbrook—1.

REPORTS OF STANDING COMMITTEES RESUMED.

Report of Committee on Laws and Legislation—

No. 148.

The Committee on Laws and Legislation, to which was referred on January 28, 1908 (Minutes, page 904), the annexed ordinance requiring the equipment with brakes of all vehicles used in carrying merchandise and materials, respectfully

REPORTS:

That the Alderman who introduced this proposed measure desires its withdrawal, and that having examined the subject, it believes there is no pressing need for such an ordinance, and as it has developed considerable opposition by large and influential bodies to be affected by its passage, it recommends that the said ordinance be placed on file.

AN ORDINANCE requiring the equipping with brakes of all vehicles used in carrying merchandise and materials.

Be it Ordained by the Board of Aldermen of The City of New York as follows:

Section 1. Every cart, dray, truck or other vehicle used or intended for use in carrying merchandise and materials shall be provided and equipped with a brake of suitable strength and design, to be approved by the Mayor or Commissioner of Police, and no license shall be issued to any such vehicle requiring a license unless the same shall be so provided and equipped.

Sec. 2. Any person using or driving any such vehicle which is not so provided or equipped shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof, be fined any sum not less than one dollar nor more than ten dollars, and in the case of a licensed vehicle the same be subject to the suspension or revocation of its license in the discretion of the Chief or Deputy Chief of the Bureau of Licenses, with the approval of the Mayor.

Sec. 3. This ordinance shall take effect July 1, 1908.

JAMES W. REDMOND, JOHN F. WALSH, JOS. D. KAVANAGH, JOHN S. GAYNOR, JOHN J. F. MULCAHY, CHARLES DELANEY, Committee on Laws and Legislation.

Which report was accepted.

MOTIONS, ORDINANCES AND RESOLUTIONS.

No. 799.

By the President—

Resolved, That the following-named persons be and they hereby are appointed Commissioners of Deeds:

By the President—

Maurice Rose, No. 622 West One Hundred and Seventy-ninth street, Manhattan. Josephine E. Dolan, No. 104 West One Hundred and Second street, Manhattan. Henry P. Velte, No. 265 Hewes street, Brooklyn. W. E. Coonan, No. 332 St. Nicholas avenue, Manhattan. Chas. M. Eisig, No. 56 West One Hundred and Twelfth street, Manhattan. Pauline E. Witte, No. 1293 Myrtle avenue, Brooklyn. Michael E. Doyle, No. 319 Chauncey street, Brooklyn. William D. Davis, No. 507 Third street, Brooklyn. Henry Bloch, No. 911 Park avenue, Manhattan.

By the Vice-Chairman—

David A. Nathanson, No. 1804 St. Johns place, Brooklyn. Herman Panoff, No. 1776 Pitkin avenue, Brooklyn.

By Alderman Baldwin—

Mary O'Donnell, No. 147 East Fiftieth street, Manhattan. Christian Kull, No. 1041 Second avenue, Manhattan.

By Alderman Barton—

August Buermann, No. 871 Driggs avenue, Brooklyn.

By Alderman J. W. Brown—

Alfreda M. Schneider, No. 832 Dawson street, Bronx.

Frederick W. Schwensen, No. 586 East One Hundred and Thirty-fourth street, Bronx.

By Alderman B. W. B. Brown—

George Landon, No. 252 West Fifty-fifth street, Manhattan.

By Alderman Carter—

Henry L. Bogert, No. 87 Maple avenue, Flushing, Queens. K. Bastenbeck, No. 326 Fulton street, Jamaica, Queens. Lawrence T. Gresser, No. 351 Shelton avenue, Jamaica, Queens.

By Alderman Case—

Joseph A. Duross, No. 138 West Seventy-first street, Manhattan. Edward A. Neylan, No. 132 West Sixty-seventh street, Manhattan.

By Alderman Colgan—

James H. Henderson, No. 10 Brooklyn avenue, Brooklyn.

By Alderman Delaney—

Carmelo Lo Curto, No. 1663 Madison avenue, Manhattan.

By Alderman Diemer—

Grover C. Flaherty, No. 301 Ocean parkway, Brooklyn. Herman L. Schoer, No. 935 Putnam avenue, Brooklyn. Francis L. Thorne, No. 103 Vernon avenue, Brooklyn.

By Alderman Doull—

Louis Lowenstein, No. 350 Broadway, Manhattan.

By Alderman Dowling—

Robert M. Sypher, No. 223 West Twenty-eighth street, Manhattan. Frank Boylan, No. 459 West Twenty-third street, Manhattan.

By Alderman Downing—

L. B. Schattenkircher, No. 184 Clinton street, Brooklyn. F. R. Caulkins, No. 16 Court street, Brooklyn. Charles J. Curtin, No. 16 Court street, Brooklyn.

By Alderman Drescher—

Ja'cob Mark, No. 7 Worth street, Manhattan.

By Alderman Esterbrook—

Warren J. Eldredge, No. 142 Macon street, Brooklyn.

By Alderman Flanagan—

J. Frank Ryan, No. 97 Main street, Flushing, Queens.

By Alderman Gaynor—

E. S. C. Littlefield, No. 88 Hooper street, Brooklyn.

By Alderman Goldschmidt—

Julius J. Michael, No. 12 East One Hundred and Seventh street, Manhattan.

Jacob Tatarinsky, No. 56 East Ninety-eighth street, Manhattan.

Max Goldberg, No. 10 East One Hundred and Eighth street, Manhattan.

Morris S. Hirschberg, No. 22 West One Hundred and Thirteenth street, Manhattan.

Edward Miller, No. 203 West One Hundred and Nineteenth street, Manhattan.

By Alderman Grimm—

Daniel J. Lee, No. 16 Court street, Brooklyn.

David V. Cahill, No. 414 Warwick street, Brooklyn.

E. D. Benedict, No. 16 Court street, Brooklyn.

David Blitzer, No. 289 Hinsdale street, Brooklyn.

Oscar Wm. Swift, No. 134 Arlington avenue, Brooklyn.

By Alderman Gunther—

Harry S. Frost, No. 206 Broadway, Manhattan.

John P. Dikeman, No. 69 North Oxford street, Brooklyn.

Frank Woodworth, No. 382 Twelfth street, Brooklyn.

Herman H. Schierloh, No. 694 Tenth street, Brooklyn.

John H. Campbell, No. 197 Monitor street, Brooklyn.

By Alderman Handy—

E. V. R. Ketchum, No. 1038 Woodycrest avenue, Bronx.

By Alderman Hines—

Abraham Meyer, No. 611 West One Hundred and Tenth street, Manhattan.

Francis J. Connor, No. 329 West One Hundred and Twenty-fourth street, Manhattan.

By Alderman Hochdorffer—

Arthur J. Meyers, No. 3772 Park avenue, Bronx.

By Alderman Hogan—

William M. Smith, No. 137 Maple avenue, Flushing, Queens.

By Alderman Kavanagh—

Sophia Schulze, No. 407 East Seventy-eighth street, Manhattan.

By Alderman Kenneally—

John Coleman, No. 286 Avenue B, Manhattan.

John P. Broomell, No. 215 East Fifteenth street, Manhattan.

By Alderman Kenney—

Walter A. Spratt, No. 318 Degraw street, Brooklyn.

Mabel A. Thake, No. 478 State street, Brooklyn.

M. F. McDonald, No. 357 Fulton street, Brooklyn.

By Alderman Levine—

I. Rosenbloom, No. 27 Rutgers street, Manhattan.

Edward W. Ladew, No. 769 First avenue, Manhattan.

Bernard B. Golden, No. 341 East Seventy-eighth street, Manhattan.

Bernard Alexander, No. 49 St. Marks place, Manhattan.

Leo. Ph. Ullmann, No. 9 West Sixty-fourth street, Manhattan.

Murray Spies, No. 142 Division street, Manhattan.

Abner S. Werblin, No. 115 Broadway, Manhattan.

Mervyn Wolff, No. 299 Broadway, Manhattan.

Joseph F. Brannigan, No. 299 Broadway, Manhattan.

By Alderman Linde—

Frederic Mohle, No. 1124 Eighty-fifth street, Brooklyn.

Thomas Burnham, No. 372 Forty-ninth street, Brooklyn.

Theodore Baab, No. 719 Forty-third street, Brooklyn.

By Alderman Loos—

John M. Boteler, No. 217 East Thirty-first street, Manhattan.

By Alderman Martyn—

Sidney F. Strongin, No. 100 Bristol street, Brooklyn.

Rose Letzter, No. 115a Liberty avenue, Brooklyn.

Geo. W. Smith, No. 509 East Twenty-fourth street, Brooklyn.

By Alderman Marx—

Meyer S. Schloss, No. 3132 Broadway, Manhattan.

Arthur Wihuyk, No. 23 West One Hundred and Fourteenth street, Manhattan.

Benjamin Klinger, No. 56 West One Hundred and Twelfth street, Manhattan.

Anna Rehfeld, No. 9 West One Hundred and Eighteenth street, Manhattan.

By Alderman Morrison—

Joseph C. K. Studwell, No. 961 Rogers avenue, Brooklyn.

J. N. E. Kraeger, No. 88 Linden avenue, Brooklyn.

By Alderman Mulcahy—

William J. Burke, No. 512 West One Hundred and Sixty-second street, Manhattan.

John F. Haddock, No. 202 West One Hundred and Forty-third street, Manhattan.

By Alderman Murphy—

J. A. Heaney, No. 1030 Faile street, Bronx.

By Alderman McCann—

Ralph Folks, No. 1030 Park avenue, Manhattan.

Michael J. Murray, No. 306 West Fifty-fourth street, Manhattan.

John J. Donohue, No. 307 Columbus avenue, Manhattan.

Abraham A. Mullins, No. 161 West Sixty-sixth street, Manhattan.

Edward L. Hackney, No. 101 West Eighty-third street, Manhattan.

James Barrett, No. 162 Amsterdam avenue, Manhattan.

Thomas F. Keary, No. 410 Amsterdam avenue, Manhattan.

Thomas Donohue, No. 2216 Broadway, Manhattan.

Hubert L. Casey, No. 163 West Eighty-fourth street, Manhattan.

Thomas J. Coman, No. 35 West Seventy-sixth street, Manhattan.

Hugh C. Riley, No. 165 West End avenue, Manhattan.

Joseph Lallement, No. 423 Amsterdam avenue, Manhattan.

Michael J. Rooney, No. 607 Amsterdam avenue, Manhattan.

Theo. Brophy, No. 556 West One Hundred and Eighty-first street, Manhattan.

Frank Donnelly, No. 213 West Eighty-eighth street, Manhattan.

Wm. S. Costa, No. 210 West Sixty-ninth street, Manhattan.

By Alderman Nagle—

George Kahn, No. 66 West One Hundred and Twenty-eighth street, Manhattan.

By Alderman O'Reilly—

William Volk, No. 330 East Eighty-fourth street, Manhattan.

Chas. O. Korth, No. 184 East End avenue, Manhattan.

By Alderman Potter—

James M. Lane, No. 1270 Seventy-third street, Brooklyn.

J. I. MacDonald, No. 326 Adelphi street, Brooklyn.

By Alderman Quinn—

R. Leslie Smith, No. 254 Steinway avenue, Long Island City.

By Alderman Reardon—

O. F. Koehler, No. 1486 Third avenue, Manhattan.

By Alderman Redmond—

Charles B. Coates, No. 196 Prospect place, Brooklyn.

Francis S. McDivitt, No. 215 Montague street, Brooklyn.

A. W. Burlingame, Jr., No. 215 Montague street, Brooklyn.

Bernard P. A. McCarty, No. 208 Stone street, Brooklyn.

By Alderman Rendt—

George Jacob, corner of Richmond and Ocean avenues, Richmond.

By Alderman Schloss—

Daniel M. Buckley, No. 10 West Ninety-eighth street, Manhattan.

No. 801.

By the Vice-Chairman—

Resolved, That permission be and the same is hereby given to the La Croix-Sweet Company to have two sets of men, each eight in number, parade the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department, such permission to continue only for a period of thirty days from the date of receipt hereof from his Honor the Mayor.

Which was adopted.

No. 802.

By Alderman Sandford—

Resolved, That permission be and the same is hereby given to Lester & Lester to erect, place and keep a bulletin board in front of No. 840 Broadway, Borough of Manhattan, said bulletin board to be erected at their own expense, under the supervision of the President of the Borough of Manhattan, and such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 803.

By Alderman Smith—

Resolved, That permission be and the same is hereby given to John Gumpel & Son to parade ten men with advertising boards through the streets and thoroughfares of The City of New York under the supervision of the Police Department, for a period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 804.

By Alderman Potter—

AN ORDINANCE to regulate the use of sidewalks on Coney Island avenue, from the plaza at Parkside avenue to Neptune avenue.

Be it Ordained by the Board of Aldermen of The City of New York as follows:

All courtyard and stoop privileges are hereby prohibited and withdrawn on Coney Island avenue, from the plaza at Parkside avenue to Neptune avenue, and that it will be unlawful to build, project or place any fence, stoop, piazza, projection or encumbrance whatever, with the exception of bay or show windows, beyond the property line of the said Coney Island avenue between the above mentioned limits.

No. 805.

By the same—

AN ORDINANCE to reduce the width of the sidewalks on Coney Island avenue from the plaza at Parkside avenue to Neptune avenue.

Be it Ordained by the Board of Aldermen of The City of New York as follows:

That the width of the sidewalks on Coney Island avenue, from the plaza at Parkside avenue to Neptune avenue, be reduced from twenty-five (25) feet to fifteen (15) feet, so that the curb lines will be fifteen (15) feet from and parallel with the building lines.

Which were severally referred to the Committee on Streets, Highways and Sewers.

No. 806.

By the same—

Resolved, That permission be and the same is hereby given to the Coney Island Hippodrome Company to parade with music and performing animals through the streets and thoroughfares of Coney Island, Borough of Brooklyn, under the direction and supervision of the Police Department; such parade to be a daily one, and such permission to continue only for a period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 807.

By the same—

Resolved, That permission be and the same is hereby given to the Coney Island Hippodrome Company to parade with a steam calliope through the streets and thoroughfares of The City of New York under the direction and supervision of the Police Department; such permission to continue only for a period of thirty days from the date of receipt hereof from his Honor the Mayor.

Which was adopted.

No. 808.

By Alderman Moskowitz—

Resolved, That permission be and the same is hereby given to the Independent Przemysler Young Men's Benevolent Association to suspend a banner between Nos. 239 and 240 Rivington street to advertise a picnic for a period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 809.

By Alderman Morrison—

Resolved, That permission be and the same is hereby given to the Nassau Brewing Company to place a watering trough near the curb in front of their premises, No. 2338 Bedford avenue, Borough of Brooklyn, the work to be done and the water supplied at their own expense, under the direction of the President of the Borough of Brooklyn, such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 810.

By Alderman Marx—

Resolved, That Morris Brown, of No. 14 West One Hundred and Thirteenth street, in the Borough of Manhattan, be and he is hereby appointed a City Surveyor.

Which was referred to the Committee on Salaries and Offices.

No. 811.

By Alderman Levine—

Resolved, That permission be and the same is hereby given to the Minsk Young Friends' Benevolent Association to drive an advertising wagon, with music, through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only for a period of thirty days from the date of receipt hereof from his Honor the Mayor.

Which was adopted.

No. 812.

By the same—

Resolved, That permission be and the same is hereby given to I. Fleisig to suspend a banner across the carriageway of Grand street, from No. 310 to No. 311, in the Borough of Manhattan, provided the consent of the property owners thereto shall first have been obtained; the work to be done under the supervision of the President of the Borough, such permission to continue only for a period of thirty days from the date of receipt hereof from his Honor the Mayor.

Which was adopted.

No. 813.

By Alderman Kenneally—

Resolved, That permission be and the same is hereby given to John Vogel to erect, place and keep a storm door and an awning within the stoop line in front of his premises No. 201 East Fourteenth street, in the Borough of Manhattan, provided said storm door and said awning shall be erected so as to conform in all respects with the provisions of the ordinances in such cases made and provided; the work to be done under the supervision of the President of the Borough; such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 814.

By Alderman Johnson—

Resolved, That permission be and the same is hereby given to Dr. William Biddle to parade two men with advertising signs through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only for the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 815.

By Alderman Hickey—

Resolved, by the Board of Aldermen of The City of New York, That the President of the Borough of The Bronx, heads of Departments, Bureaus and offices be and they are hereby requested to grant leave of absence on May 30th (Decoration Day) to City employees, including Laborers, etc., who are members of the Exempt Firemen of

the Twenty-third and Twenty-fourth Wards, Borough of The Bronx, to enable the members of said association to take part in the parade on that day.

Which was referred to the Committee on Salaries and Offices.

No. 816.

By Alderman Heffernan—

Resolved, That the Police Commissioner be and he is hereby requested to equip Prospect Park West with Bicycle Policemen, owing to the great traffic of automobiles from Flatbush avenue to Twentieth street, in the Borough of Brooklyn.

Which was adopted.

No. 817.

By Alderman Gunther—

Resolved, That permission be and the same is hereby given to the Fifth Avenue Confectionery and Amusement Company, of No. 344 Fifth avenue, Borough of Brooklyn, to drive an advertising automobile and bicycle through the streets and thoroughfares of the Borough of Brooklyn, under the supervision of the Police Department, such permission to continue only for a period of thirty days from the date of receipt thereof from his Honor the Mayor.

Which was adopted.

No. 818.

By Alderman Gaynor—

Resolved, That it be and it is hereby recommended to the Commissioner of Water Supply, Gas and Electricity that a watering trough be located and maintained on the sidewalk near the curb on the north side of Lynch street, below Bedford avenue, in the Borough of Brooklyn.

Which was adopted.

No. 819.

By Alderman Flynn—

Resolved, That permission be and the same is hereby given to the Inter-Settlement Athletic Association to parade through the streets and thoroughfares of the Borough of Manhattan with a donkey cart and clown for the purpose of advertising a circus to be given for the benefit of Gordon House (Settlement), under the supervision of the Police Department, such permission to continue only for a period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 820.

By Alderman Flanagan—

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

John Heinrich, being duly sworn, says that he is the Secretary of Enterprise Hose Company 2, and has been said Secretary for two years past.

Deponent further says that he has read the affidavit of John Heinze, the Foreman of said Enterprise Hose Company 2, respecting the election of James Starkins and Theo. Witzel, hereto annexed, and that the statements contained in said affidavit are true to deponent's knowledge.

That each of said persons are actually bona fide residents of College Point and are actually engaged in the service of the Volunteer Fire Department of College Point. Deponent on behalf of said company requested that the election of said persons to membership in the said company be approved, ratified and confirmed.

JOHN E. HEINRICH,
Secretary, Enterprise Hose Company 2.

Sworn to before me this 18th day of May, 1908.

(Seal.) John P. Kraebel,
Notary Public,
Queens County, N. Y.

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

John Heinze, being duly sworn, deposes and says that he is a resident of College Point, in the Third Ward of the Borough of Queens, City of New York, and is the duly elected Foreman and now in charge of Enterprise Hose Company 2 of College Point, a volunteer hose company of the Fire Department in said College Point aforesaid.

That the persons named below were duly elected members of said Enterprise Hose Company 2 at the regular meeting of said company, on the respective dates set opposite the names of each person, viz.: James Starkins, on April 5, 1906; Theo. Witzel, on December 5, 1907.

That since the election each of said persons have been and are actually engaged in volunteer service of said Fire Department, and are bona fide residents of said former Village of College Point, and their respective residences are as follows: James Starkins, High street; Theodore Witzel, Second avenue and Tenth street.

JOHN HEINZE,
Foreman of Enterprise Hose Company 2.

Sworn to before me this 18th day of May, 1908.

(Seal.) John P. Kraebel,
Notary Public,
Queens County, N. Y.

Which was referred to the Committee on Fire.

No. 821.

By Alderman Finnigan—

Resolved, That permission be and the same is hereby given to William Berkowitz, of No. 262 Seigel street, in the Borough of Brooklyn, to duplicate a miniature stage route for the amusement of the children in his neighborhood, with a pony and small wagon.

Which was adopted.

No. 822.

By Alderman Emener—

Resolved, That permission be and the same is hereby given to the Down and Out Club to drive an advertising wagon through the streets and thoroughfares of the Borough of Queens, under the supervision of the Police Department; such permission to continue only for a period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 823.

By Alderman Downing—

Resolved, That the Examining Board of Plumbers be and hereby is authorized and empowered to procure badges for its members, the said badges to be worn and used as a means of identification while on visits pertaining to the official business of said Board; the said badges to be of nominal cost and to be charged to and paid out of said Board's appropriation for contingent expenses for the year 1908.

Which was referred to the Committee on Finance.

No. 824.

By Alderman Cole—

AN ORDINANCE to amend section 430 of Part 1 of the Code of Ordinances of The City of New York, relating to "the Discharge of Firearms."

Be it Ordained, by the Board of Aldermen of The City of New York, as follows: Section 1. Section 430 of the Code of Ordinances of The City of New York, relating to the discharge of firearms is hereby amended by adding at the end thereof the words "the grounds of the Bedell estate, on the northerly side of the Amboy road, adjoining Brook avenue, in the Fifth Ward, former Town of Westfield, and also the Smith farm, in the Fifth Ward, former Town of Annadale, in the Borough of Richmond."

Sec. 2. This ordinance shall take effect immediately.

The Vice-Chairman put the question whether the Board would agree with said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Bent, B. W. B. Brown, J. W. Brown, Cole, Colgan, Corbett, Crowley, Davis, Delaney, Doull, Dowling, Downing, Drescher, Emener, Esterbrook, Finnigan, Flanagan, Goldschmidt, Handy, Hickey, Hines, Hochdorffer, Johnson, Kenneally, Kenney, Loos, Marx, McAleer, McDonald, Mulcahy, Mulligan Mulvaney, Murphy, Nagle, O'Reilly, Redmond, Rendt, Sandiford, Stapleton, Stormont, Walsh, President Haffen and the Vice-Chairman—44.

No. 825

By Alderman Baldwin—

Whereas, The cult of cleanliness is eminently desirable and is generally recognized by the success attending the various public baths now in operation; and

Whereas, The popularization of such baths is greatly enhanced by the provision of swimming pools, as exemplified in the Twenty-third and Fiftieth street baths; and

Whereas, A swimming pool is not included in the plans for the new East Fifty-fourth street public bath, now nearing completion;

Resolved, That the President of the Borough of Manhattan be and he is hereby respectfully requested to cause such modification of the structure as to enable the installation of a swimming pool.

Which was adopted.

GENERAL ORDERS RESUMED.

No. 160 (G. O. No. 11).

Alderman Colgan called up General Order No. 11, being a report and resolution, as follows:

The Committee on Public Letting, to which was referred on February 4, 1908 (Minutes, page 913), the annexed resolution permitting the Department of Water Supply, Gas and Electricity to expend \$46,500 for emergent repairs, without public letting, respectfully

REPORTS:

That Deputy Commissioner Loughman appeared before the Committee and stated that these repairs were invariably ordered from the manufacturers of the various appliances in use. The letter of the Commissioner, transmitting the resolution, explains the necessity for this permission.

The Committee recommends that the said resolution be adopted.

Resolved, That the Commissioner of Water Supply, Gas and Electricity be and is hereby authorized and empowered to expend, without the formality of advertising for competitive bids or proposals, the sum of forty-six thousand five hundred dollars (\$46,500), to be used for the repair of boilers, engines, pumps and appurtenances, the money to be divided as follows:

Boroughs of Manhattan and The Bronx.....	\$18,000 00
Borough of Brooklyn.....	25,000 00
Borough of Queens.....	2,000 00
Borough of Richmond.....	1,500 00

FRANK L. DOWLING, G. A. COLGAN, JACOB J. VELTEN, F. C. HOCHDORFFER, ROBERT F. DOWNING, JAMES J. SMITH, JOHN DIEMER, Committee on Public Letting.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the negative by the following vote, three-fourths of all the members elected failing to vote in favor thereof:

Affirmative—Aldermen Baldwin, Bent, Beyer, B. W. B. Brown, J. W. Brown, Case, Cole, Coleman, Colgan, Crowley, Davis, Diemer, Doull, Dowling, Drescher, Emener, Esterbrook, Finnigan, Flanagan, Flynn, Gaynor, Goldschmidt, Grimm, Gunther, Heffernan, Hickey, Hines, Hochdorffer, Johnson, Kenney, Martyn, McAleer, McDonald, Muhlbauer, Mulcahy, Mulvaney, Murphy, Nagle, Nugent, O'Reilly, Redmond, Rendt, Smith, Stapleton, Stormont, Veltten, Walsh, Wentz; President Cromwell, President Haffen and the Vice-Chairman—51.

MOTIONS, ORDINANCES AND RESOLUTIONS RESUMED.

Alderman B. W. B. Brown moved that the Board do now adjourn.

The Vice-Chairman put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

And the Vice-Chairman declared that the Board stood adjourned until Tuesday, June 2, 1908, at 1:30 o'clock p. m.

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

AQUEDUCT COMMISSION.

On Tuesday, March 31, 1908, the meeting was adjourned.

Minutes of Stated Meeting of the Aqueduct Commissioners, Held at Their Office, No. 280 Broadway, New York City, on Tuesday, April 7, 1908, at 2 o'clock p. m.

Present—Commissioners Cowan (President), Ten Eyck, Ryan and Windolph, and Chief Engineer Sears.

The minutes of March 24, 1908, were read and approved.

The Committee of Finance and Audit reported the examination and audit of estimate contained in Voucher No. 18891, amounting to \$22,902.93, and of bills contained in Vouchers Nos. 18892 to 18896, inclusive, amounting to \$123.03, which were approved and ordered certified to the Comptroller for payment by the following vote:

Affirmative—Commissioners Cowan, Ten Eyck, Ryan and Windolph—4.

The President orally reported that in response to request contained in communication from the Board of Water Supply, dated March 27, 1908, he had consented to the transfer to said Board of Alexander S. Farmer, Assistant Engineer in this Commission.

The action of the President was approved and the communication ordered filed.

Progress report of the Chief Engineer for the week ending March 19, 1908, was received and referred to the Construction Committee.

Communication from the Chief Engineer, dated March 30, 1908, relating to action taken by the Chief Engineer in regard to dead fish on the shores of Croton Lake, was received, approved and ordered filed.

Report No. 1688 of the Chief Engineer, dated April 7, 1908, relating to communication from H. T. Dykman, dated January 20, 1908, in reference to highways in the Town of North Salem, near Purdy's Station, N. Y., and stating that he had forwarded copies of certain documents relating to the matter to Mr. Dykman, was received and ordered filed.

Report No. 1690 of the Chief Engineer, dated April 7, 1908, requesting authority to remove the foundations of certain gravestone monuments, at a cost of approximately \$25, was received and ordered filed and the authority requested granted by the following vote:

Affirmative—Commissioners Cowan, Ten Eyck, Ryan and Windolph—4.

Report No. 1691 of the Chief Engineer, dated April 7, 1908, requesting authority to cut an opening in Gate House No. 4, Jerome Park Reservoir, to drain off water, and to fill up certain holes or pits along the division wall between the East and West Basins of the Jerome Park Reservoir, at an approximate cost of \$600, was received and ordered filed and the authority requested granted by the following vote:

Affirmative—Commissioners Cowan, Ten Eyck, Ryan and Windolph—4.

Five communications from the Department of Finance of the deposit of certain moneys to the credit of the "Additional Water Fund" were received and ordered entered on the books, as follows:

March 24, 1908	\$46,918 76
March 26, 1908	15,639 59
March 26, 1908	5,213 20
March 27, 1908	5,213 20
April 1, 1908	5,213 20

Communication from the Secretary, Municipal Civil Service Commission, dated April 3, 1908, stating that the transfer of Horace B. Loomis, Assistant Engineer in this Commission, to the Department of Docks and Ferries had been approved, was received and ordered filed.

Circular letter from the President of the Borough of Richmond, dated April 6, 1908, regarding the disposal of articles and materials for which said Borough had no further use, was received and ordered filed.

Application of George A. Taber, Chairman, Publicity and Library Committee, the Municipal Engineering Society, dated April 3, 1908, requesting copy of Aqueduct Commissioners' report, 1895 to 1907, was received and referred to the President for reply.

Request of the President, Borough of Brooklyn, dated April 7, 1908, for the transfer to his Borough of James H. McKenna, Rodman in this Commission, was received and ordered filed and the President authorized to consent thereto.

Resignation of Vincent J. Smith, Attendant, dated April 6, 1908, to take effect at the close of the working day, April 8, 1908, was received and accepted as of said date.

The Commissioners then adjourned.

HARRY W. WALKER, Secretary.

AQUEDUCT COMMISSION.

Minutes of Stated Meeting of the Aqueduct Commissioners, Held at Their Office, No. 280 Broadway, New York City, on Tuesday, April 14, 1908, at 2 o'clock p. m.

Present—Commissioners Cowan (President), Ten Eyck, Ryan and Windolph, and Chief Engineer Sears.

In the absence of the Secretary, Frank H. Warder was designated Acting Secretary.

The minutes of April 7, 1908, were read and approved.

The Committee of Finance and Audit reported the examination and audit of bills contained in Vouchers Nos. 18897 to 18902, inclusive, amounting to \$1,060.03, which were approved and ordered certified to the Comptroller for payment by the following vote.

Affirmative—Commissioners Cowan, Ten Eyck, Ryan and Windolph—4.

Progress reports of the Chief Engineer for the weeks ending March 26, April 2 and April 9, 1908, were received and referred to the Construction Committee.

Report No. 1693 of the Chief Engineer, dated April 14, 1908, with regard to communication of Messrs. George Juengst & Sons, dated March 20, 1908, relating to the diversion of water from the East Branch of the Croton River, was received and ordered filed and the President directed to reply in accordance with said report.

Report No. 1694 of the Chief Engineer, dated April 14, 1908, suggesting that the attention of the Department of Water Supply, Gas and Electricity and also the Board of Health be called to the fact that Mr. H. L. Merritt of Katonah is making preparations to build a barn very close to the Katonah Brook, just south of the house of Mr. E. P. Barrett, where it would be a continual menace to the purity of the Croton water, was received and ordered filed and the President directed to communicate with said Departments accordingly.

Report No. 1695 of the Chief Engineer, dated April 14, 1908, relating to communication of I. J. Beaudriat, dated December 13, 1907, with regard to statement delimiting and defining the interest or easement sought to be acquired in Parcels 92, 93 and 94 acquired for the construction and operation of the Croton Falls Reservoir, Reservoir K, and stating that he had examined the same and found it correct, was received and ordered filed and the President directed to sign said statement on behalf of the Commissioners and return it to Mr. Beaudriat for filing with the Commissioners of Appraisal.

Communication from the Department of Finance, dated April 7, 1908, stating that the sum of \$5,213.20 had been deposited to the credit of the Additional Water Fund, was received and ordered entered on the books and filed.

Communication from the Secretary, Department of Docks, dated April 4, 1908, stating that Horace B. Loomis had been transferred from the position of Assistant Engineer in this Commission to that of Transitman and Computer in said Department, to take effect April 6, 1908, was received and ordered filed, and the attention of the Chief Engineer and Secretary directed thereto.

Communication from the Secretary, Municipal Civil Service Commission, dated April 10, 1908, stating that the proposed transfer of Alexander S. Farmer, Assistant Engineer, to the Board of Water Supply, had been disapproved, was received and ordered filed.

Communication from the Secretary, Municipal Civil Service Commission, dated April 13, 1908, stating that the transfer of James H. McKenna, Rodman, from this Commission, to the office of the President, Borough of Brooklyn, had been approved, was received and ordered filed and the attention of the Chief Engineer and Secretary directed thereto.

The following resolution was offered:

Resolved, That, subject to the approval of the Board of Estimate and Apportionment of The City of New York, the President of this Commission be and hereby is authorized and directed to enter into a lease with the owner of the Stewart Building, in said City, for the occupancy of Rooms 206, 207, 209, 211, 213, 214, 215 and 216 by the Aqueduct Commissioners, for one year from May 1, 1908, at a rental of seven thousand five hundred dollars (\$7,500) per annum, payable quarterly, at the expiration of each quarter.

Adopted by the following vote:

Affirmative—Commissioners Cowan, Ten Eyck, Ryan and Windolph—4.

The Commissioners then adjourned.

FRANK H. WARDER, Acting Secretary.

AQUEDUCT COMMISSION.

Minutes of Stated Meeting of the Aqueduct Commissioners, Held at Their Office, No. 280 Broadway, New York City, on Tuesday, April 21, 1908, at 2 o'clock p. m.

Present—Commissioners Cowan (President), Ten Eyck, Ryan and Windolph, and Chief Engineer Sears.

The minutes of April 14, 1908, were read and approved.

The Committee of Finance and Audit reported the examination and audit of bills contained in Vouchers Nos. 18905 to 18925, inclusive, amounting to \$1,517.77, which were approved and ordered certified to the Comptroller for payment by the following vote:

Affirmative—Commissioners Cowan, Ten Eyck, Ryan and Windolph—4.

Circular letter from the Comptroller, dated April 15, 1908, with regard to certain clauses to be embodied in contracts in connection with assignments thereof, was received and ordered filed and the attention of the Chief Engineer and Secretary directed thereto.

Communication from the Croton Falls Construction Company, dated April 14, 1908, requesting that the steel derrick towers called for in the contract and specifications for the Croton Falls Dam and Reservoir, be omitted therefrom, was received and referred to the Chief Engineer for report.

Communication from the Merchants' Association of New York, dated April 14, 1908, requesting copy of report and of bound volumes of minutes, was received and referred to the President for reply.

Communication from Andrew Jackson, Jr., dated April 17, 1908, and Mrs. H. Goodman, dated April 16, 1908, residents in the vicinity of Jerome Park Reservoir, complaining of disorderly acts of squatters occupying land in the neighborhood of said reservoir, together with a communication of the Chief Engineer thereon, dated April 20, 1908, were received and ordered filed, the President directed to call the attention of the Police Department to the complaints referred to and the Chief Engineer directed to cause the removal of any buildings or other unauthorized encumbrances from the land under the jurisdiction of the Aqueduct Commissioners.

Communication from the Chief Engineer, dated April 20, 1908, stating that the Division Engineer at Jerome Park Reservoir had complained that the lawless element of the population living near the office and Gatehouse No. 4 at Jerome Avenue create disturbances and cause damage to property of the City, etc., was received and ordered filed and the President directed to call the attention of the Police Department to the matter and request that such action be taken as the circumstances may warrant.

The Commissioners then adjourned.

HARRY W. WALKER, Secretary.

PROCEEDINGS OF THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

FRIDAY, MAY 22, 1908,

TRIBUNE BUILDING, 154 NASSAU STREET,
BOROUGH OF MANHATTAN, CITY OF NEW YORK.

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

(1) On motion, duly seconded, Commissioner Eustis was elected Acting Chairman.

(2) On motion, the record of the proceedings of the Commission for May 15 and 19, 1908, as printed in the CITY RECORD for May 22, 1908, was approved.

(3) ¹¹²⁷ The Commission took up the consideration of the matter of bids on the so-called "Fourth Avenue" subway. The Secretary presented a communication from James P. Graham asking leave to be allowed to withdraw his bids on the first and fifth sections. The Secretary also presented a communication from the Tidewater Construction Company and Thomas B. Bryson, protesting against consideration by the Commission of the bid of James P. Graham on the fifth section.

The Commission called before it James P. Graham and his counsel and engineer, and a lengthy examination of Mr. Graham ensued with regard to his bids.

(4) ³²⁰⁰ The Secretary presented a communication, dated May 19, 1908, from William M. Lawrence, Assistant Secretary of the Board of Estimate and Apportionment, transmitting a certified copy of the following resolution adopted by them May 15, 1908, which was ordered filed:

"Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 37 of the Rapid Transit Act (chapter 4 of the Laws of 1891) as amended, and Chapter 429 of the Laws of 1907, and the requisition of the Public Service Commission for the First District, duly made by the Chairman and Secretary of said Commission on May 14, 1908, hereby authorizes the Comptroller to issue corporate stock of The City of New York, to an amount not exceeding two hundred and four thousand, eight hundred and twenty-five dollars and eighteen cents (\$204,825.18) to pay certain claims for damages arising from the change of route of the Rapid Transit Railroad in Park Avenue between 34th and 42nd Streets, Borough of Manhattan, in accordance with an agreement between the City of New York and the Interborough Rapid Transit Company, duly approved by this Board on May 15, 1908."

(5) ²⁶²²

CONTRACT NO. 2. RENTAL.

The Secretary presented the following communication:

The Public Service Commission for the First District, New York, Hon. WILLIAM R. WILLCOX, Chairman, 154 Nassau Street, New York City:

DEAR SIR—In conformity with the custom established in this Department, I hereby transmit for your information, copies of receipts given the Interborough Rapid Transit Company in payment of the interest rental charged said company on the bonds issued for the construction of that portion of the Manhattan-The Bronx and the Brooklyn-Manhattan Divisions of the Rapid Transit Railroad (Subway) in operation, for the first quarter of the year 1908.

In view of the fact that an additional section of the Brooklyn-Manhattan Division of the Rapid Transit Railroad has been declared by your Commission ready for operation, and as the same is now in actual operation under Contract No. 2, I will thank you to transmit to this Department a certified copy of the agreement modifying Contract No. 2, setting forth the date of the opening of said section, and the estimated cost thereof, in order that the city may be provided with the information and authority to collect the interest rentals and sinking fund rentals as the same may become due and payable under the laws of 1891, chapter 4, as amended, etc.

Thanking you in advance, I am

Very truly yours,
(Signed) JOHN M. GRAY.

The Secretary stated that the communication had been referred to the Counsel to the Commission and thereupon presented the following communication from George S. Coleman, Counsel to the Commission:

"I have the Secretary's letter of the 6th inst., transmitting a copy of a communication from the Comptroller's office, in relation to the rental for the Brooklyn-Manhattan Rapid Transit Railroad. I think it would be well to transmit to the Comptroller a copy of the resolution adopted by the Commission, declaring the road ready for operation and advise him that as the entire road has been declared ready for operation, from the date mentioned in such resolution, the provisions of the modifying agreement of December 14, 1905, cease to apply and the rental, based upon the total issue of bonds as provided in the contract of July 21, 1902, should be paid."

The Secretary was thereupon directed to transmit to the Comptroller the information as suggested in the Counsel's letter.

(6) ^{O-455} NEW YORK CITY RAILWAY COMPANY—MANDAMUS PROCEEDINGS.

The Secretary presented a communication dated May 5, 1908 from the Counsel to the Commission in regard to the failure of the New York City Railway Company and the Receivers thereof, to comply with the terms of Order No. 403, directing them to furnish transcripts of the daily entries in their "run-in" books which had been referred to him by the Committee of the Whole for the institution of proceedings or collection of penalty. The Counsel recommended the institution of a summary proceeding for a mandamus and the following resolution was thereupon moved and duly seconded and adopted:

Whereas, The New York City Railway Company and its Receivers, Adrian H. Joline and Douglas Robinson, have violated Order No. 403 of the Commission in having failed to furnish transcripts of the daily entries in their "run-in" books as required by said order; and

Whereas, Thirty-nine days have elapsed between the time when the order took effect and the present date,

Resolved, That the Counsel be authorized and directed to prepare a petition for a mandamus compelling the New York City Railway Company and its Receivers to supply such transcripts, and also.

Resolved, That the Counsel be and hereby is authorized and directed to commence an action or actions against the said New York City Railway Company and its Receivers, Adrian H. Joline and Douglas Robinson, to recover all forfeitures and penalties incurred for said violations of said Order No. 403 and prosecute the same to final judgment pursuant to the provisions of the Public Service Commissions Law.

(7) ²⁰⁹²

BROOKLYN LOOP LINES—STATIONS.

The Secretary presented a communication, dated May 19, 1908, from the Counsel to the Commission, transmitting a letter from the Chief Engineer with regard to the construction of an entrance to the east platform of the Canal Street station of the Brooklyn Loop Lines through property located at 152, 154, 156 and 158 Centre Street, and a form of resolution directing the Corporation Counsel to discontinue the condemnation proceedings in connection with the same. The following resolution was thereupon moved and duly seconded:

Whereas, The Public Service Commission for the First District heretofore duly caused three similar maps or plans to be made of certain parcels of property required for the construction, maintenance and operation of a part of the proposed Brooklyn Loop Lines of the Rapid Transit Railroad, including a certain station and station approaches or entrances, one of which said parcels of property consisted of a certain lot designated on said maps or plans as Lot No. 27, known as Nos. 112, 114 and 116 Walker Street, Nos. 154, 156 and 158 Centre Street and Nos. 234, 236 and 238 Canal Street, Block 198, Section 1, and also caused a memorandum to be made accompanying said maps or plans and deemed to be part thereof, clearly indicating the particular estate or estates, rights, terms, privileges, franchises or easements to be acquired

or extinguished in relation to said parcels of property described upon said maps or plans, to wit, an estate in fee simple; and

Whereas, On March 12, 1908, a resolution was duly passed by the Public Service Commission for the First District approving and adopting said maps or plans and memorandum, and the Public Service Commission for the First District thereafter duly caused one copy of said maps or plans and memorandum to be filed in the Office of the President of the Borough of Manhattan and duly transmitted two of said maps or plans and memorandum to the Corporation Counsel of The City of New York and directed him to take legal proceedings to acquire said parcels of property in fee simple, and the Corporation Counsel of The City of New York having duly caused one of said maps or plans and memorandum so as aforesaid transmitted to him, to be filed in the Office of the Register of the County of New York, and having thereafter duly taken proceedings to acquire said parcels of property in fee simple by giving notice by publication in two public newspapers published in The City of New York of an application to be made to the Supreme Court in and for the County of New York, at a Special Term thereof, on the 4th day of June, 1908, for the appointment of commissioners of appraisal, which said notice is now being duly published as aforesaid; and

Whereas, In the opinion of the Commission, said parcel of property, Lot No. 27, known as Nos. 112, 114 and 116 Walker Street, Nos. 154, 156 and 158 Centre Street and Nos. 234, 236 and 238 Canal Street, Block 198, Section 1 is no longer required for the construction, maintenance and operation of the proposed Brooklyn Loop Lines of the Rapid Transit Railroad nor for a station and station approaches or entrances; now, therefore, it is

Resolved, That the Corporation Counsel of The City of New York be and he hereby is directed to discontinue said legal proceedings to acquire for The City of New York an estate in fee simple or any estate or estates, rights, terms, privileges, franchises or easements whatever in said parcel of property, Lot No. 27, known as Nos. 112, 114 and 116 Walker Street, Nos. 154, 156 and 158 Centre Street and Nos. 234, 236 and 238 Canal Street, Block No. 198, Section 1, which said parcel of property is described as follows:

All that certain plot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan of the City of New York, in the County and State of New York, bounded:—Southerly by Walker Street; westerly by Centre Street; northerly by Canal Street, and easterly by a plot of ground known as No. 118 Walker Street. The premises hereby described, according to a survey thereof, made by Francis K. Ford, City Surveyor, dated March 4, 1905, are bounded and described as follows:

Beginning at the corner formed by the intersection of the northerly side of Walker Street, with the easterly side of Centre Street; thence easterly along the northerly side of Walker Street, sixty-one (61) feet two and three-quarter (2 3/4) inches to the lot of ground known as No. 118 Walker Street; thence northerly along the lot of ground known as No. 118 Walker Street, sixty-four (64) feet eight and seven-eighths (8 7/8) inches to the southerly side of Canal Street; thence westerly along the said southerly side of Canal Street, fifty-four (54) feet eleven and three-quarter (11 3/4) inches to the southeast corner of Canal Street and Centre Street; thence southerly along the said easterly side of Centre Street, eighty-two (82) feet four and three-quarter (4 3/4) inches to the northeast corner of Centre and Walker Streets at the point or place of beginning, be said several dimensions more or less. Being the same premises which belonged to the late Julia Holsman at the time of her decease and known as Nos. 112, 114 and 116 Walker Street with the addition of a small fractional lot or gore at the southeast corner of Canal and Centre Streets. Said premises being known as Nos. 112, 114 and 116 Walker Street; Nos. 234, 236 and 238 Canal Street; and Nos. 154, 156 and 158 Centre Street.

Ayes—Commissioners McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(8)

CONTRACT NO. 1—96TH STREET STATION.

The Secretary presented the following resolution, as recommended by the Committee of the Whole, and on motion, duly seconded, it was

Resolved, That John B. McDonald, the contractor mentioned in the contract of February 21, 1900, for the construction of the present Manhattan-Bronx Rapid Transit Railroad, and the Interborough Rapid Transit Company, to which he has assigned the leasing part of said contract, be directed to commence work on the construction of additional tracks in such Rapid Transit Railroad north of 96th Street under the modifying agreement of June 27, 1907, in accordance with the provisions and specifications of the contract of February 21, 1900, and the modifying agreement of June 27, 1907.

Ayes—Commissioners McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(9)

FINAL ORDER (No. 512).

On motion by Commissioner Eustis, duly seconded, a Final Order (No. 512) was adopted in the matter of the complaint of Henry G. Kost against the New York, New Haven, and Hartford Railroad Company, ordering and directing

(1) That said Company cease and desist from suffering or permitting in any manner the emission of black smoke from the stacks of the engines in use on the lines of said company at any and all times while said engines shall be standing in or passing through said Harlem River Terminal Yard.

(2) That said Company cover all soft coal fires in engines in said yards, whether standing still or passing through said yards, with coke and continually feed and replenish the same with coke during the time said engines shall remain in said yards.

(3) That said Company discontinue the use of the round-house situated in said yard and of the tracks in and adjacent to the same for the storage of engines under steam by or before the first day of January, 1900.

(4) That said Company institute the changes mentioned in subdivisions (1) and (2) above within ten days after service on said Company of a certified copy of this order, exclusive of the day of service.

(10)

HEARING ORDER (No. 513).

On motion by Commissioner Eustis, duly seconded, a Hearing Order (No. 513) was adopted directing a hearing on June 2, 1908, at 3:30 o'clock p. m. in the matter of the complaint of Elmer A. Allen against the New York Central and Hudson River Railroad Company with respect to inadequate service at the University Heights station on its New York and Putnam Division.

The Chair designated Commissioner Eustis to conduct the hearing.

(11)

HEARING ORDER (No. 514).

On motion by Commissioner Eustis, duly seconded, a Hearing Order (No. 514) was adopted, directing a hearing on June 2, 1908, at 2:30 o'clock p. m. in the matter of the complaint of John Davies against the New York Central and Hudson River Railroad Company, with respect to alleged smoke nuisance at 137th Street and Riverside Drive.

The Chair designated Commissioner Eustis to conduct the hearing.

(12)

COMPLAINT ORDER (No. 515).

On motion by Commissioner Bassett, duly seconded, a Complaint Order (No. 515) was adopted for satisfaction or answer within ten days by the Brooklyn, Queens County and Suburban Railroad Company in the matter of the complaint of the 28th Ward Board of Trade and the Union Course Board of Trade with respect to conditions at the Cypress Hills transfer point, Crescent Street and Jamaica Avenue.

(13)

EXTENSION ORDER (No. 516).

On motion duly seconded, an Extension Order (No. 516) was adopted, extending to June 1st the time of the New York City Interborough Railway Company to answer the complaint of Robert C. Wood with respect to the failure of said Company to construct railroads in the Borough of The Bronx, for which franchises were obtained in 1905.

O-516

O-515

O-514

(14)

COMPLAINT ORDER (No. 517).

O-517

On motion by Commissioner Eustis, duly seconded, a Complaint Order (No. 517) was adopted for satisfaction or answer within ten (10) days by the Union Railway Company and Frederick W. Whitridge, its Receiver, in the matter of the complaint of Frank J. Flynn with respect to the failure of said Company and its Receiver to operate cars between 1:00 and 5:00 a. m. on a headway of twenty minutes.

(15)

COMPLAINT ORDER (No. 518).

O-518

On motion by Commissioner Bassett, duly seconded, a Complaint Order (No. 518) was adopted for satisfaction or answer within ten (10) days by the Sea Beach Railway Company and the Brooklyn Heights Railroad Company in the matter of the complaint of Wilson W. Thompson with respect to the re-establishment of station at King's Highway.

(16)

EXTENSION ORDER (No. 519).

O-519

On motion by Commissioner Maltbie, duly seconded, an Extension Order (No. 519) was adopted extending to June 15th the time of the Coney Island and Brooklyn Railroad Company to comply with the terms of Order No. 437 requesting information as to number of car motors, car bodies, and car trucks operated by the said Company.

(17)

EXTENSION ORDER (No. 520).

O-520

On motion by Commissioner Maltbie, duly seconded, an Extension Order (No. 520) was adopted extending to June 15th the time of the Coney Island and Brooklyn Railroad Company to comply with the terms of Order No. 443 requesting that said Company submit reports with respect to number of cars owned by it, and the kinds of fenders, wheel guards, and brakes with which they are equipped.

(18)

ORDER (No. 521).

O-521

On motion by Commissioner Eustis, duly seconded, a resolution was adopted requesting the New York and Portchester Railroad Company to inform this Commission in writing, within ten (10) days from the receipt of this resolution, to what extent and in what manner it has complied with the covenants, conditions and agreements contained in a contract entered into by said Company with the City of New York on May 31st, 1906, by which said Company was granted a franchise to construct and operate a railroad in the Borough of The Bronx from or near the intersection of Southern Boulevard and Willis Avenue northerly to the City Line; one of the conditions of the grant being that within two years from the date thereof, said Company should expend, or cause to be expended, the sum of at least Eight Hundred Thousand Dollars (\$800,000.00) upon the actual construction of said railroad between Westchester Avenue at or near 167th Street and the City Line.

(19)

EXTENSION ORDER (No. 522).

O-522

On motion by Commissioner McCarroll, duly seconded, an Extension Order (No. 522) was adopted extending to June 15th the time of the Staten Island Railway Company within which to comply with the terms of Order No. 216 with respect to the planking of certain crossings therein mentioned.

(20)

EXTENSION ORDER (No. 523).

O-523

On motion by Commissioner McCarroll, duly seconded, an Extension Order (No. 523) was adopted extending to June 15th the time of the Staten Island Rapid Transit Railway Company within which to comply with the terms of Order No. 217 with respect to the installation of warning signs at certain crossings therein mentioned.

(21)

O-498

The Secretary presented a communication from the Interborough Rapid Transit Company, by E. P. Bryan, President, under date of May 21, 1908, containing a notification to the effect that said Company accepts and will obey the terms of Final Order No. 498 with respect to additional stairways at 89th Street station on the Third Avenue Elevated road, except that said Company reserves the right to apply for an extension of time within which to construct said additional stairways. The communication was referred to Commissioner Eustis.

(22)

O-506

The Secretary presented a communication from the Long Island Electric Railway Company, by F. L. Fuller, President, under date of May 21st, containing a notification to the effect that said Company accepts and will obey the terms of Final Order No. 506 with respect to service and equipment on its Liberty Avenue Line. The communication was ordered filed.

(23)

O-500

The Secretary presented a communication from the New York and Queens County Railway Company, by F. L. Fuller, President, under date of May 20th, containing a notification to the effect that said Company accepts and will obey the terms of Final Order No. 500 with respect to the service upon its Calvary Cemetery Line in Queens. The communication was ordered filed.

(24)

O-475

The Secretary presented the following communication from J. F. Calderwood, Vice-President and General Manager of the Nassau Electric and Brooklyn Heights Railroad Companies, in answer to Order No. 475 of the Commission, which was referred to Commissioner McCarroll:

May 14, 1908.

Mr. TRAVIS H. WHITNEY, Secretary, Public Service Commission, 154 Nassau St., N. Y. City:

DEAR SIR—Answering your favor of May 9th transmitting resolution of the Commission as follows:

"Resolved, That the Brooklyn Rapid Transit Company be required to make answer on or before May 14th to the following:

1. The reasons for the discontinuance of the Park Row service on the St. John's Place, Third Avenue and Vanderbilt Avenue lines.

2. Reasons for the increasing of the service through Fulton Street and the apparent decrease of service through Livingston Street."

as General Manager of the Nassau Electric and the Brooklyn Heights Railroad Companies, operating the lines in question, I beg to say in reply to the first inquiry that the withdrawal of the Park Row service on the lines mentioned was made in the belief that traffic from the subway stations in Brooklyn can best be cared for by such an arrangement. There is no doubt but that at least nine-tenths of the patrons of these lines are best served by the present operation.

As reply to question No. 2, while it probably was true that immediately after the opening of the Atlantic Avenue Subway Station a greater number of cars were operated through Fulton Street than through Livingston, we have adjusted this difference and practically equal use of the two streets is now being made.

Yours truly,
(Signed) J. F. CALDERWOOD,
Vice-President and General Manager.

(25)

The Secretary presented a communication, dated May 19, 1908, from Clifford S. Kelsey, Vice-President of the Realty Associates of Brooklyn, urging the Commission to adopt the plan of covered construction, instead of open cut, in building the subway along Flatbush Avenue between Fulton Street and DeKalb Avenue, on account of the damage to property which would ensue from the use of open cut construction. The communication was referred to Commissioner McCarroll.

(26)

On motion, duly seconded, it was

Resolved, That the resignation of Cecilia L. O'Brien, Stenographer, be accepted to take effect June 1, 1908.

Ayes—Commissioners McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(27)

The Secretary presented the following communication from the Counsel to the Commission:

EAST RIVER TERMINAL RAILROAD.

May 21, 1908.

Public Service Commission for the First District:

SIRS—I am in receipt of your Secretary's letter of May 7th transmitting papers in connection with two applications of the East River Terminal Railroad, one a petition verified April 30, 1908, for a certificate of necessity, and the other a petition verified April 30, 1908, asking leave to issue stock to the amount of \$10,000, under Section 55 of the Public Service Commissions Law.

I think that action upon the last named petition may properly await the consideration of the first petition.

The first petition for a certificate of necessity is drawn under Section 53 of the Public Service Commissions Law. I am inclined to the belief that the granting of a certificate under Section 53 of the Public Service Commissions Law should await the obtaining of a franchise from the local authorities for the construction and operation of the street surface railroad proposed to be built by this company.

I think, however, a certificate under Section 59 and 59-a of the Railroad Law, that public convenience and a necessity require the construction of the road, may be granted by the Commission as successors of the Board of Railroad Commissioners, prior to the obtaining of the consents from the local authorities and property owners required by Section 91 of the Railroad Law.

Inasmuch, however, as this petition is drawn under Section 53 of the Public Service Act, my suggestion would be that the Secretary advise the applicant to withdraw this petition and substitute in place of the same one drawn under Section 59 and 59-a of the Railroad Law.

I return you herewith the papers transmitted to me by the Secretary under date of May 7th.

Respectfully yours,

GEO. S. COLEMAN,
Counsel to the Commission.

Thereupon, on motion duly seconded, the Secretary was directed to advise the applicant in accordance with the recommendation of counsel to withdraw the petition drawn under Section 53 of the Public Service Commissions Law, and to substitute in place thereof one drawn under Sections 59 and 59-a of the Railroad Law.

(28)

1840
The Secretary presented the following communication and report of Bion J. Arnold, Consulting Engineer:

LETTER OF TRANSMITTAL.

NEW YORK, May 22d, 1908.

Public Service Commission, First District, State of New York, 154 Nassau Street, New York City:

GENTLEMEN—I have the honor to submit herewith my report upon "The Capacity of the Subway," this being the fourth of a series of reports which I have prepared for you upon the present Subway of the Interborough Rapid Transit Company.

The previous reports dealt with minor changes which could easily be put into effect, such as improvements in the methods of dispatching trains, changes in the signal system and the installation of additional side doors in the cars, some of which changes have already been adopted; but this report analyzes the fundamental design of the Subway, points out how further increase in its capacity can be obtained and directs attention to certain fundamental defects or omissions in the present Subway which should, in my judgment, be avoided in future Subways.

In reading this report as well as the others which I have submitted or may hereafter submit, one should bear in mind that these reports represent the results of careful and conscientious study on my part of a monumental piece of work built by other engineers and that the spirit which prompts me in the preparation of these reports is to heartily commend these engineers and others who had to do with the design of the present Subway, for the many excellent ideas embodied in this work and for the character of its construction, rather than to criticize them adversely for the few things which now seem to me advisable and which they did not do.

Furthermore, it should also be remembered that the pioneers in any field, acting without precedent to guide them, must overcome obstacles which are often lost sight of in subsequent criticisms and that it is always easier for those who follow these pioneers to point out what should have been done than it is to foresee these things and do them in advance.

As a matter of fact, New York City has, in its present Subway, the finest and most efficient example of underground railway construction in the world and it gives me pleasure to say so; but this does not preclude the advisability of the adoption of improvements if it can be shown that such improvements can be made not only in this Subway but in future Subways, and if the arguments which I produce in favor of new ideas are found sound an attempt should be made to give them a trial irrespective of whether the plans suggested by these ideas have been tried or not.

Therefore, in order that my conclusions can be justly criticized, I have endeavored to analyze scientifically each question stating all premises and giving the full technical discussion in order that no one may be expected to accept my personal opinion of any question discussed.

Respectfully submitted,

(Signed) BION J. ARNOLD,
Consulting Engineer.

THE CAPACITY OF THE SUBWAY OF THE INTERBOROUGH RAPID TRANSIT COMPANY OF NEW YORK CITY.

As far as the engineering features and actual operation of the present Subway are concerned, it should be recognized that it more than fulfills the requirements contemplated by its projectors and that it has demonstrated the complete success of sub-surface transportation as a means of rapid transit. While as at present operated, it is one of the best examples of high class railroad construction and operation in existence, it is but proper, in an analysis of it, to state that the maximum degree of rapid transit consistent with the occupancy of the streets and the investment involved, has not been obtained.

In considering an enterprise of this character it should be borne in mind that it should be the aim to establish and maintain a proper relationship between the fundamental elements entering into it, viz: safety, comfort, capacity, speed and a fair return on the investment.

In all of these elements, I find the present Subway lacking. The absolute safety has been sacrificed to secure extra capacity, whereas even greater capacity than is now secured can be obtained by safe methods. The capacity of the Subway *decreases* as the load, after it has reached a certain point, *increases*, which is exactly contrary to what should be expected. The speed of the trains is not maintained during rush hour periods just at a time when an advantage of speed would be of benefit not only to the greatest number of Subway patrons but also to the operators of the Subway.

The comfort of the patrons is seriously interfered with by the arrangement of entrances and exits, both in the cars and in the stations themselves. With the present type of Subway car, the conflicting lines of passenger movement in and out of the cars actually subjects passengers at times to danger of personal injury during certain hours of the day. Finally, the returns on the investment are not sufficient to pay the necessary operating and maintenance expenses, interest at a reasonable rate on the investment, the sinking fund as required by the city, and at the same time allow a sufficient fund to be set aside to take care of depreciation.

In other respects, I have discussed the element of safety; (See Report No. 2 on "The Signal System," January 18, 1908) the question of comfort; (See Report No. 3 on "The Subway Car," February 18, 1908) and the question of speed will be

handled in a separate report. It is the object of this report to discuss the question of capacity and its relation to the above mentioned fundamental elements and to point out certain things which appear to me to be defects in the present Subway which should be avoided in future Subways in order to make them satisfactory and profitable.

A study of the present Subway will reveal the fact that one of its fundamental defects, as far as its capacity is concerned, is that it fails to carry sufficient passengers upon a fixed five cent fare to justify the large investment which was finally found necessary to produce this splendid means of transportation. The total investment required to build and equip the Subway as it exists to-day amounts to approximately \$75,000,000 of which \$50,000,000 may be charged to the cost of the permanent way and \$25,000,000 to the cost of equipment. Should it be contended that these figures include an excessive construction profit, it is but fair to state that it is quite probable, in fact almost certain, that were the Subway to be constructed now, the open cut method of construction would not be allowed and thus the actual cost of reproducing the present Subway would be increased by a greater amount than is represented by any amount which may be included in the above figures as a construction profit.

In 1907 the Subway carried 182,000,000 passengers and during the present year it may possibly carry 200,000,000 passengers resulting in an annual income of \$10,000,000. Thus the gross income per annum from passenger traffic will be equal to only about 13% on the actual investment, as compared with surface and elevated railway systems many of which take in an amount equivalent to 20% to 25% of the costs necessary to reproduce them.

For the last two years the operating expenses of the Subway have amounted to an average of approximately 45% of the gross receipts. On this basis the annual operating expenses, with a gross income of \$10,000,000, will amount to \$4,500,000, leaving \$5,500,000 to be applied toward the payment of interest, depreciation, taxes, sinking fund and profit. This amount is only 7.33% upon the above investment of \$75,000,000, and it is thus apparent that the present Subway, which is now overloaded, is not built in such a way as to furnish sufficient capacity, with the conditions under which it has to operate, to produce financial results consistent with the investment.

Another serious defect of the present Subway, under present operating conditions, is that it is capable of serving only about 50,000 passengers in one direction during each hour of the rush periods, and has no overload capacity. One high building in the business district will accommodate fully 10,000 people and high buildings are being erected much faster than Subways can be financed and built. As the configuration of the Island of Manhattan provides room for only a limited number of North and South Subways, it is apparent that each route occupied should be utilized to its greatest practicable capacity.

Although the present Subway is now carrying more passengers than it was originally designed to carry, the number of patrons who are demanding transportation is increasing yearly and the maximum carrying capacity is therefore taxed to its fullest limit during both of the rush periods of every business day, during the Winter months. The financial investment required for new Subways, as well as the element of time required to plan, to construct and to put them into operation are so great as to make it obvious that for many years to come the popular demand for Subways cannot be adequately supplied.

Under these conditions it is essential that the maximum carrying capacity of the present Subway should be completely developed, and, at the same time, that a comprehensive study should be made of the possibilities of securing a relatively larger passenger-carrying capacity, and also a larger earning capacity for all future Subways.

This report, therefore, discusses the various elements which enter into the problem of maximum capacity, points out how the capacity of the present Subway can be increased, and also shows the lessons which should be learned from its operation, so that in designing and building future Subways the limitations of carrying capacity and earning capacity which exist in the present Subway may be avoided.

My investigations have led me to believe that the capacity of the present Subway, as now operated, can be increased fully 60% and possibly 75% without greatly changing its construction; that it will be possible to construct new Subways with a capacity from two to three times as great as that now being realized with the present Subway, and that the cost of operating expenses and fixed charges for future Subways can be reduced to an amount that will make it possible not only to produce a satisfactory return on the investment but also to set aside a fair amount each year to take care of depreciation.

UNITS OF CAPACITY.

The capacity of the Subway can be measured by determining, for a given period, one or more of the following items:

- Number of trains, i. e. "Train Capacity";
- Number of cars, i. e. "Car Capacity";
- Number of actual seats, i. e. "Seating Capacity";
- Number of passengers, i. e. "Passenger Capacity."

The maximum capacity can, of course, be determined only during the rush hour periods and it is evident that if equipment is provided for peak load conditions there should be little trouble in furnishing ample carrying facilities at all other times.

(a) Train Capacity:

The time schedule now in use calls for 30 trains per hour both on the express tracks and on the local tracks south of 96th Street during rush hours. This schedule corresponds to a time interval between trains or headway of 2 minutes. In actual practice, on busy days, the headway at Grand Central Station often reaches an average of 2 minutes and 10 seconds, which corresponds to a rate of 27.7 trains per hour.

It has been shown in my Report No. 2 upon the "Subway Signal System" that, with the present Subway, it will eventually be possible to maintain a headway of 90 seconds, which will allow 40 trains to pass a given point in one hour, and that for future Subways with suitably designed stations, it is not unreasonable to expect a capacity of 60 trains per hour over each track.

Upon the local tracks, which are not at present fully equipped with a block signal system, it is possible at the present time to operate on a headway of 72 seconds, thus providing for 50 trains per hour, but on account of the traffic being lighter on the local tracks and the difficulty of operating two schedules with different time intervals, for the local trains than for the express trains, and at the same time fitting in the trains in their proper order at 96th Street, it has been and in my judgment will be found better practice to maintain the same headway upon both the local and the express tracks.

(b) Car Capacity:

Eight (8) cars now constitute an express train and five (5) cars a local train during the rush hours. The present maximum schedule of 30 trains per hour will thus provide 30 x 8 or 240 cars per hour on express tracks, and 30 x 5 or 150 cars per hour on the local service; a total of 390 cars per hour, and this may be taken as the limit of the car capacity of the Subway under present operating conditions. On account of the delays due to heavy travel during the rush hours, this rate of car movement is not maintained throughout the entire rush-hour period.

The maximum capacity of the present Subway under the best conditions practicable without reconstructing all the express stations will be shown to be 40 express trains per hour, of 10 cars each (400 cars) and 40 local trains per hour, of 7 cars each (280 cars), or a total of 680 cars per hour, as compared with the present schedule of 390 cars; in other words, it is possible to increase the capacity of the present Subway up to a total car capacity per hour 75% greater than is attained at present.

(c) Seating Capacity:

Of the present cars, 800 are provided with 52 seats each and the last 50 cars ordered, and recently put in service, are provided with 48 seats each. On a basis of a 2 minute headway upon both the local and the express tracks, the number of seats passing a given station can be taken at 370 cars with 52 seats each and 20 cars with 48 seats each, or 20,200 seats per hour.

It is possible to re-design the seating arrangement in the cars and to provide at least twice this seating capacity without adding to the number of cars operated, but for every additional seated passenger at least two standing passengers must be displaced. The present seating arrangements strike a fair balance between the two extremes of maximum seating capacity and maximum standing room. The question of the actual arrangement of seats, as well as the location of car doors, in order to secure maximum comfort and capacity is discussed in considerable detail in my Report No. 3 devoted to "The Subway Car."

(d) Passenger Capacity:

During the rush hours the express trains carry an average of 125 passengers per car; that is, nearly twice as many passengers stand as are seated. Counts have been

made showing as many as 180 people crowded into one car. If the 2 minute schedule could be maintained on the express tracks, the maximum carrying capacity under present conditions might be said to be 30 trains x 8 cars x 125 passengers per car, or 30,000 passengers per hour on one express track, and 30 trains x 5 cars x 125 passengers per car, or 18,750 passengers per hour, on one local track; a total of 48,750 passengers in one direction in one hour for both classes of service.

If 10-car express trains can be operated on a 90-second headway each car carrying 125 passengers, then each express track should carry 40 trains x 10 cars x 125 passengers or 50,000 passengers per hour in one direction, and this is the limit to the carrying capacity of each express track in the present Subway. At the same time, if local trains of 7 cars could be operated on a 90-second headway each local track should carry 40 trains x 7 cars x 125 passengers or 35,000 passengers per hour in one direction. This would make a total carrying capacity through any one station, in one direction, of 85,000 passengers per hour, as compared with 48,750 passengers at the present time. In both cases the average loading of the cars has been taken at 125 passengers instead of at 150 as is frequently found at present on express cars.

HEADWAY.

The capacity of the Subway is primarily a question of headway. Headway may be defined as the time interval between trains, it being understood that the time is taken at the instant the corresponding parts of each train pass a given point, i.e. the time elapsing between the instant the head end of one train moves by a signal until the head end of the following train moves by the same signal, or the headway may be easily determined by noting the time elapsing between the starting of one train from a station platform until the following train similarly starts.

This headway is influenced by two factors which are independent of each other. The headway must therefore be determined in two different ways, and the operating, or actual headway, is found by taking the longest headway shown by either of the results. The two elements which influence the operating headway are the "Running Headway" and the "Station Headway."

(a) Running Headway:

The safe time between trains running between stations which may be termed "running headway" is maintained by the block signal system, which is described more in detail in Report No. 2. Under this arrangement, the time spacing of trains due to the running headway equals the time required to run three times the length of one block, plus the time required for two signals to clear, plus the time required for the train to run its full length at the maximum speed which it can run at this particular part of the road, plus the time required for the motorman to act after the distant signal has cleared from caution.

(b) Station Headway:

The time required for the train to clear a station block which may be termed "station headway" is determined at present by the total time required by a train to enter the station block; to come to a stop; to open the doors; to unload; to load; to close the doors; to start, and to clear the platform.

The two headways are thus determined by entirely separate sets of conditions. A train in making a trip is influenced, first by the "running headway" and then by the "station headway." The train, therefore, is constantly meeting varying conditions which influence the length of time which should elapse before the next train can follow. The minimum actual, or operating headway, is determined by the maximum length of time required to overcome these conditions at any limiting point throughout the entire trip.

As at present operated, these limiting points in the Subway are now at the stations, that is, the station headway governs. The minimum running headway is considerably less than the minimum station headway, so that trains can get up to certain express stations faster than they can get through these station blocks.

LIMITING POINTS.

As already shown, the problem of increasing the capacity of the present Subway resolves itself into a study of and the removal of the delay at the limiting points. The most serious delays at present occur at the following points—

- At Grand Central station and other express stations;
- Combined station and cross-overs at 96th Street;
- In addition to these critical points, there is a situation at South Ferry station which must be changed before the extension of the Subway to Brooklyn can be used most effectively.

(a) Grand Central Station and Other Express Stations:

At the present time the delays at Grand Central station which are typical of the delays at all other express stations are due to a combination of causes, including confusion in the methods of handling the passengers, inflexibility in the signal system and defects in the car design. These disadvantages have been pointed out in detail in Reports Nos. 1, 2 and 3 in which it has been shown that the headway between trains which now often reaches 2 minutes and 10 seconds (130 seconds) can be reduced to 90 seconds by means of the following improvements—

Saving in
seconds over
present method.

1—Close the doors promptly and give signal for starting trains to the motorman by an automatic train signal.	10 seconds
2—Install a speed control signal system as an auxiliary to present signal system so as to allow the following train to reach the station platform more promptly than at present.	15 seconds
3—Provide extra doors in the sides of the cars and guiding railings on the station platforms so as to avoid the present conflict of unloading and loading passengers and enable both operations to be carried on at the same time.	15 seconds

These suggested improvements will make it possible to maintain at all times a train movement of 40 trains per hour upon the express tracks of the present Subway, whereas as at present operated there are times during rush hours of every busy day when this rate falls to 27 trains per hour due to the defects referred to above, all of which have been completely analyzed in the reports previously mentioned.

(b) Combined Station and Cross-overs at 96th Street:

In addition to the regular combined local and express station platforms at 96th Street, there are two cross-overs between the local and the express tracks just north of the station platform. These cross-overs are used by every Broadway express train and by every Lenox Avenue local train, and therefore wherever one of the Broadway express trains and one of the Lenox Avenue local trains going in the same direction approach the cross-over at approximately the same time, there must be a delay for one of the trains which may amount to as much as 40 seconds, as one train must necessarily wait while the other uses the cross-over. During rush hours there is a Broadway express train scheduled to use the cross-over every 4 minutes in one direction and a Lenox Avenue local scheduled to cross over to or from the local tracks in the same direction every four minutes, so that the opportunities for a conflict at these cross-overs are numerous. The delay in the train movement due to the cross-over acts exactly like the delay due to a prolonged station wait and often has a cumulative effect upon the train schedule. The records show that the delays at 96th Street are fully twice as serious as those at Grand Central Station, due to the fact that at this station there are not only transfer platforms but also these cross-overs.

To remove the effect of the grade crossings, a re-arrangement of tracks has been proposed by the engineers of the Public Service Commission. This re-arrangement and the modification of it, both showing the elimination of the cross-overs, are described in the appendix and are illustrated by Figure 1 and Plate No. II. When the work, which has been authorized, or the suggested modification of it, is completed the trains passing through 96th Street can reach their respective tracks without making use of a grade crossing. When the same improvements in regulations, signal system and cars which have been suggested for improving conditions at Grand Central Station and other express stations have also been put in effect at 96th Street and the tracks have been re-arranged as described, then 96th Street will cease to be a limiting point and the proposed 90-second headway can be maintained at this part of the system without difficulty.

(c) *The South Ferry Loop:*

The two tracks which pass through the tunnels under the East River to form the Brooklyn extension to the Subway, leave the express tracks at Bowling Green station. The two express tracks continue to South Ferry station where they form a loop—both loop and station being directly over the point where the Brooklyn tracks pass into the tubes leading under the river. Since the Subway has been opened to the Atlantic Avenue station (May 1st, 1908) the Lenox Avenue express trains and the Dyckman Street express trains run through the tunnel to Brooklyn and the Broadway Kingsbridge express trains continue on around the loop at South Ferry. During rush hours, the Lenox express trains are scheduled for a headway of three minutes and the Dyckman express trains are scheduled for a headway of eight minutes through the Brooklyn tubes; that is, for a short time each day the Brooklyn schedule calls for a headway of an average of 2 minutes and 10 seconds. The Kingsbridge express trains which continue on around the South Ferry loop run every 8 minutes during the busiest part of the rush periods. This service to Brooklyn will not be as satisfactory as the service on the rest of the line and as the facilities offered by the complete extension will attract a large patronage through the Brooklyn tubes, there will be a demand and need for running all the express trains directly through to Brooklyn. To meet this demand it will first be necessary to work out some plan for serving the South Ferry station which accommodates a certain number of patrons using the ferries leaving Battery Park, for until some plan is devised and adopted for accommodating these patrons it will be impracticable to run all the express trains to Brooklyn.

There are three plans which should have consideration in connection with this problem—

- 1—A double decked station at South Ferry. This plan would involve changing the present 3% grades of the tracks between the bulkhead of the tubes and Bowling Green station in order to provide an approximately level stretch of track at the stopping point or one upon which the grade does not exceed .5 of 1% in order that trains may remain at rest in case of failure of the brakes.
- 2—A shuttle train service between South Ferry and Bowling Green station.
- 3—A moving platform either in the present Subway between South Ferry and Bowling Green station or in an areaway just outside of the Subway.

In my opinion it is advisable to install the shuttle train service first in order to give immediate relief as this can be done at moderate expense but when considering the subject in connection with future Subways leading to the Battery, the other plans should receive careful attention.

INFLUENCE ON HEADWAY OF MORE EFFICIENT BRAKING.

(See Figures 2, 3 and 4 and Discussion in Appendix.)

A series of tests were made upon the rate of braking and these tests were compared to the results upon the Boston elevated electric road and upon other roads provided with improved braking equipments. These tests indicate that so far as efficiency is concerned the braking equipment of the Subway cars is capable of producing results as effective as any that have been secured up to date with brakes acting upon the wheels. The tests showed, however, that these results were not always actually secured on account of the carelessness or timidity of the motormen. The tendency seems to be for a motorman to begin to apply his brakes too quickly—thus prolonging by perhaps four or five seconds the time that should be devoted to bringing the train to rest at the platform. At least five seconds can be taken from the headway by instructing the motormen to bring their trains up to the express station platform at a speed of at least 30 miles per hour, which will require that the trains be brought to a stop in from 16 to 17 seconds instead of the 20 to 22 seconds usually required. The fact that some of the motormen do this now shows that it can be done. There is no improvement which will show such effective results in proportion to the time and expense involved as will additional attention paid to this detail of operation.

Should it be determined to use platform railings as shown in Report No. 3 upon the "Subway Car," the saving of time which can be accomplished by this improvement in braking will more than offset the few seconds which may be required to accurately stop the trains.

INFLUENCE ON HEADWAY OF IMPROVED ACCELERATION.

(See Figure 5 and Discussion in Appendix.)

It is but natural to expect and in fact it is contended by some, that considerable improvement could be made in the time required for accelerating the trains and that a number of seconds could be saved by moving the trains out of the stations more promptly.

As a matter of fact the actual acceleration tests show that in starting the trains and in moving them a distance equal to the length of the platform, there is but about 2 seconds difference between the best acceleration and the slowest acceleration observed. This would indicate that there is little improvement to be expected from training the motormen to be more skillful in using their controllers.

The tests indicate that the acceleration varies between 1.1 miles per hour per second and 1.4 miles per hour per second, and between these two figures fall all of the observations which have been made with varying loads and with different motormen.

The theoretical values of acceleration, which calculations based upon the motor curves indicate should be expected, fall between the values of 1.15 miles per hour per second for trains loaded with 150 passengers per car to 1.55 miles per hour per second for all cars empty and these theoretical figures agree very closely with the results of actual observation.

All 8-car express trains are provided with 5 motor cars each equipped with two 200 horse power motors and all 5-car express trains have 3 motor cars similarly equipped.

Examination of other systems shows the following values of acceleration as the results of an average of a large number of observations:

Company.	Description of Train.	Miles Per Hour Per Second.
Metropolitan Elevated—Chicago.....	3 car train light, 2 motor cars.....	1.41
South Side Elevated—Chicago.....	5 car train light, all motor cars.....	1.35
South Side Elevated—Chicago.....	5 car train loaded, all motor cars.....	1.19
Metropolitan Elevated—Chicago.....	5 car train loaded, 3 motor cars.....	1.06
Northwestern Elevated—Chicago.....	3 car train loaded, one motor car.....	0.84

These tests and figures indicate that the motor equipment of the present Subway is doing all that can be expected of it.

If all the cars of the Subway trains were equipped with motors, the initial acceleration in starting could be increased from 1.15 miles per hour per second to 1.65 miles per hour per second, with trains loaded with 150 passengers per car. This improvement in acceleration would cut down the time required for the train to leave the station platform by about 2 seconds, and this saving of 2 seconds is practically the limit of improvement which can be expected upon the headway by equipping all the cars with motors. It is apparent at once, therefore, that as far as the effect upon the capacity of the Subway is concerned, the expense of increasing the present motor equipment would not be justified. The effect upon the speed of the trains of changes in the motor equipment will be discussed in a separate report.

Furthermore, if the signal system is re-arranged as recommended in Report No. 2 upon "The Signal System" the proceed signal will be given to the following train very soon after the leaving train starts to leave the platform and therefore the time required by the leaving train in accelerating will have no influence upon the cycle which determines the station headway.

A study of the comparative effect of improving the braking and acceleration of the trains indicates that more advantages can be expected from increasing the braking efficiency than can be anticipated from increasing the acceleration of the trains.

MORE CARS PER TRAIN.

In order to obtain the maximum practicable capacity of the present Subway it will eventually be found desirable to increase the express trains from eight (8) to ten (10) cars, and the local trains from five (5) to seven (7) cars.

The easiest way to accomplish this change is to arrange to handle two more cars on each train, operating these cars on the ends of the trains, and not attempting to load or unload them directly from or to any platform south of Ninety-sixth street.

These cars would soon become known to the regular patrons as "through cars" and the guard in charge could discourage passengers who intended to stop at intermediate points from going into these cars. Passengers getting the benefit of this service should not complain of the requirement of walking, at the maximum, three car lengths to get on or off, as the freedom from crowding should compensate them for this extra trouble.

It would be necessary to make a small number of changes in the block signal system in order to allow one of these lengthened trains to push a similar but disabled train to a terminal yard, an operation which is sometimes required, that is the block signal system must be slightly re-arranged, so that a double train of a total of twenty cars on the express tracks could be operated in case of accident.

Plans have been prepared to lengthen the platforms at sixteen local stations south of 96th Street from the present length of 200 feet to 350 feet each, so as to accommodate 8-car local trains. The estimates which have been prepared covering the cost of these changes run from \$1,900,000 to \$2,250,000. It is my opinion that the expenditure of this amount of money will not be justified at the present time.

Two cars out of every seven upon the local trains can be provided for through passengers, and these passengers can be educated to take advantage of this accommodation. Most all of the other passengers are transient, that is, are traveling only a short distance, and should not feel it a hardship during rush hours to stand for a few stations. On account of the extensive use of the transfer privilege, the local trains are nearly always emptied of a load equivalent to their standing load at the present time at every express station stop, and the standing passengers, therefore, have an opportunity to find seats. Judging from present tendencies, the two through cars on each local train would prove attractive to a number of passengers who now use the express trains, and who would probably be glad to secure a seat on a local train running but a few minutes slower than the express in exchange for uncomfortable and crowded standing room upon an express train.

The increased car service on the local trains, should, therefore, tend to decrease the crowded condition of the express service. It would appear, therefore, that, if the added cars on the local trains can be devoted to through business, which originates and ends at or near their terminal stations, it will not be necessary to invest approximately \$2,000,000 to provide an extension of the local platforms, which are now arranged to accommodate only five cars.

A similar line of reasoning will indicate that ten-car train service can be instituted on the express tracks without making a corresponding increase in the length of the platforms. To lengthen these express stations sufficiently to accommodate ten-car trains would also mean the extending of all station platforms north of 96th Street. This would mean a large investment in order to do this work without interfering with the operation of the trains. In my judgment it is entirely feasible to operate ten-car trains on the express tracks and seven-car trains on the local tracks. A decided effort should be made to do this first without extending the platforms. If the difficulties attending this through-car service cannot be overcome in actual operation, then the platform should eventually be extended.

WIDER CARS.

After the maximum practicable length of train has been reached and such trains operated at the rate of 40 trains per hour with the present Subway, and through the use of double decked or reservoir stations at the rate of 60 trains per hour for future Subways—there are apparently but two ways left for increasing the possible capacity of a Subway without adding tracks and that is to widen the cars or to double deck them.

With the present Subway, on account of the changes in stations, tracks, terminals and in the cars themselves the adoption of a higher or a wider car would be impracticable. For future Subways the use of a wider car should be seriously considered but in my opinion greater advantages can be obtained by double decking the Subways by double decking the cars themselves.

In Report No. 3, "The Subway Car", I have discussed the proper design for a car at least 18 inches wider than the present car to be used in future Subways, and as this wider car will add at least 25% to the possible carrying capacity without adding materially to the amount of the investment, it should be used unless reasons other than engineering and operating ones compel the adoption of cars having approximately the same width as those in the present Subway.

MAXIMUM POSSIBLE CAPACITY OF SUBWAYS.

It has been shown in Report No. 2 upon the "Signal System" that the minimum headway to be expected with the present Subway upon tracks equipped with a block signal system, is 90 seconds, corresponding to 40 trains per hour. It has been shown further that this limitation to the headway is due to the delay in the express station blocks. In future Subways, this limitation to capacity should be eliminated by providing two station tracks at each express station to serve each main line track, so that one train at a station platform will not delay the following train, as is the case at present. In this way the tracks at the express stations would be arranged on the reservoir principle, so as to equalize and maintain at its maximum the rate of movement of the trains passing from one station to another. In other words, the stations which represent but a small portion of the cost of a Subway system should be designed in such a manner that the great investment in the Subway between the stations could be utilized to its fullest extent.

If the tracks between stations can be worked up to a capacity of 60 trains per hour (60 second headway) then the train capacity of future Subways will be 100 per cent. greater than the capacity obtained under existing operating conditions in the present Subway. If 10-car trains can be run every minute, a car capacity of 600 cars per hour can be secured with each track of a future Subway. If each car carries 150 persons, the possible carrying capacity of a single track will be 75,000 passengers per hour or 150,000 passengers for two tracks whereas the possible capacity of two tracks in the present Subway, as now operated, is less than 50,000 passengers per hour.

To determine the possibility of running 10-car trains on a 60-second headway, it is necessary to analyze the elements entering into the determination of the "running" headway of a train.

RUNNING HEADWAY OF TRAINS.

This analysis which is included in detail in the appendix, (See Figures 6, 7 and 8) shows that it is safe to operate 10-car trains every minute even with the present type of signal system and brake equipment. This rate of train movement will be possible however only with railways where the stations are provided with two station tracks for each main line track, as the trains cannot operate on a 60-second headway if they are delayed in getting up to and through each station.

A study of the analysis and curves in the appendix will show that it is not only possible to operate 10-car trains at the rate of 60 trains each hour, but that improvements are possible which will allow for the movement of trains at even a greater rate with safety. These improvements will be sufficient to contribute all of the flexibility or reserve capacity which must necessarily exist between the ultimate maximum capacity and the result to be expected of a system in every day operation.

To increase the train capacity of the Subway above the figures indicated by the curves, improvements may be expected along the following lines:

(1) The present braking data upon which the signal system has been designed indicate a rate of deceleration or rate of braking of slightly less than two miles per hour per second. It is not improbable that tests made under Subway conditions would show that an emergency stop at a rate somewhat in excess of this can be safely relied upon, provided the latest type of brake is used. A decrease in the length of the blocks from 10 per cent. to 20 per cent. might be possible as a result of this revised information, and it is, therefore, important that a series of reliable tests, showing the actual distance required to stop a loaded Subway train by means of the automatic emergency trips be made before the block distances of future Subways are decided upon.

(2) The signal system should allow the trains to run closer together than the minimum distance of three times the length of a block section, as is the case with the present Subway. This can be done most effectively by arranging a series of caution signal lights, which will follow the movement of the preceding train more closely than the present caution signals which are now a full block distance apart. A trav-

eling caution signal, if perfected, would allow the following train to encroach upon the overlap section of the block and approach nearer the danger signal, and thus safely reduce the minimum time interval between trains.

(3) Recent improvements in the signals themselves, have been made by which the movable colored discs have been replaced by two sets of electric lights whereby the signal indications become practically instantaneous. In the figures from which the curves in the appendix have been prepared, a period of $2\frac{1}{2}$ seconds was included to allow for these signal movements and the headways shown can therefore be reduced by this $2\frac{1}{2}$ seconds in considering the absolute minimum headway possible for future Subways.

These various improvements should make it possible to eventually maintain a 45-second "running" headway corresponding to a car capacity of 800 cars per hour with 10-car trains—but as it is impracticable to expect any system to be kept in operation for any great length of time up to its full ultimate capacity, I have based my calculations for the capacity of future Subways upon a practicable maximum capacity of 600 cars per hour for each express track which would only require trains to run on a 60-second headway.

If it were practicable to reconstruct and double deck all of the express stations of the present Subway, there is no good reason why the above capacity of 60 trains per hour could not be secured, but the difficulties which would be encountered in changing the stations while keeping the road in operation combined with the expense of undermining the foundations of certain high buildings under which the Subway runs, make this improvement now practically prohibitive although the expense of this change may some time prove advisable in order to get capacity.

The maximum train capacity, therefore, of any properly signaled track of the present Subway is 40 trains per hour as previously shown.

CARRYING CAPACITY OF A MOVING PLATFORM.

(See Figure 9 and Discussion in Appendix.)

It is possible to install and operate a moving platform for the transportation of passengers under sub-surface conditions and this method of solving the transit problem has been often advocated but has never been put into practical every day operation for city transit. Such a platform would have a number of loading and unloading platforms moving at different speeds, usually varying in steps of three miles per hour. The platform carrying the seats can thus be made to move at either nine or twelve miles per hour, the latter speed being in excess of the average speed of a surface car.

A moving platform can be arranged to seat one passenger per lineal foot or 5280 passengers for each mile of platform. If this platform moves at the rate of 12 miles per hour its carrying capacity will therefore be 62,500 passengers per hour and each of the patrons will have a seat. This capacity is more than twice the possible seating capacity of 10-car trains running on 60-second headway with 50 seats per car—but the platform only moves at the rate of 12 miles per hour whereas the train can move its patrons at an average schedule speed of 25 miles per hour. In other words, the train method of operation has the advantage of having double the speed of the platform method and the platform method on the other hand has the advantage of having twice the seating capacity of the train method. The question is, do patrons of an underground system of transportation prefer speed or comfort; that is, would they prefer to patronize trains traveling at 25 miles per hour but with only half enough seats to accommodate them in preference to a moving platform traveling at the rate of 12 miles per hour but provided with seats for all.

It is probable that for short distance when speed is not an important element the moving platform with its "seat for every passenger" would be preferred, but that for comparatively long distance speed, even at a sacrifice of some capacity, is the result desired and there is therefore in my opinion no question as to the advantage of the train method of operation, for long haul Subway conditions.

DESIGN OF STATIONS FOR FUTURE SUBWAYS TO SECURE MAXIMUM CAPACITY.

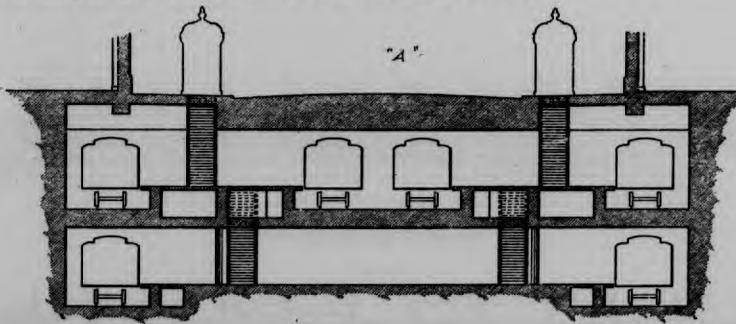
It has been shown that, with the present type of Subway stations where the trains stop on the main line, the train capacity is limited to a 10-car train every 90 seconds or to 40 trains per hour, whereas if each station is provided with two station tracks for each main line track the trains could be handled at the rate of one every 60 seconds or 60 trains per hour. Therefore, the capacity of future Subways can be materially increased by double tracking the stations, and this should be done at least on the express tracks at all express stations. Whether or not the local tracks should be double tracked depends entirely upon the use to which the local tracks are to be put. If, as in the present Subway, these local tracks are to be used more as a collecting and distributing system for the express service than as a separate system of transportation, then there will be but little need of increasing the possible capacity of the local tracks above the capacity which will be provided by a single local track at each station. If, however, an effort is to be made, as it should be, to cultivate the short haul business by means of the local systems and at the same time encourage the use of the local trains for a certain amount of through travel, then arrangements should be made for double tracking the local as well as the express tracks at all transfer stations.

This arrangement of double tracks for the local service at the express stations would not necessarily mean double tracks for the local trains at intermediate local stations as the stops at these stations would not require over 15 seconds and this station wait would not materially affect the headway. At transfer stations however the local trains are liable to be held at the platforms as long as the express trains are held and therefore if there is a demand for frequent train service over the local tracks, these tracks should be provided with double tracks at the transfer stations thus making each transfer station a double decked station with four tracks on each deck.

The question as to the best arrangement of the tracks in a station provided with double tracks for each main line track is an important one.

In the first place such a station must, as a rule, be "double decked"; that is, the express track platforms will be on a separate level (preferably a lower one) from the local track platforms.

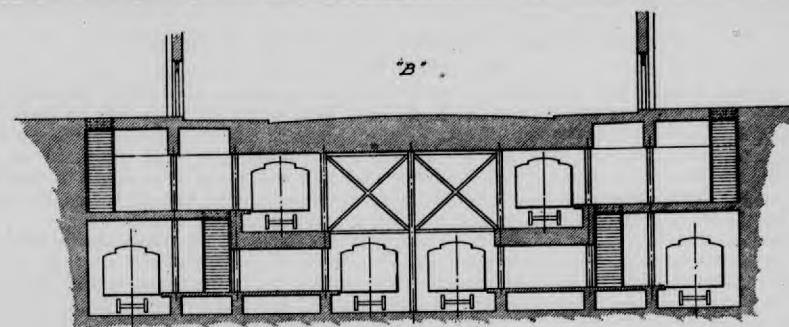
In the next place, a decision must be reached as to whether or not separate platforms are to be provided for loading and for unloading the passengers. The policy of the extent of the transfer privilege from local to express service, and vice versa, must also be decided and lastly, the question as to how intimate a connection should be arranged between two intersecting Subways must be settled. To show the flexibility of the double decked station for furnishing a solution to these various demands, a number of possible arrangements are shown as follows:



ARRANGEMENT A.

Double Decked Station with Six Tracks, Four on Upper Level.

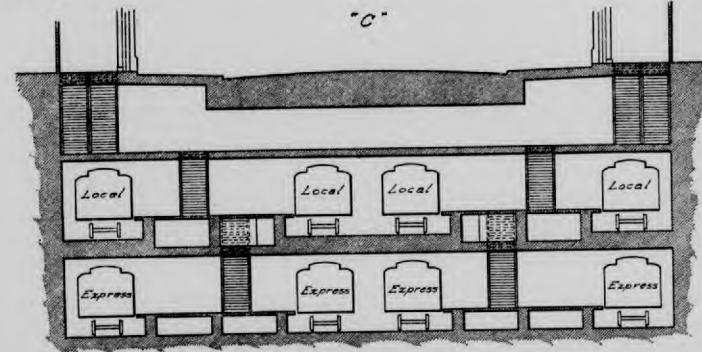
This diagram shows the simplest form of a reservoir station. Four tracks are shown on the upper level and two tracks on the lower level with a transfer connection between. The advantage of this arrangement is the easy transfer accommodations between all trains without excessive depth of station or length of travel for the passengers. The disadvantages are the use of kiosks to receive and deliver the passengers from and to the street and the use of the upper platform not only for loading and unloading all of the passengers patronizing the trains served by the upper platform but also the use of this same platform by the passengers passing to and from the lower level trains.



ARRANGEMENT B.

Double Decked Station with Six Tracks, Four on Lower Level.

This diagram shows the same number of tracks as the previous diagram, but by placing the two single tracks on the upper level they can occupy a space between the other two tracks and thus cut down the head room required for the station. This makes it possible to reduce by about 5 feet the depth from the street to the platform on the lower level and the common station platform can be located so that the entrance to it and exit from it need not be through a kiosk on the curb but can be through the basement of an adjoining building. The transfer privilege from trains going in one direction to trains going in the opposite direction has not been provided for by this station design.

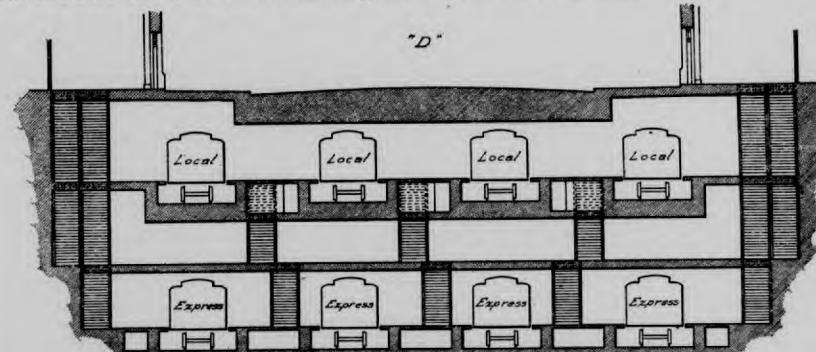


ARRANGEMENT C.

Double Decked Station with Eight Tracks, Transfer Platform on Upper Level.

If both the local tracks and the express tracks are to be provided with double tracks at the transfer stations and a general means of transferring from and to all trains is desired, then an arrangement similar to that shown by this or the next diagram will be desirable.

In this diagram the station concourse or common platform is shown on the upper level and the passengers descend to all trains, the disadvantage being that the passengers using the lower trains must climb or travel by escalators further than the passengers using the upper trains. This arrangement does not provide for loading passengers from one side of the car and unloading them from the other side.



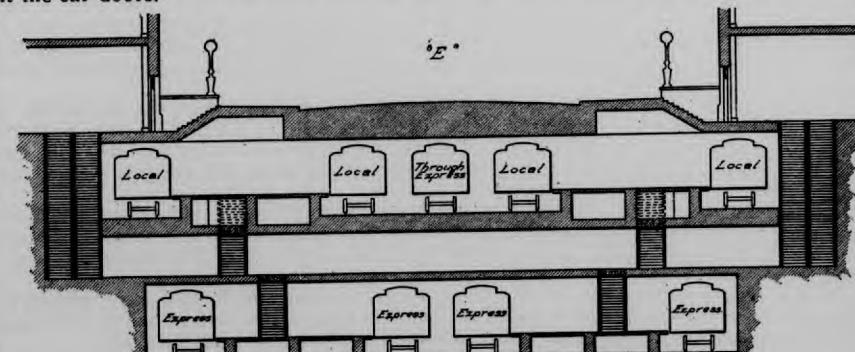
ARRANGEMENT D.

Double Decked Station with Eight Tracks, Transfer Platform on Intermediate Level.

To overcome the disadvantages of the previous design, the arrangement shown by this diagram is suggested.

In this station all passengers are treated approximately alike; that is, all passengers travel about the same distance in passing from and to the trains. The common station concourse or transfer platform is reached by escalators and stairways from a station entrance located back of the building line and from this platform all passengers pass up or down one flight of stairs to reach their trains.

All trains are served by separate island loading and unloading platforms so arranged that cars with many doors along the sides can be used to best advantage as the loading passengers can be controlled at the entrance to the platforms, instead of at the car doors.



ARRANGEMENT E.

Double Decked Station with Through Express Tracks, Transfer Platforms on Intermediate Level.

This drawing shows the possible arrangement of an intermediate station with provision for an odd through express or rush hour track, the trains of which do not stop at the station.

In the construction of any future trunk line Subway the use of such a supplemental rush hour track to take the peak long haul load in one direction in the morning and in the opposite direction in the evening should receive careful consideration.

Island platforms are indicated with common platforms for both loading and unloading but this is done only to show that the double deck station can be adapted to the use of any type of car and does not necessarily mean the use of the multi-side door car shown in the previous drawing. If desired, this station could be provided with separate loading and unloading platforms.

At terminal stations the through express tracks must be provided with platforms and these tracks should also separate into two station tracks if the principle of using all tracks to their highest carrying capacity during rush hours is to be consistently carried out.

TYPICAL STATION PROPOSED FOR FUTURE SUBWAYS.
(See Plate No. I.)

If double tracks are provided at the principal stations of future Subways to receive the trains operating over each single line, then much of the delay in handling trains which occurs at the stations in the present Subway can be avoided. Under this arrangement, each station will act as a reservoir to equalize and maintain at its maximum the flow of trains between stations and this will make it possible to operate 60 trains per hour over one line whereas it is possible to run but 40 trains an hour when the trains remain upon the main line when making station stops.

This idea can best be carried out by not only double decking the transfer stations but also, where practicable, double decking the Subway itself—between stations. The express trains should occupy the two lower tunnels and the local trains the two upper tunnels on account of the more frequent stops of the local trains. Each separate tunnel between stations which in the present Subway is occupied by but one set of rails, should preferably be provided with a double set of rails thus not only providing guard rails but also avoiding the complication and danger in operation of switch points at each reservoir station turn out.

In the station, between the two levels devoted to the trains, should be located a main concourse reached directly by escalators and stairs from the station entrances. From this large common station platform, stairways should lead to separate loading and unloading platforms serving all trains, thus making it possible to use cars with many side doors. During rush hours the number of passengers reaching a loading platform could be controlled by gates at the stairways and thus this station design provides means of setting up and maintaining a circulation of passengers in and out and to and from the trains which would add much to the comfort of Subway travel.

The intermediate level can be taken advantage of to allow crosstown trains to pass directly through the station as shown by the drawing, thus providing an easy way of transferring from one system to another. Should it ever become necessary to require transfer slips from passengers transferring from crosstown Subways to the North and South Subways or vice versa, due either to separate operating companies or to the necessity of making an increased charge for this privilege, this type of station is well adapted for quickly and comfortably handling passengers under such a plan.

The station entrances should be, wherever possible, from the inside of permanent buildings located back of the property line and not from kiosks occupying valuable sidewalk space. In most localities the diversion of a stream of passengers through a building as is now done, for instance, at the Times Square station of the present Subway, could be taken advantage of to enhance the commercial value of the property and this rise in value should be used to reduce the burden of the first cost of the station.

Many more passengers will be handled each day through many Subway stations of this kind than will be accommodated by either the New York Central or the new Pennsylvania, New York City, terminals and therefore more importance should be attached to Subway station designs in the future than has been thought advisable in the past.

CONCLUSIONS.

The facts brought out in this report upon the Capacity of the Subway may be briefly recapitulated as follows:

(1) The present Subway, although carrying more passengers than it was originally designed to handle, lacks sufficient passenger carrying capacity under the conditions that it is now operating to pay a fair return on the investment and at the same time allow for a suitable depreciation reserve.

(2) The present Subway is also defective in not having sufficient passenger carrying capacity to take care of the demands of transportation along its route during the two rush-hour periods of the day; that is, the Subway is lacking in what might be termed *overload capacity*.

(3) The headway and therefore the *capacity of the present Subway* is governed by the "station headway"; that is, the number of trains is limited by the number that can be passed through the *limiting station*. The capacity of *future Subways* should be limited only by the number that can safely be passed over the tracks *between stations*.

(4) The present rate of train movement of 30 trains per hour in one direction upon each track can be increased to 40 trains per hour by

a—Installing automatic closing door signals upon the cars;

b—Providing speed control signals auxiliary to the present block signal system at the approaches to the stations;

c—Altering the cars to provide more doors in the sides of each car.

These changes have been discussed in detail in Reports Nos. 1, 2 and 3.

(5) To most effectively secure the benefit of these changes the cross-overs in the tracks north of 96th Street station should be removed in accordance with the plans, which have already been approved by the Public Service Commission.

(6) The 96th Street changes can be made still more effective by adding to these plans, the feature of double decking described in this report, and shown on Plate II, thus providing two additional express tracks in the station.

(7) To secure the same capacity for the Brooklyn extension that will eventually be obtained for the Manhattan Subway, a plan for handling the South Ferry passengers should be worked out so that all express trains can be run through the Brooklyn tubes, thus increasing their present capacity at least 33%.

(8) The train capacity of the Subway cannot be increased by increasing the speed of the trains as the increased length of the signal blocks necessary for the higher speeds more than offsets the advantage of the increased speed.

(9) The capacity of the Subway can be increased by greater care in using the brakes at the stations. Very little effect upon the capacity can be expected by improving the acceleration of trains.

(10) Considerable improvement in the capacity can be secured by running longer trains and a movement in this direction should be started as it will eventually be found desirable to run 7-car local trains and 10-car express trains, both at the rate of 40 trains per hour. When this is done the capacity of the present Subway will be increased 75% which is the maximum increase in capacity of the present Subway that can be expected without double decking the stations which for reasons previously given seems to be prohibitive.

(11) While double deck cars in Subways are impracticable, the possibility of using wider cars should be thoroughly considered in making plans for future Subways, as there is apparently no difficulty in the way of using wider cars for such Subways except the question of transferring the equipment between the present Subway and future ones.

(12) To secure the maximum possible capacity of future Subways, tests should be made to determine more accurately than has been done, the braking distance required to bring a Subway train to rest from full speed when the emergency stop is used.

(13) An improvement in the block signal system which will have a material influence upon increasing the capacity of future Subways can be secured by developing a traveling caution signal to act in conjunction with the present fixed one.

(14) Moving platforms have practically double the seating capacity of 10-car trains running upon 60-second headway, but on the other hand these moving platforms have a speed of only one-half the schedule speed of the train, and therefore the train method of operation is to be preferred for long distances.

(15) In order to secure maximum capacity for future Subways these Subways should be designed with double decked stations provided with double tracks for each main line and the cross section of the Subway between stations should also where practicable be double decked; this plan will allow the operation of 10-car trains on a 60-second headway on each track thus providing a carrying capacity of three times that of the present Subway.

RECOMMENDATIONS.

The improvements suggested in this report may be summarized as follows:

(1) The changes required in the present Subway to increase its capacity from 30 trains an hour to 40 trains an hour, with a marked increase in its earning capacity, should be carried out; that is, the block signal system should be improved, a speed control system developed and the cars altered, all in accordance with recommendations made in my Reports Nos. 1, 2 and 3.

(2) The 96th Street alterations should include not only the removal of the cross-overs as already approved by the Commission but also the altering of the station itself to provide a local track upon a lower level, allowing the four tracks upon the present level to be used by the express trains.

(3) A shuttle train service for the South Ferry station should be provided at once and a comprehensive study should be made of a plan for a double decked station at this point which would not only give all South Ferry passengers a station on the main line, thus eliminating the shuttle train service, but also allow all trains to run through to Brooklyn.

(4) The braking of the trains at the stations should be improved so as to save the 5 seconds which is now often lost by lack of skill in stopping the trains.

(5) One car should be added to the rear of each local train during rush hours and the public should be encouraged to use this extra car upon the local trains, which, although not reaching the platforms, could be used for through travel with the idea of adding even more cars to the trains if the public can be educated to take advantage of this increased accommodation.

(6) A series of braking tests showing the distance required to stop a train by means of the emergency stop from full speed should be made in order to secure reliable data for planning the block signal systems for future Subways.

(7) The manufacturers of block signal systems should be encouraged to develop a traveling caution signal to supplement the present fixed caution signal, as this signal could be installed to advantage not only in the present Subway but in future Subways.

(8) If future Subways are to be built and operated independently of the present one, the plans should be made with the idea of using multiple side door cars 18 inches wider than the present cars thus adding at once 25% to the capacity of each car and increasing the possible carrying capacity of such Subways without proportionately increasing their first cost.

(9) In order that future Subways shall not only pay a fair return on their investment but also allow for a satisfactory depreciation reserve, it is essential that such Subways be located where there is sufficient density of traffic to justify their being built and at the same time they should be so designed as to handle the volume of traffic which must be passed through them during rush hour periods in order to make them self sustaining.

(10) All future trunk line Subways should be designed with stations on the reservoir principle, that is with double tracks in each station for each main line track. This can best be accomplished by not only double decking the stations, but also double decking the Subways between stations and by this method secure the carrying capacity necessary to justify the occupancy of the street and at the same time produce a property which will justify its cost. Where a crosstown Subway is to be provided for, the stations should be triple-decked.

APPENDIX TO REPORT UPON THE CAPACITY OF THE SUBWAY.

The drawings and diagrams which illustrate graphically the technical points of the report upon the capacity are included in this appendix. These drawings and diagrams are as follows:

Figure 1—Proposed Changes at 96th Street:

Plan I. Present Arrangement of Tracks at 96th Street.

Plan II. Rearrangement of Tracks at 96th Street Approved by Public Service Commission.

Plan III. Rearrangement of Tracks at 96th Street with Double Deck Station.

Figure 2—Braking Curves.

Figure 3—Comparative Deceleration Curves.

Figure 4—Time Required to Stop Trains.

Figure 5—Comparative Acceleration Curves.

Figure 6—The Car Capacity of the Subway.

Figure 7—The Value of One Second.

Figure 8—Minimum Headway.

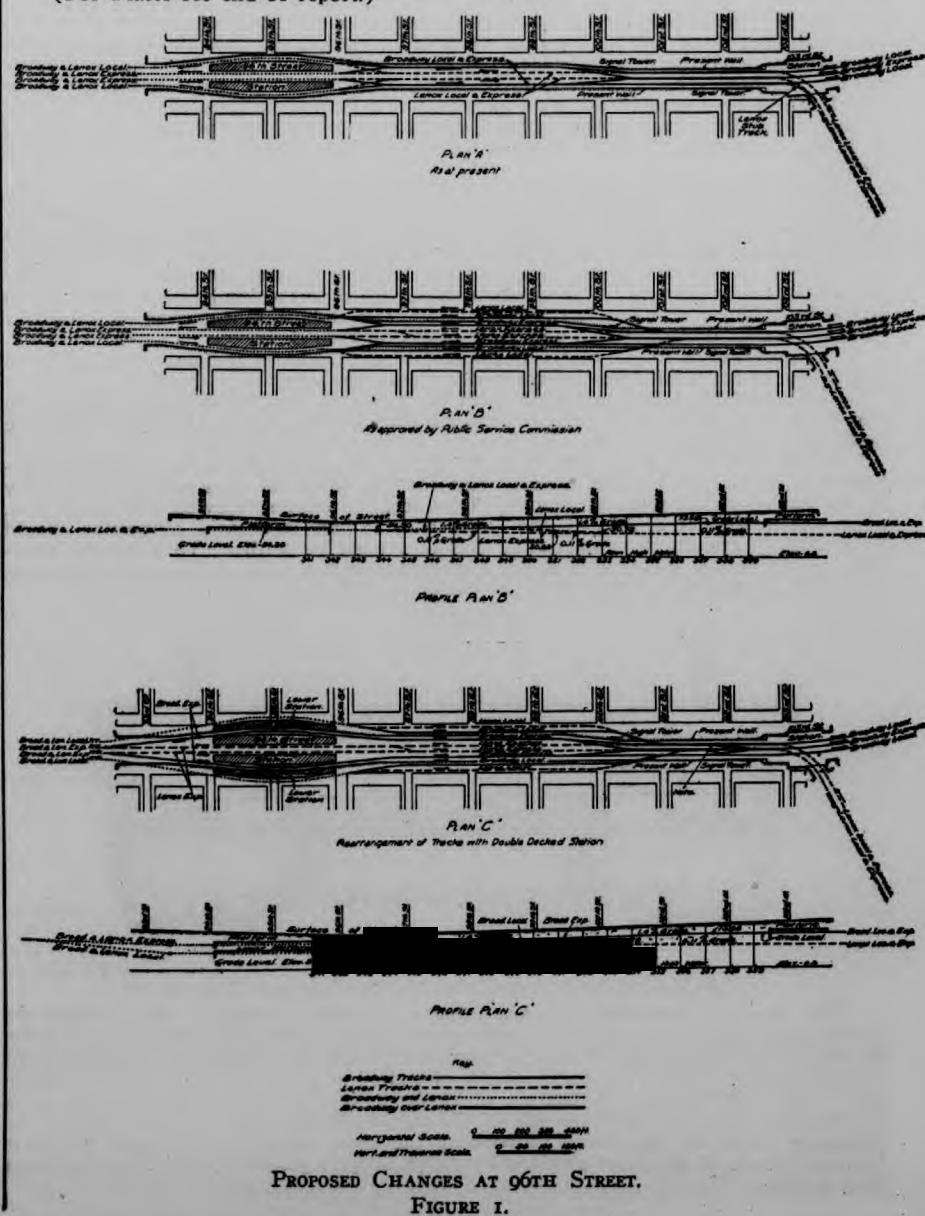
Figure 9—Car Capacity, Seating Capacity and Carrying Capacity of Trains Compared to the Seating Capacity of a Moving Platform.

PLATE I.

SECTION OF TYPICAL RESERVOIR STATION FOR FUTURE COMPREHENSIVE SUBWAY SYSTEM FOR NEW YORK CITY AND ENVIRONS. SHOWING CROSSTOWN SUBWAY PASSING BETWEEN HIGH AND LOW LEVEL NORTH AND SOUTH SUBWAYS.

PLATE II.

SECTION OF PROPOSED REARRANGEMENT OF NINETY-SIXTH STREET STATION OF THE INTERBOROUGH RAPID TRANSIT COMPANY OF NEW YORK, TO PROVIDE TWO STATION TRACKS FOR EACH OF THE PRESENT EXPRESS TRACKS BY CONSTRUCTING NEW TRACKS ON A LOWER LEVEL FOR THE PRESENT LOCAL TRAINS.
(For Plates see end of report.)



PROPOSED CHANGES AT 96TH STREET.

FIGURE I.

PRESENT ARRANGEMENT OF TRACKS AT 96TH STREET.

Plan A.

Figure 1.

At the present time, the 96th Street station is served by two express tracks and two local tracks, the general arrangement being as shown by Plan A, Figure 1.

Just north of the station platform, cross-overs are provided, one cross-over connecting the north bound tracks and the other cross-over connecting the south bound tracks.

Of the four tracks north of these cross-overs, the two center tracks are used for the Lenox trains and the two outer tracks for the Broadway trains.

The two center or Lenox tracks drop down on a grade of about 0.5% until they pass directly under the Broadway tracks and branch off at 103rd Street.

At 100th Street on the Broadway line, a third track is introduced upon the upper level connected by means of a cross-over to the outside Broadway tracks and this third track is used for express trains to and from 137th Street.

The disadvantages of the present arrangement are the two track crossings or cross-overs at grade, and the operation of both the Broadway local and express trains over the same track from 97th to 100th Street. Both of these defects cause considerable delay in the operation of the trains particularly during rush hour periods.

REARRANGEMENT OF TRACK AT 96TH STREET APPROVED BY PUBLIC SERVICE COMMISSION.

Plan B.

Figure 1.

The change proposed and approved is intended to do away with the two grade crossings and at the same time furnish two additional local tracks, both North bound and South bound. This arrangement is shown by Plan B, Figure 1. The tracks for the Broadway local trains will connect with the Broadway local tracks at points north of the cross-over which serves the center express track, in such a way that the Broadway local trains can enter and leave the 96th Street station without interfering with or being hindered by the express trains using the center tracks.

The arrangement allows for the introduction of these local tracks outside of the present Subway walls and the two tracks on each side are connected at the station end so as to use one opening in the wall.

As soon as the local tracks pass through the walls at 96th Street, each track is divided into two separate tracks, one for the Lenox local trains and one for the Broadway local trains. These two tracks run side by side at the same grade, which is that of the present Broadway line, until near 98th Street where the Lenox Avenue tracks drop down on a 2.1% grade which continues until the difference in elevation is sufficient to allow the Lenox tracks to pass beneath those of the Broadway line. In this position with one set vertically above the other, they connect with their respective tracks.

The express tracks under the new arrangement remain as at present.

This arrangement, by eliminating the grade crossings, will add to the promptness with which trains can at present be passed through 96th Street sufficiently to justify the investment of \$850,000 which will be required to make the changes. Incidentally

the four additional tracks will provide an additional advantage of a storage space for trains, both North bound and South bound which will add materially to the flexibility of train movements between the two branch lines and the four tracks of the main stem.

REARRANGEMENT OF TRACKS AT 96TH STREET WITH DOUBLE DECK STATION.

Plan C.

Figure 1.

The only difference between Plan B and Plan C is the addition of two extra tracks in the 96th Street station itself. It is proposed to locate these tracks on a lower level than the present tracks and next to the building lines as shown by the cross section drawing in Plate II. The use of these additional tracks for the local trains would allow the four present tracks in the station to be utilized exclusively for express service. It is proposed, under this arrangement, to connect the present outer tracks to the central express tracks directly south of the station and to separate the Lenox express trains from the Broadway express trains at this point instead of as at present at a point directly north of the station.

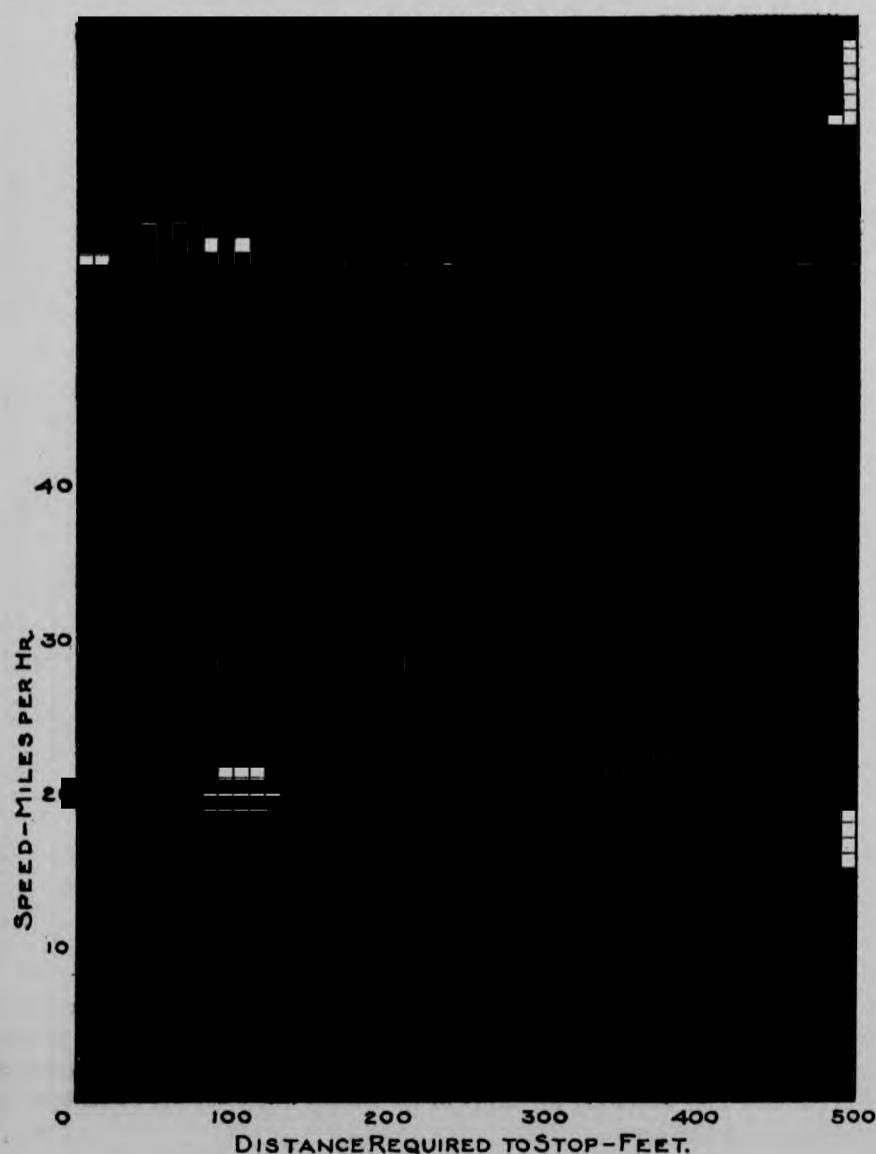
The local tracks would start on a down grade south of the station so as to reach the lower level by means of a grade not exceeding 2%. The two sets of local tracks directly north of the station would be connected as in Plan B but instead of breaking through the wall of the Subway, would be connected directly to the new local tracks in the station on the lower level. After the local tracks divide, one would rise on an easy grade to connect with the Broadway local tracks and the other would remain at the lower level and connect with the Lenox Avenue tracks directly under the Broadway connection.

The advantage of the arrangement shown in Plan C over the arrangement shown in Plan B is that additional storage space would be provided for the express trains at the station platforms so that the express trains running in either direction would have ample time to load and unload passengers while waiting for the signal to proceed, whereas with the former plan if an express train were at the platform the following express train would have to wait until the first train had entirely left the platform. Thus the improved arrangement would greatly increase the capacity of the 96th Street station so far as express trains are concerned and leave the local track capacity the same as it is at present.

The fact that the platform for local trains would be at a different level from the express platform would serve to discourage the large amount of unnecessary transferring which now occurs at 96th Street. At the same time, the transfer privilege would not be removed.

Note:

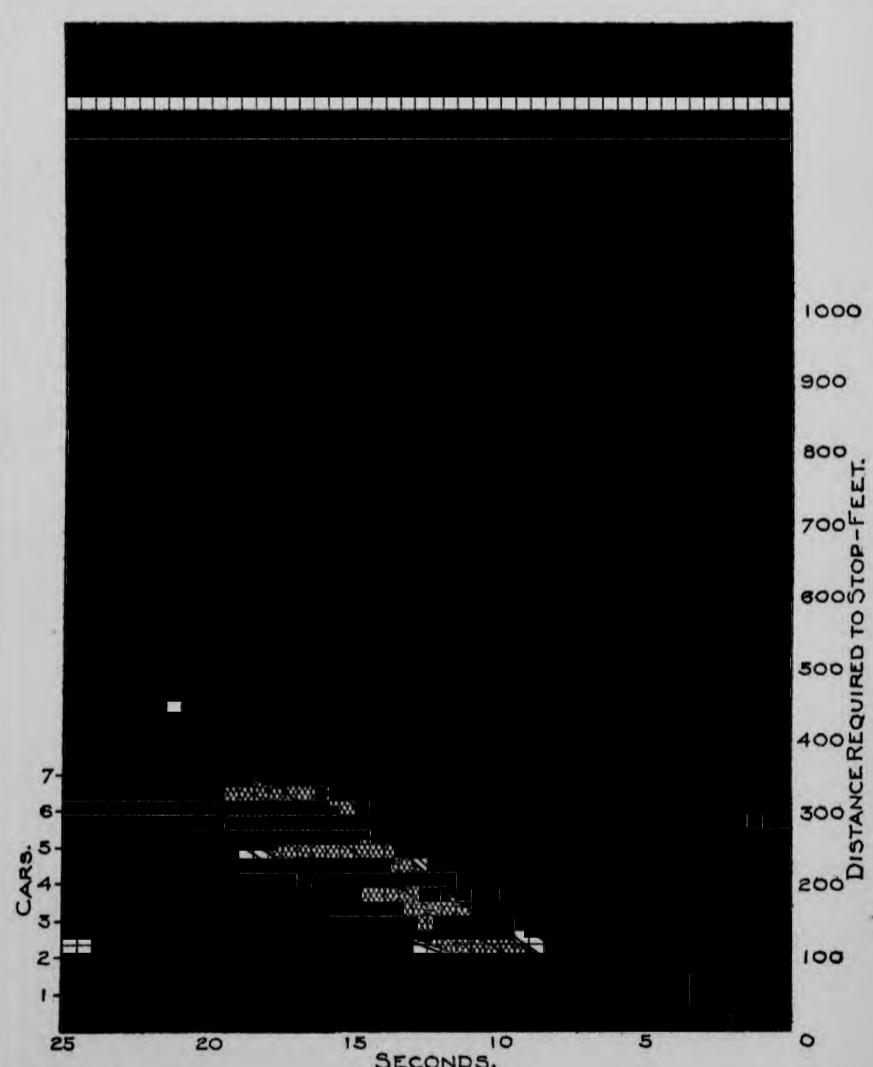
By installing an additional cross-over at 102nd Street between the center track on the Broadway division and the two outside tracks, it would be possible to run the trains, which have used this third track, upon the local tracks south of 96th Street. This connection can be used in case it is found advisable eventually to start 10-car express trains at 137th Street on the Broadway line stopping at Manhattan Street, 116th Street, 110th Street, 103rd Street and 96th Street and then operating these trains as express trains south of 96th Street.



BRAKING CURVES.

Figure 2.

This diagram shows the distance in feet required upon a straight and level track to bring a train to rest from different initial speeds in miles per hour and at various rates of deceleration. For instance, to stop a train from 26 miles an hour in 26 seconds or at the uniform rate of retardation of one mile per hour per second will require 500 feet, whereas to stop this same train in 13 seconds or at the rate of 2 miles per hour per second will require but 250 feet. The dotted lines indicate the curve of braking distance which was used in laying out the Subway signal system and it will be seen that this curve, constructed from test data, corresponds very nearly to the theoretical curve of 2 miles per hour per second. The fact that with improved brakes it is possible to stop a train at the rate of 2½ miles per hour per second or greater suggests that possibly the braking distance—and therefore the lengths of the blocks and the headway—can be correspondingly reduced.



COMPARATIVE DECELERATION CURVES.

Figure 3.

This diagram shows the number of seconds required to stop a train at various rates of deceleration. The length of an express station platform is 350 feet. If the head end of a train coming to a stop at this platform runs the length of the platform in 15½ seconds the train is braking at an average of 2 miles per hour per second. If, however, the time to run the length of the platform is 22 seconds, then the rate of retardation or braking is an average of but one mile per hour per second.

The shaded portion of the diagram covers points of observation which were made on a great many trains and indicate that the braking practice in the present Subway is varying through wide limits. In bringing a train to a rest at the station platform, many motormen take at least 5 seconds longer than other or more skilled motormen. The single curve indicating a stop in the length of the platform of 14 seconds is the result of one observation in which an exceptionally quick stop was made but this stop shows the possibilities of eventual improvement.

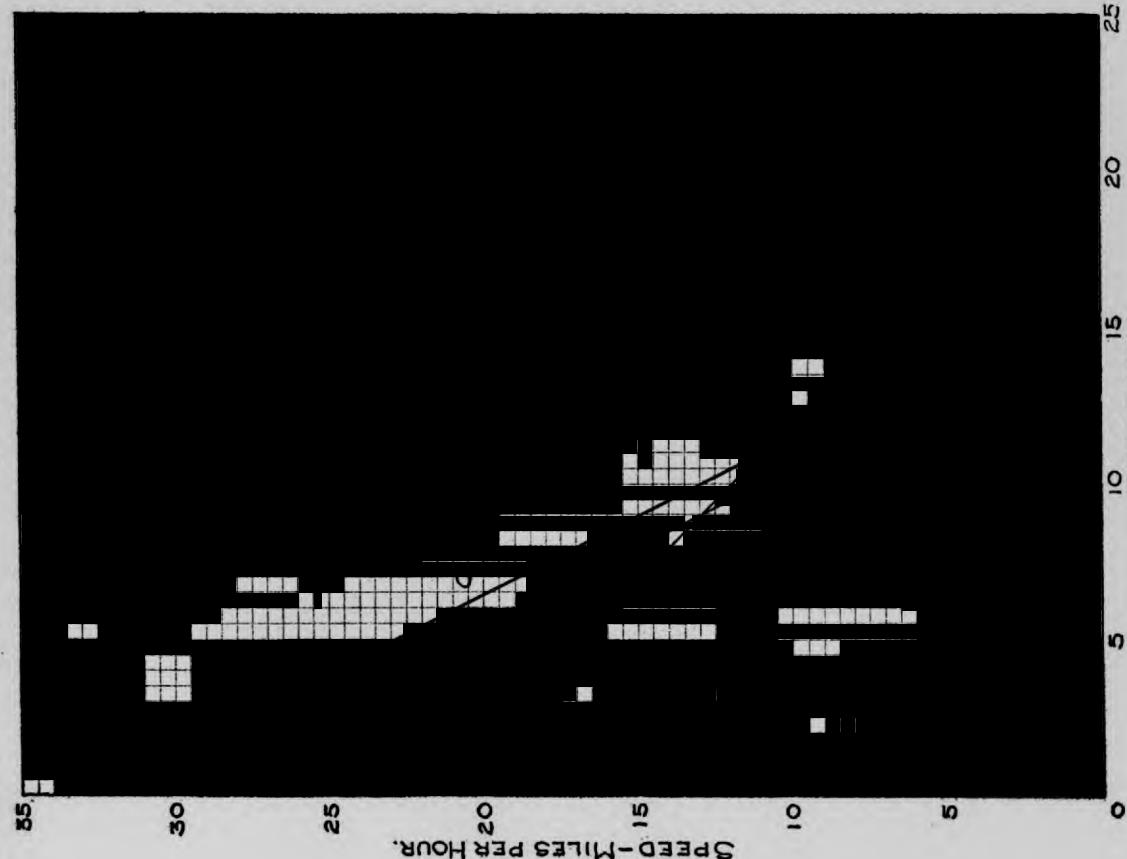


Figure 4.

In this diagram Curve A shows a train reaching the platform at a speed of 22 miles an hour and stopping in 22 seconds or at the rate of one mile per hour per second. Curve B shows the train stopping in 15½ seconds from a speed of 31 miles per hour or a deceleration rate of 2 miles per hour per second. Curve C shows the first train which reached the platform at 22 miles per hour—accelerating first to about 24 miles per hour and then decelerating at the rate of 2 miles per hour per second thus coming to a stop in 16½ seconds instead of 22 seconds. This latter curve shows the method of stopping which should be followed by all trains. An indicator should be located 100 feet from the entering end of the platform and the motormen should be trained and instructed to reach this indicator with their trains running at a predetermined speed. The motormen become sufficiently expert in judging the speed of the train to make this rule practicable and it can be carried out without the use of speed indicators in the motorman's cab.

A strict adherence to this rule would reduce the operating headway of the present Subway by at least 5 seconds and there is no other improvement possible which will add so much to the capacity of the Subway in proportion to the amount of investment involved.

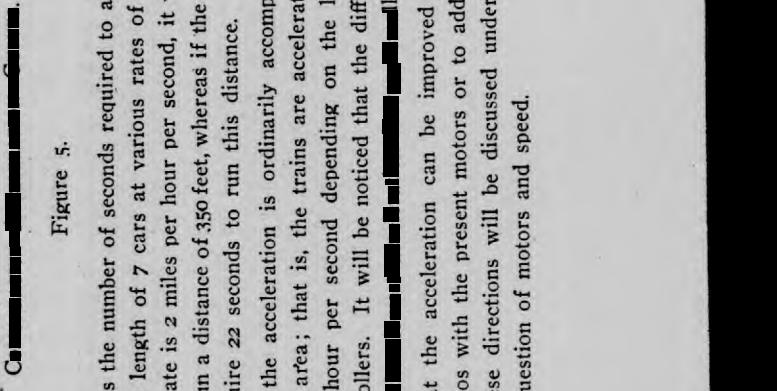


Figure 5.

This diagram shows the number of seconds required to accelerate a train through a distance equal to the length of 7 cars at various rates of acceleration. As in the braking curves, if the rate is 2 miles per hour per second, it will require 15½ seconds to start from rest and run a distance of 350 feet, whereas if the rate is one mile per hour per second, it will require 22 seconds to run this distance.

In actual practice the acceleration is ordinarily accomplished within the limits covered by the shaded area; that is, the trains are accelerated at the rates between 1.1 and 1.4 miles per hour per second depending on the load, the motormen and the action of the controllers. It will be noticed that the difference between the most rapid and the slowest rates is 11 seconds.

The only way that the acceleration can be improved to any great extent is to change the gear ratios with the present motors or to add more motors per train. The possibilities in these directions will be discussed under a separate part of the report to the question of motors and speed.

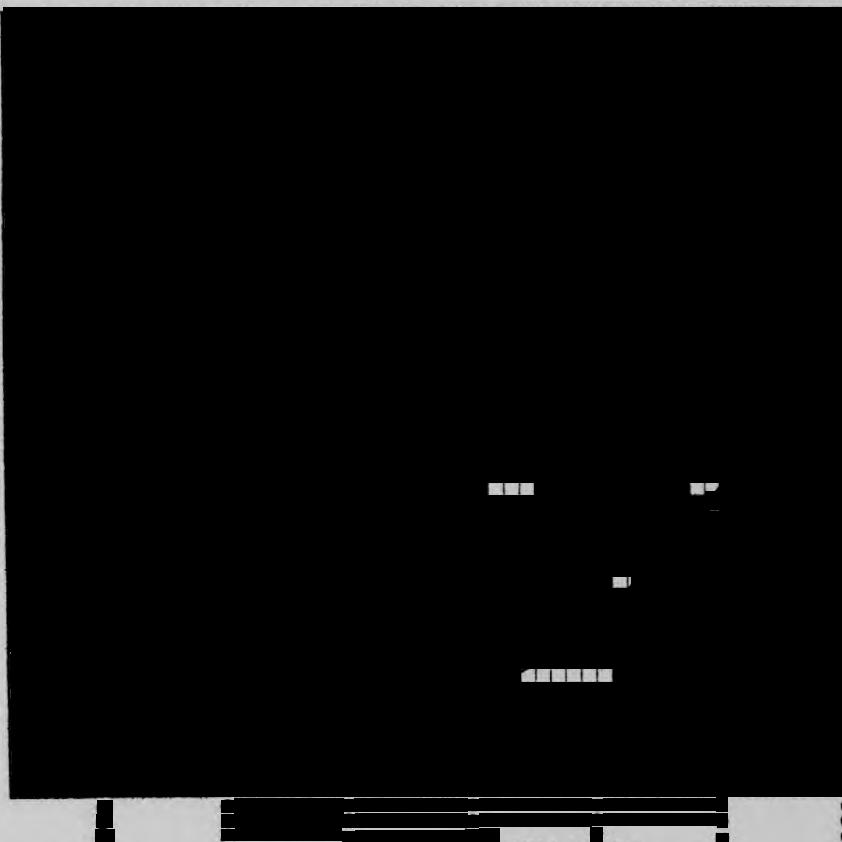


Figure 6.

This diagram shows the total number of cars per hour that can be operated over a single track in one direction with various headways and different lengths of trains. The curves show at once the benefits to be expected by decreasing the headway and at the same time increasing the length of the trains. The following points have been located on the diagram—

A—Present Local Trains,
5-car train on 120 second headway..... 150 [REDACTED]
B—5-car train on 100 second headway..... 280 [REDACTED]
C—8-car train on 120 second headway..... 240 [REDACTED]
D—10-car train on 120 second headway..... 400 [REDACTED]
E—For future Subways,
12-car train on 100 second headway..... [REDACTED]

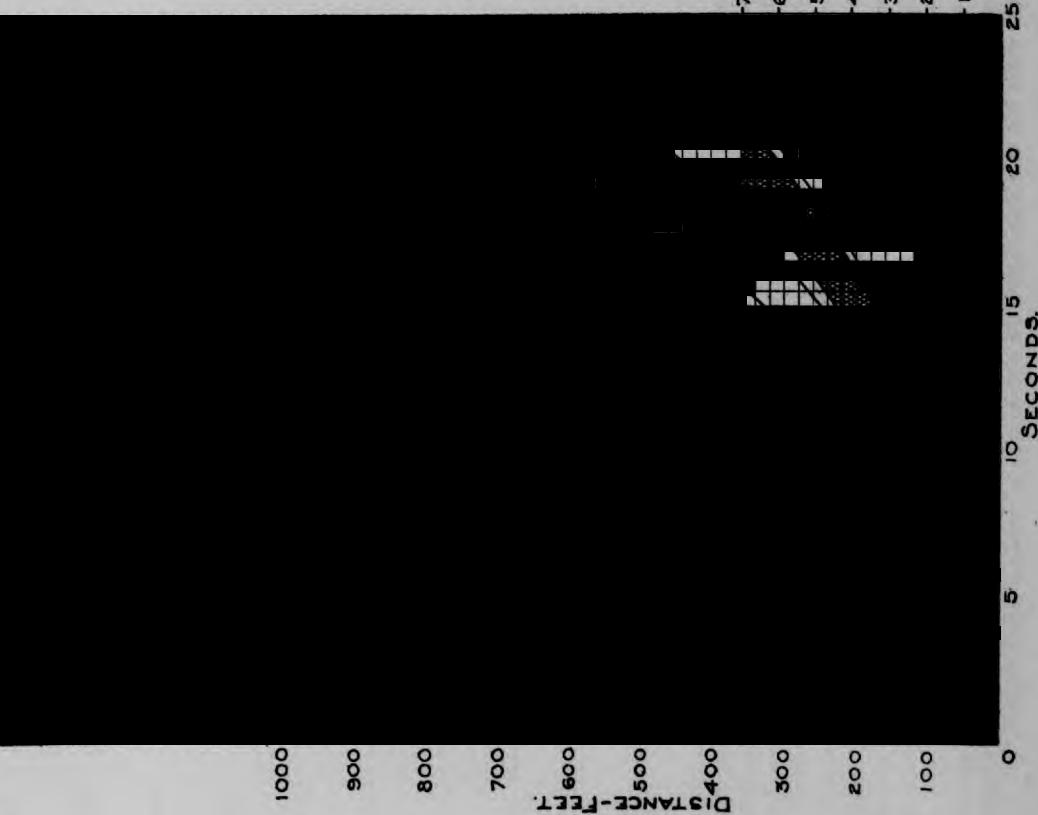


Figure 5.

MINIMUM HEADWAY.

Figure 8.

This diagram shows the minimum "running" headway with different length of trains running at various speeds.

The minimum running headway between stations in the present Subway is the sum of the following factors—

(1) Time required for the train to run through three block sections, plus

(2) Time required for the train to run its own length, plus

(3) Time required for signals to operate, plus

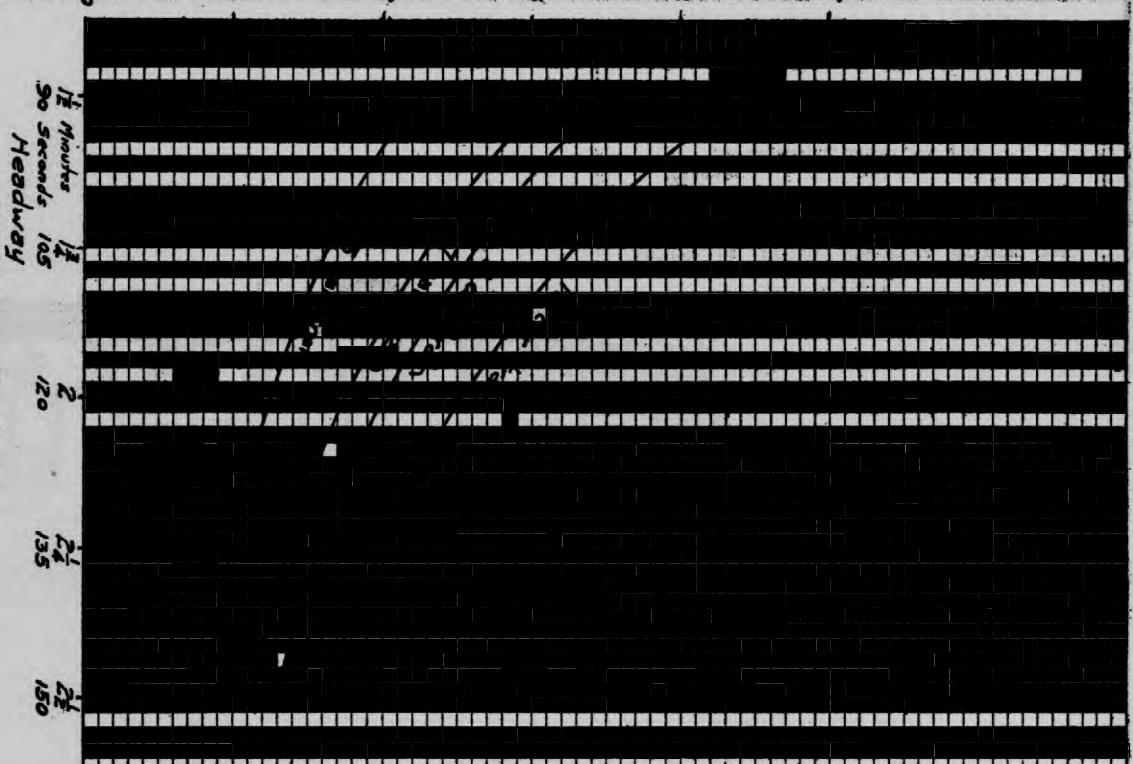
(4) Time required for motormen to observe signal and act.

In Figure 8, each of these elements has been plotted showing the time required for each one at various maximum speeds. In this Diagram Curve B-1 shows the time required for the train to run through three blocks of the signal system. Behind each train on the signaled tracks of the Subway there are three signals, two of which are danger signals opposite automatic stops on the track, and the third or last is a caution signal. It requires about $2\frac{1}{2}$ seconds for the caution signal to indicate clear after the preceding train has passed out of a block, and the motorman usually follows the direction of a signal at least five seconds before the train actually reaches the signal, so that $7\frac{1}{2}$ seconds time has been added to Curve B-1 to obtain Curve B, which represents the safe time interval between the head end of one train and the rear end of a following train. This time interval increases nearly directly as the maximum speed increases on account of the fact that the distance, which determines the length of the signal system block, increases approximately as the square of the speed, whereas the velocity of the train which overcomes this increasing block distance varies directly as the speed.

On the other hand, the time required for the train to run its full length decreases directly with the speed as shown by Curves A for the different lengths of trains. The Curves marked C which show the increasing headway are the result of adding the values shown by Curves A and B. Curves C indicate that there is a minimum headway for each length of train, at which point the car capacity of the Subway for that particular length of train will be a maximum. For instance, with a 10-car train, the headway will be a minimum of about 49 seconds when the maximum speed of the train is 15 miles per hour. If the maximum speed is decreased below 15 miles per hour, the length of the block, and therefore the time required to run three times its length is decreased but on the other hand the time required for the train to run its full length is increased at a greater ratio, and the corresponding headway is therefore increased. When the speed is increased above 15 miles per hour, the influence of Curve B is more apparent, and the headway increases as the maximum speed is increased.

These curves show that as the maximum speed of the train is increased above the critical speed, the minimum headway is increased, and the corresponding train capacity of the Subway, which is obtained by dividing the seconds in one hour (3600) by the headway in seconds is decreased; that is, after a critical maximum speed has been passed, the train capacity of the Subway cannot be increased by running speed the trains at a higher rate of speed.

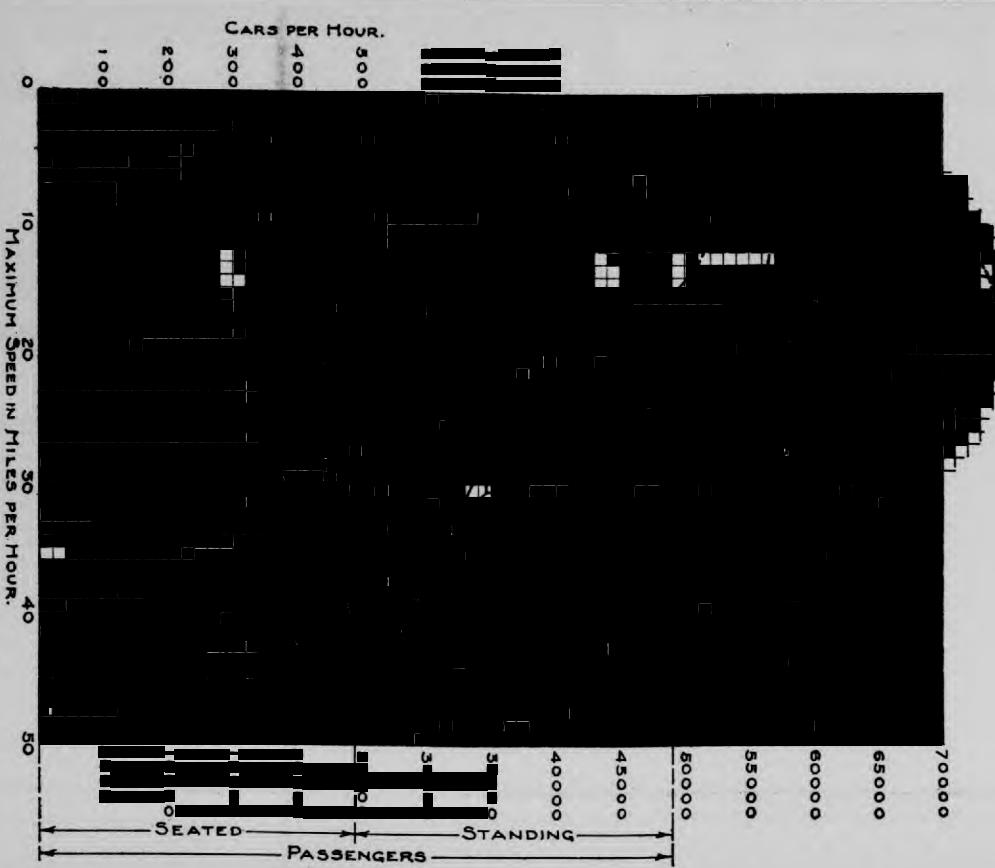
Increase in Car Capacity per Hour by reducing Headway one second.



THE VALUE OF ONE SECOND.

The value of the saving of one second, or the influence on the car capacity of the train, is shown graphically by Figure 7.

The advantage to be gained by saving one second in the actual, or operating headway, increases as the headway considered decreases and as the number of cars per train increases. For instance, if an 8-car express service operating on a headway of 2 minutes could be run on a headway of one second less, the car capacity of the Subway would be increased by two cars per hour. If, however, the headway is 90 seconds with 10-car trains a decrease or saving of one second would mean an increase in car capacity of $4\frac{1}{2}$ cars per hour. As the car capacity of the Subway is improved, the relative value of one second in the headway is thus greatly increased.



CAR CAPACITY, SEATING CAPACITY AND CARRYING CAPACITY OF TRAINS COMPARED TO THE SEATING CAPACITY OF A MOVING PLATFORM.

Figure 9.

The curves marked A in this diagram show first, the number of cars per hour resulting from the operation of different lengths of trains at various speeds. These curves were obtained by dividing the seconds in an hour by the headway shown by Figure 8 and then multiplying by the number of cars in the train. They indicate that although the headway of trains at a given speed increases with the length of the train, thus making it necessary to run the longer trains at greater intervals, the extra number of cars in the longer train more than compensates for the loss in the actual rate of train movement and therefore the greater the length of the train, the greater the possible car capacity.

The maximum speed of the present Subway cars with motors on about 60% of the cars is 40 miles per hour. A vertical line (a, b) has been shown on the curves at this 40-mile speed to indicate this limit. All the blocks of the present signal system are equal to at least the length of the longest train. If this rule is followed, then the minimum length of block will be the length of the train and the minimum distance between trains will be three times this minimum length. Another line (x, y) cutting the capacity curves and indicating the

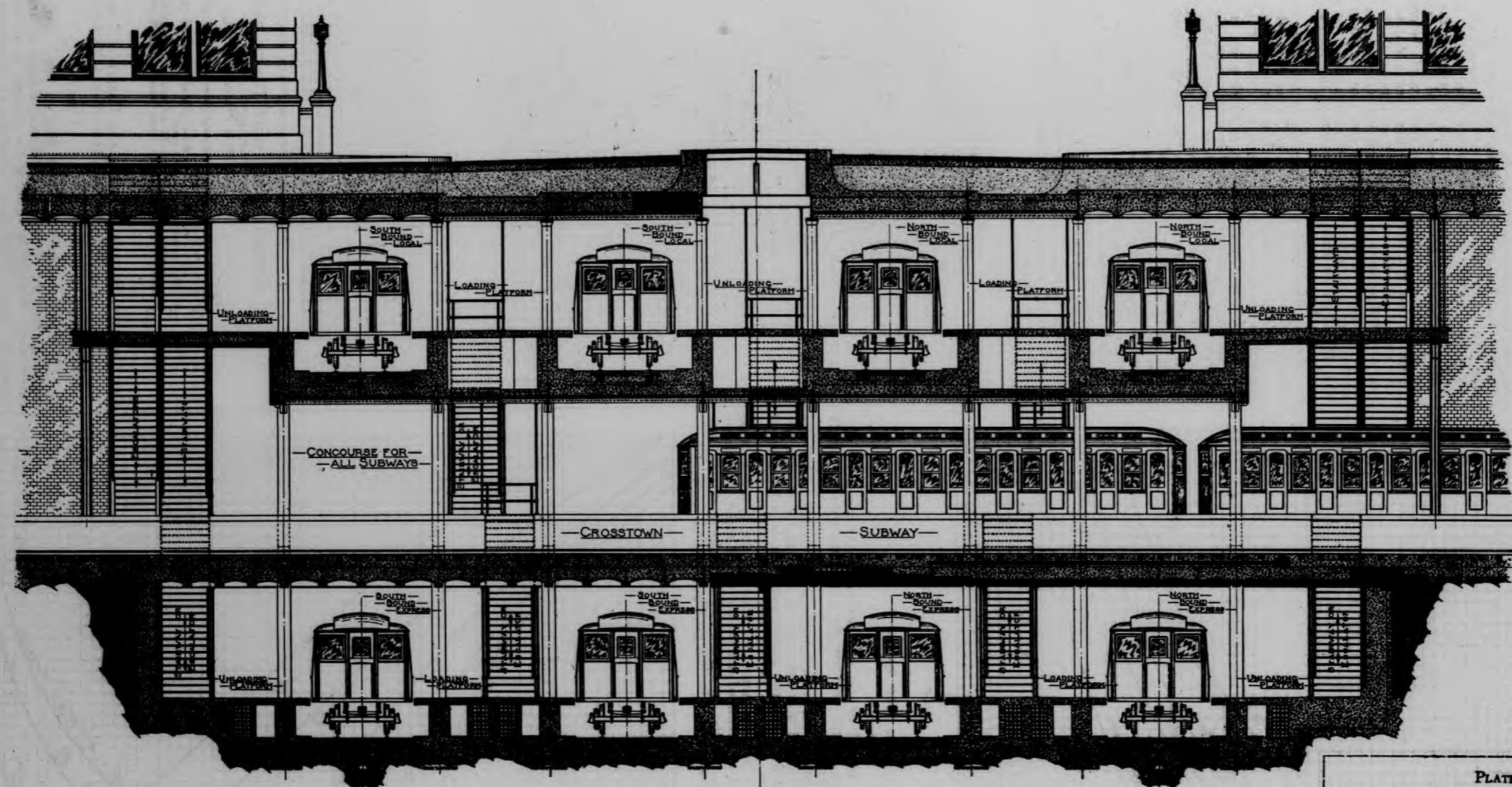


PLATE I.

SECTION OF TYPICAL RESERVOIR STATION FOR
FUTURE COMPREHENSIVE SUBWAY SYSTEM FOR
NEW YORK CITY AND ENVIRONS, SHOWING
CROSSTOWN SUBWAY PASSING BETWEEN
HIGH AND LOW LEVEL, NORTH AND SOUTH
SUBWAYS.

Accompanying Report No. 4 of
BENJ. J. ARNOLD
to the
PUBLIC SERVICE COMMISSION FOR THE FIRST
DISTRICT, STATE OF NEW YORK,
May, 1908.

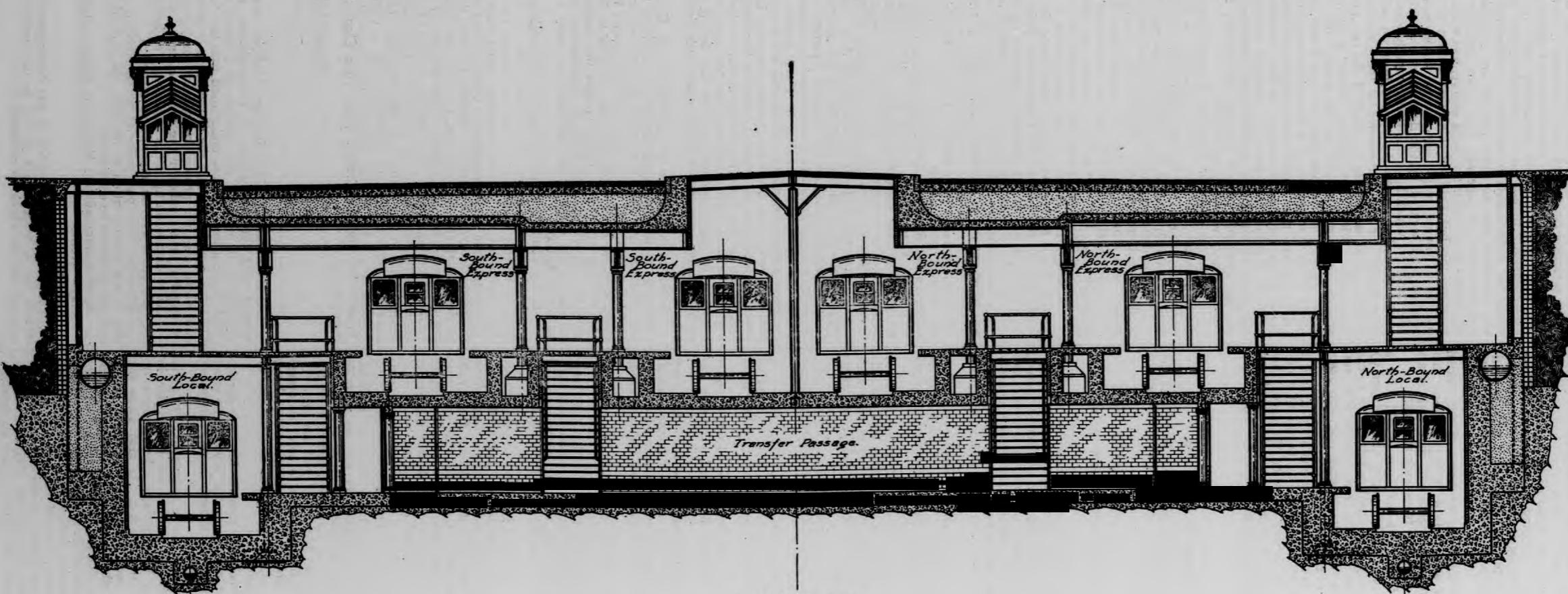


PLATE II.

SECTION OF PROPOSED REARRANGEMENT OF NINETY-SIXTH STREET STATION OF THE INTERBOROUGH RAPID TRANSIT COMPANY OF NEW YORK, TO PROVIDE TWO STATION TRACKS FOR EACH OF THE PRESENT EXPRESS TRACKS BY CONSTRUCTING NEW TRACKS ON A LOWER LEVEL FOR THE PRESENT LOCAL TRAINS.

Accompanying Report No. 4 of
BION J. ARNOLD

to the

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,
STATE OF NEW YORK,
May, 1908.

limit of maximum capacity with blocks shortened to the length of the train is shown on Curves A.

Between these two limit lines (a, b, and x, y) will be found the possible car capacity of any Subway with different lengths of trains running at various speeds.

A scale has been added to the right of the curves indicating at once the seating capacity of a Subway corresponding to any given car capacity on the basis of 50 seats per car. These figures show that the maximum seating capacity may vary from 15,000 seats with 5-car trains running on a maximum speed of 40 miles per hour, to 33,500 seats with 10-car trains running at a maximum speed of 30 miles per hour with signal blocks, in the latter case equal in length to that of the train.

Curves B show the passenger carrying capacity on the basis of an average of 100 passengers per car—that is with as many passengers standing as are seated. These curves between the limits of a, b, and x, y, indicate that the maximum passenger carrying capacity of one track of the Subway with 100 passengers per car varies from a minimum of 30,000 passengers per hour with 5-car trains to 67,000 passengers per hour with 10-car trains.

Curve C shows the capacity of a moving platform on the basis of one seated passenger per lineal foot of platform. This basis was arrived at by assuming that each seat on the platform would accommodate three passengers and that these seats are spaced transversely on the platforms a distance of 3 feet from back to back.

Such a platform moving at a uniform rate of 12 miles per hour would have a carrying capacity of 62,500 seated passengers per hour. This capacity (See Figure 9) will be seen to be exactly equal to the carrying capacity of a road operated with 10-car trains having a maximum speed of 34 miles an hour. In the train service, however, one-half of the passengers would be standing while with the moving platform seats for the entire number would be provided. If the 10-car trains do not make too frequent stops, an average schedule space of 24 miles per hour can be maintained and it will thus be seen that if transportation facilities are to be supplied by means of trains instead of moving platforms, each passenger will be carried at twice the speed that can be expected from a moving platform, but in order to secure this extra speed and retain the total carrying capacity equal to that of the moving platform, one-half of the passengers must stand.

(29)

1127

FOURTH AVENUE SUBWAY, BROOKLYN—AWARD OF CONTRACTS.

The Commission reconvened at five o'clock to consider again the matter of the bids on the so-called "Fourth Avenue" subway, Brooklyn. The Secretary presented the following communication from the Chief Engineer:

May 21, 1908.

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

DEAR SIR—I transmit herewith tabulated copy of the bids on Fourth Avenue Subway, Brooklyn, which were received on May 8, 1908. The bids are arranged by sections, and generally in order of the lowest bidder, except in the case of Section 11-A-3, where James P. Graham is placed last, his bid not being complete. I would call attention to the two low bidders on 11-A-4, where E. E. Smith Contracting Company makes the lowest total bid on the construction of the railroad and pipe galleries, while Remington & Sherman and F. W. Carlin Construction Company offer the lowest bid on the railroad work alone.

The bids for Manhattan Bridge Extension, and for the Railroad Section of 11-A-3, by James P. Graham, are less than two-thirds of the estimate. Both of these bids, in my judgment, are below the actual cost of doing the work. In this connection, attention should be called to the form in which the bids were submitted.

Of the remaining sections, the bids on 9-C-1 and 11-E-1—11-A-1, are furthest from my estimate, but these are the most difficult sections to construct, and the difference between the bid and the estimate undoubtedly indicates the unforeseen contingencies which the contractor apprehends. This bidder, William Bradley, has satisfactorily completed a large part of the present subway.

The lowest bids of Sections 11-A-2 and 11-A-4 are reasonably close to the estimate and are from a contracting company which has successfully constructed difficult work of this character in the city of Philadelphia, Pa.

The next bid above James P. Graham on Manhattan Bridge Extension No. 1, is by Rodgers & Hagerty. This is a young firm, composed of the son and foreman of John C. Rodgers, the well-known contractor. Mr. John C. Rodgers has called upon me and assures me that he will endorse this firm.

The Tidewater Building Company and Thomas B. Bryson, who are the lowest bidders in Section 11-A-3, exclusive of James P. Graham, have had extensive experience with building construction.

The proposal of Westinghouse, Church, Kerr & Company, provides that they do the work of construction at actual cost, giving the City every advantage which their organization may have for reduced prices, and experienced management of large work. They would receive as compensation a fixed sum based upon the magnitude of the work.

They further suggest, as an insurance to the highest personal endeavor, the following provision for bonus and penalty—

An estimate of cost will be agreed upon between the City and the contractor before commencing work. If the actual cost of construction is less than this estimate, the saving will be divided equally between the City and the contractor. If the actual cost exceeds the estimate, a reduction will be made from the compensation to be received by the contractor.

This proposition seems to have the advantage of what is usually termed "percentage" work, without its possible disadvantage. In "percentage" work the contractor undertakes the execution of the construction, and receives as compensation to cover his expenses and profits, a percentage of the cost, which varies from 10% to 25%, depending upon the nature of the work managed. It will thus be seen that by increasing the cost, the contractor will increase his own profits. On the other hand, the proposal of Westinghouse, Church, Kerr & Company is such that a decrease of cost will result to their direct advantage, as well as to that of the City.

In making a lump sum bid, the contractor usually adds a percentage to the estimated cost to cover his expenses, contingencies and profits. This will vary from 15% to 100%, depending upon the unforeseen contingencies which he thinks he is liable to meet. In some of the work under consideration contingencies are unavoidably large, although endeavor has been made to reduce them as much as practicable.

The fee proposed by Westinghouse, Church, Kerr & Company, based upon the magnitude of the work, amounts, for item I, to about \$1,342,829, and for item II, may approximate \$300,000, making a total fee of \$1,642,829, upon a total estimated cost of \$15,813,600. If their fee be deducted from this total estimate, it would leave \$14,170,771, which amount represents the net cost of the work of construction by them, and upon which the bonus or penalty may be based.

The purpose of this plan is to eliminate the speculative element for both parties to the contract. To this end, the penalty should not reduce the fee beyond the point where the contractor would be paid his actual expenses, though in my judgment it should be on a sliding scale.

The advantages of this proposal to the City appear to be numerous. It gives the City a saving in every apprehended contingency which does not materialize in the execution of the contract. It would therefore be especially advantageous on Section 9-C-1 and 11-E-1—11-A-1, and also on Section 11-A-4. It also gives the City the advantage of knowing the actual cost of each branch of operation, which knowledge may later be used in the execution of other work, or in fixing detailed prices for future bids, and thus permitting the introduction of the method of percentage bidding, which is now being gradually introduced in public work, and which, in order to make its introduction here practicable, requires information of costs which this Commission does not at present possess. Further, and of the greatest importance, is the fact that it would seem practicable to undertake extensive work without charging the entire cost of such work against the debt limit of the City, but instead, could be prosecuted under a budget. This might enable the City to start all subways now under consideration, and so much needed.

Very truly yours,

(Signed) HENRY B. SEAMAN,
Chief Engineer.

The Secretary also presented the following communication from the Counsel to the Commission:

May 21, 1908.

Public Service Commission for the First District:

SIRS—I transmit herewith a schedule showing the various irregularities in the Fourth Avenue bids. Most of those are mere matters of form and do not, I think, affect the legality of the bids. In some of the higher bids, notably those of S. Pearson and Son, Inc., for certain of the sections, there are certain defects or reservations which might affect the legality of the bids, but since these bids will probably not need to be seriously considered, I do not deem it necessary to discuss the matter here, but I have had noted on the schedule the irregularity in each case.

The lower bids, however, notably those of James P. Graham, require a careful consideration. In his bid for the first section (Manhattan Bridge, No. 1) Mr. Graham's bid is the lowest received and is somewhat irregular in that no address is given, the statement that no other persons are interested is not made, it is signed on page 208 instead of on page 225, and is not verified. In my opinion these defects are not so serious as to make the bid a nullity, and while the Commission has ample authority to reject this bid, I do not think that it must do so. The underlying purpose of these bids is, of course, to get an offer to do the work for a certain price and when that is given and secured by the deposit of a certified check, it seems to me that these other matters which have not been properly cared for by Mr. Graham may be waived by the Commission. As the printed form on which the bids are required to be made is primarily for the convenience of the Commission, I do not think any other contractor would have cause to object if the two primary requisites of price and security are complied with. The Statute, Section 36 of the Rapid Transit Act, gives the Commission very broad powers in this respect and allows it to "accept any of such proposals as will, in the judgment of such Board, best promote the public interest," and under it the Commission, if it deems the acceptance of such bid will best promote the public interest, may ignore mere matters of form. If the Commission should award the contract for the first section to Mr. Graham and he should fail to sign and deliver the contract and give the required security, the Comptroller could cash his check and although it is probable that litigation would then ensue, through an attempt on Mr. Graham's part to recover this money, I am very doubtful that such action for a recovery would be successful.

A different question, however, presents itself in regard to Mr. Graham's bid for the fifth section (Section 11-A-3) in which, in addition to all the other defects, he has omitted to make a bid for the construction of pipe galleries. In my opinion this is fatal. In the Invitation to Contractors, at page 7, it is stated:

"In the detailed plans for construction, provisions for pipe galleries along the line of the tunnel are included. Bids for the construction of the railroad must be accompanied by a separate bid for the construction of the pipe galleries above referred to, as it is essential for the City to separate the cost of the railroad from the cost of the pipe galleries. The Commission reserves the right to accept a bid for construction of the railroad and at the same time to reject the accompanying bid for pipe galleries."

Although the matter of the construction of the pipe galleries under the Rapid Transit Act is permissive and not mandatory, the Invitations to Contractors have been drawn on the theory that the Commission desired to build both the railroad and the pipe galleries but before definitely determining whether to build the pipe galleries it desired to have before it bids for their construction, so that it might base its action on exact information. When the time came for considering the bids, the Commission was to be put in the position of being able, if it so desired, to make a contract for the construction of the pipe galleries in addition to the railroad. Mr. Graham's bid, in this case, prevents the exercise of the Commission's discretion, since under his offer the railroad section alone could be built. Aside from all other considerations, if Mr. Graham's bid for the railroad construction could be accepted it would then be necessary if the Commission desired the construction of the pipe galleries, to readvertise for proposals for their construction. I therefore advise that Mr. Graham's bid for Section 11-A-3 is informal and should not be considered.

A further question has arisen in regard to the bids of the E. E. Smith Contracting Company for Sections 11-A-2 and 11-A-4. The Smith Company is a Pennsylvania corporation and I am informed that it has not received authority under Section 15 of General Corporation Law to transact business within the State of New York. On the matter being drawn to its attention the company at once took steps to obtain this authority, which will doubtless be given within a day or two. I do not think this omission affects the validity of this bid but it seems to me, if the Commission is disposed to award any contracts to that company, its action should be deferred until the necessary authority to transact business has been obtained by the company. As the Legislature of the State has directed that no foreign corporation shall transact business without the authorization of the Secretary of State, it seems to me it would be improper for this Commission, as a state board, to enter into business relations with such a foreign corporation before such authorization has been given by another state official.

I should like to draw the attention of the Commission, for such action as it deems necessary, to the following matters, in addition to those which I have discussed. I am informed that the Comptroller has refused to accept certain surety companies on bonds for municipal work and I call this matter to your attention in order that if you deem wise, an examination into the standing of the surety companies proposed by the bidders may be made. There is also the question of the financial standing of the certain of the corporations bidding have only a nominal capital stock, in one case as low as \$4,000.

In my opinion the proposition of Westinghouse, Church, Kerr and Company cannot be considered under the present form of Invitation to Contractors. The contractors in this case were invited to furnish the Commission with proposals for the construction of the different sections under what is known as a lump sum contract. The proposition of Westinghouse, Church, Kerr and Company is based on a radically different theory, the contract requisite to meet their proposition being what is known as the Master and Servant type, no lump sum being named but the contractor receiving compensation upon a basis of the amount of work to be done, upon what is akin to the percentage basis. The contract, which has been already drafted and which was furnished the contractors as a basis for their bids, could not be used to carry out a scheme such as that outlined by Westinghouse, Church, Kerr and Company. I do not here deal with the question whether such a contract can be made under the Rapid Transit Act, but since that question requires a careful and lengthy study of the Rapid Transit Act and the Greater New York Charter, I shall deal with it in a separate communication.

Respectfully yours,

GEO. S. COLEMAN,
Counsel to the Commission.

After discussion, Commissioner Maltbie moved, and it was duly seconded and carried, that the proposition of Westinghouse, Church, Kerr and Company be not considered, in view of the opinion of Counsel with regard thereto, and that their check be returned. It was understood that the Secretary in communicating with said Company would state that the Commission considered their suggestion a valuable one, and would give the proposition careful consideration with a view to the advisability of adopting such a policy in the construction of other rapid transit roads.

After discussion upon the advisability of building pipe galleries in connection with the railroad, it was, on motion duly seconded,

Resolved, That pipe galleries be constructed in connection with the railroad, and that in the consideration of the bids, the sum of the bids of each bidder for railroad and pipe galleries be considered.

Ayes—Commissioners McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

On motion, duly seconded, it was determined that the bid of James P. Graham on section No. 5, being section 11-A-3, be not considered, in view of the opinion of counsel, and that his check be returned.

CONTRACT No. 2, SECTION 9-C-1.

After consideration of the bids on Contract No. 2, being Section 9-C-1, the following resolution was moved and duly seconded:

Resolved, That this Commission hereby accepts the proposal of William Bradley, dated May 8, 1908, for the construction of that portion of the proposed Fourth Avenue

Rapid Transit Railroad in the Borough of Brooklyn, which lies in Flatbush Avenue Extension private property and Fulton Street between Willoughby Street and Ashland Place, in the Borough of Brooklyn, and also the proposal of the said William Bradley to construct pipe galleries in connection with the said railroad, the prices of the bids being \$3,436,019.00 for construction of the railroad and \$58,695.00 for the construction of the pipe galleries.

Resolved, That the Chairman and the Secretary be and they are hereby authorized, on behalf of the Commission, to execute a contract in the form attached to the said proposal and to deliver the same if and when consented to by the Board of Estimate and Apportionment and upon compliance by the said William Bradley with the requirements of the Invitation to Contractors attached to the said proposal.

Resolved, That the Secretary give notice to the said William Bradley that his proposal has been accepted and the contract awarded to him by this board, subject to its being consented to by the Board of Estimate and Apportionment, as required by law.

Resolved, That it be referred to George S. Coleman, Counsel, to inquire into the sufficiency of the sureties proposed to be given by the said William Bradley and in case sureties named in the proposal of the said William Bradley or any of them are not approved, then to inquire into the sufficiency of any other or substitute sureties and in behalf of the Commission to do any such acts as may be necessary and incidental to the furnishing of a proper bond.

Ayes—Commissioners McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

CONTRACT NO. 3, SECTIONS II-E-1 AND II-A-1.

After consideration of the bids on Contract No. 3, being Sections II-E-1 and II-A-1, the following resolution was moved and duly seconded:

Resolved, That this Commission hereby accepts the proposal of William Bradley, dated May 8, 1908, for the construction of that portion of the proposed Fourth Avenue Rapid Transit Railroad in the Borough of Brooklyn, which lies in Ashland Place, private property, and Fourth Avenue between Fulton Street and Sackett Street, in the Borough of Brooklyn, and also the proposal of the said William Bradley to construct pipe galleries in connection with the said railroad, the prices of the bids being \$3,392,091.50 for construction of the railroad and \$208,135.00 for the construction of the pipe galleries.

Resolved, That the Chairman and the Secretary be and they are hereby authorized, on behalf of the Commission, to execute a contract in the form attached to the said proposal and to deliver the same if and when consented to by the Board of Estimate and Apportionment and upon compliance by the said William Bradley with the requirements of the Invitation to Contractors attached to the said proposal.

Resolved, That the Secretary give notice to the said William Bradley that his proposal has been accepted and the contract awarded to him by this board, subject to its being consented to by the Board of Estimate and Apportionment, as required by law.

Resolved, That it be referred to George S. Coleman, Counsel, to inquire into the sufficiency of the sureties proposed to be given by the said William Bradley and in case sureties named in the proposal of the said William Bradley or any of them are not approved, then to inquire into the sufficiency of any other or substitute sureties and in behalf of the Commission to do any such acts as may be necessary and incidental to the furnishing of a proper bond.

Ayes—Commissioners McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

CONTRACT NO. 4, SECTION II-A-2.

After consideration of the bids on Contract No. 4, being Section II-A-2, the following resolution was moved and duly seconded:

Resolved, That this Commission hereby accepts the proposal of E. E. Smith Contracting Company, dated May 8, 1908, for the construction of that portion of the proposed Fourth Avenue Rapid Transit Railroad in the Borough of Brooklyn, which lies in Fourth Avenue between Sackett Street and Tenth Street, in the Borough of Brooklyn, and also the proposal of the said E. E. Smith Contracting Company to construct pipe galleries in connection with the said railroad, the prices of the bids being \$2,283,553.30 for construction of the railroad and \$206,672.00 for the construction of the pipe galleries.

Resolved, That the Chairman and the Secretary be and they are hereby authorized, on behalf of the Commission, to execute a contract in the form attached to the said proposal and to deliver the same if and when consented to by the Board of Estimate and Apportionment and upon compliance by the said E. E. Smith Contracting Company with the requirements of the Invitation to Contractors attached to the said proposal.

Resolved, That the Secretary give notice to the said E. E. Smith Contracting Company that its proposal has been accepted and the contract awarded to it by this board, subject to its being consented to by the Board of Estimate and Apportionment, as required by law.

Resolved, That it be referred to George S. Coleman, Counsel, to inquire into the sufficiency of the sureties proposed to be given by the said E. E. Smith Contracting Company and in case sureties named in the proposal of the said E. E. Smith Contracting Company or any of them are not approved, then to inquire into the sufficiency of any other or substitute sureties and in behalf of the Commission to do any such acts as may be necessary and incidental to the furnishing of a proper bond.

Ayes—Commissioners McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

CONTRACT NO. 5, SECTION II-A-3.

After consideration of the bids on Contract No. 5, being Section II-A-3, the following resolution was moved and duly seconded:

Resolved, That this Commission hereby accepts the proposal of Tidewater Building Company and Thomas B. Bryson, dated May 8, 1908, for the construction of that portion of the proposed Fourth Avenue Rapid Transit Railroad in the Borough of Brooklyn, which lies in Fourth Avenue between Tenth Street and Twenty-seventh Street, in the Borough of Brooklyn, and also the proposal of the said Tidewater Building Company and Thomas B. Bryson to construct pipe galleries in connection with the said railroad, the prices of the bids being \$1,945,040.50 for construction of the railroad and \$251,076.00 for the construction of the pipe galleries.

Resolved, That the Chairman and the Secretary be and they are hereby authorized, on behalf of the Commission, to execute a contract in the form attached to the said proposal and to deliver the same if and when consented to by the Board of Estimate and Apportionment and upon compliance by the said Tidewater Building Company and Thomas B. Bryson, with the requirements of the Invitation to Contractors attached to the said proposal.

Resolved, That the Secretary give notice to the said Tidewater Building Company and Thomas B. Bryson that their proposal has been accepted and the contract awarded to them by this board, subject to its being consented to by the Board of Estimate and Apportionment, as required by law.

Resolved, That it be referred to George S. Coleman, Counsel, to inquire into the sufficiency of the sureties proposed to be given by the said Tidewater Building Company and Thomas B. Bryson, and in case sureties named in the proposal of the said Tidewater Building Company and Thomas B. Bryson, or any of them are not approved, then to inquire into the sufficiency of any other or substitute sureties and in behalf of the Commission to do any such acts as may be necessary and incidental to the furnishing of a proper bond.

Ayes—Commissioners McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

CONTRACT NO. 6, SECTION II-A-4.

After consideration of the bids on Contract No. 6, being Section II-A-4, the following resolution was moved and duly seconded:

Resolved, That this Commission hereby accepts the proposal of E. E. Smith Contracting Company, dated May 8, 1908, for the construction of that portion of the proposed Fourth Avenue Rapid Transit Railroad in the Borough of Brooklyn, which lies in Fourth Avenue between Twenty-seventh Street and Forty-third Street, in the Borough of Brooklyn, and also the proposal of the said E. E. Smith Contracting Company to construct pipe galleries in connection with the said railroad, the prices of the

bids being \$2,808,982.80 for construction of the railroad and \$173,665.00 for the construction of the pipe galleries.

Resolved, That the Chairman and the Secretary be and they are hereby authorized, on behalf of the Commission, to execute a contract in the form attached to the said proposal and to deliver the same if and when consented to by the Board of Estimate and Apportionment and upon compliance by the said E. E. Smith Contracting Company with the requirements of the Invitation to Contractors attached to the said proposal.

Resolved, That the Secretary give notice to the said E. E. Smith Contracting Company that its proposal has been accepted and the contract awarded to it by this board, subject to its being consented to by the Board of Estimate and Apportionment, as required by law.

Resolved, That it be referred to George S. Coleman, Counsel, to inquire into the sufficiency of the sureties proposed to be given by the said E. E. Smith Contracting Company and in case sureties named in the proposal of the said E. E. Smith Contracting Company or any of them are not approved, then to inquire into the sufficiency of any other or substitute sureties and in behalf of the Commission to do any such acts as may be necessary and incidental to the furnishing of a proper bond.

Ayes—Commissioners McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

TRAVIS H. WHITNEY, SECRETARY.

BOROUGH OF MANHATTAN.

COMMISSIONER OF PUBLIC WORKS.

In accordance with the provisions of section 1546, chapter 466 of the Laws of 1901, I transmit the following report of the transactions of the offices of the Commissioner of Public Works, President of the Borough of Manhattan, for the week ending May 20, 1908.

Public Moneys Received During the Week.

For restoring and repaving pavement, general account.....	\$2,262 90
For redemption of obstructions seized.....	16 00
For vault permits	2,380 65
For shed permits	75 00
For sewer connections	468 71
For bay window permits	27 26

Permits Issued.

Permits to open streets, to make sewer connections.....	10
Permits to open streets, to repair sewer connections.....	13
Permits to place building material on streets.....	121
Permits to construct street vaults.....	3
Permits to construct sheds.....	15
Permits to cross sidewalks.....	15
Permits for subways, steam mains and various connections.....	311
Permits to repair sidewalks.....	103
Permits for bay windows	12

Obstructions Removed.

Obstructions removed from various streets and avenues.....	19
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Repairs to Pavement.

Square yards of pavement repaired.....	3,604
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Repairs to Sewers.

Linear feet of sewer built.....	539
Linear feet of sewer cleaned.....	21,085
Linear feet of sewer examined.....	13,246
Basins cleaned	222
Basins examined	54

Requisitions drawn on Comptroller, 27, including 176 vouchers, amounting to	\$93,714 17
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Statement of Laboring Force Employed During Week Ending May 20, 1908.

Repaving and Renewal of Pavements—

Mechanics	238
Laborers	194
Teams	4
Carts	119

Boulevards, Roads and Avenues, (Maintenance of)—

Mechanics	8
Laborers	64
Teams	20
Carts	18

Roads, Streets and Avenues—

Laborers	23
Teams	10
Carts	5

Sewers, Maintenance, Cleaning, etc.—

Mechanics	89
Laborers	58
Teams	12
Carts	49
Cleaners	62

Cleaning Public Buildings, Baths, etc.—

Mechanics	190
Laborers	113
Carts	30
Bath Attendants	185
Cleaners	258

Contracts Entered Into Week Ending May 18, 1908.

Repairing tools; contractor, Luke Carlin, No. 310 West Fortieth street; surety, Metropolitan Surety Company.

Repairing and maintaining sheet asphalt pavements; contractor, the Uvalde Asphalt Paving Company, No. 1 Broadway; sureties, the Empire State Surety Company and the United States Fidelity and Guaranty Company.

Report of Changes for the Week Ending May 16, 1908.

Bureau of Highways—

One Laborer transferred to Water Supply.
One Laborer reassigned.

Bureau Public Buildings and Offices—

One Laborer increased from \$2 to \$2.50.
One Attendant resigned.
One Stoker deceased.

Report of Changes for the Week Ending May 23, 1908.

Bureau of Highways—

One Laborer reassigned.
Bureau Public Buildings and Offices—
One Attendant transferred to Aqueduct Commission.
One Elevator man transferred to Foreman.

JOHN CLOUGHEN,
Commissioner of Public Works and Acting President of the Borough.

CHANGES IN DEPARTMENTS, ETC.

DEPARTMENT OF TAXES AND ASSESSMENTS.

May 26—Resigned, Silas H. Moore, Assistant to Commissioner, salary \$2,500 per annum.

Removed, William E. Turner, No. 43 South Eighth street, Brooklyn, Assistant to Commissioner, salary \$2,500 per annum.

Appointed.

William A. Bergen, No. 46 South Eighth street, Brooklyn, Assistant to Commissioner, salary \$2,500 per annum.

James J. A. Hasson, New Brighton, Staten Island, Assistant to Commissioner, salary \$2,500 per annum.

William L. Nagle, Hollis, Long Island, Deputy Tax Commissioner, salary \$1,800 per annum.

Salaries Fixed.

Frederick W. Plaff, New Dorp, Staten Island, \$1,500 per annum.

John J. Heaphy, No. 89 Amsterdam avenue, \$900 per annum.

John J. Ward, No. 1073 Park avenue, \$750 per annum.

George F. Noble, No. 646 East Twelfth street, \$750 per annum.

Joseph P. Culligan, No. 1174 Tinton avenue, \$750 per annum.

Patrick A. Lynch, No. 124 Goerck street, \$750 per annum.

Charles L. Smith, No. 109 West One Hundred and Fourth street, \$750 per annum.

Maurice J. Nestor, No. 1296 Third avenue, \$750 per annum.

Robert M. Carberry, No. 197 Tillary street, Brooklyn, \$750 per annum.

Frederick Held, No. 234 Wyckoff avenue, Brooklyn, \$750 per annum.

David E. Tirmann, No. 549 Graham avenue, Brooklyn, \$750 per annum.

Arthur E. Doran, No. 184 Lewis avenue, Brooklyn, \$750 per annum.

John J. Sullivan, No. 329 President street, Brooklyn, \$750 per annum.

Albert W. Reimers, No. 117 Vernon avenue, Brooklyn, \$750 per annum.

Moses Henschel, No. 928 Manhattan avenue, Brooklyn, \$750 per annum.

Samuel Kanarvogel, No. 24 Rivington street, \$750 per annum.

Edward J. Tracy, No. 245 Seventh street, \$750 per annum.

Michael J. Cotter, No. 147 Fifth avenue, Long Island City, \$750 per annum.

Meyer Rothenberg, No. 66 Amboy street, Brooklyn, \$750 per annum.

DEPARTMENT OF DOCKS AND FERRIES.

May 26—Francis X. McElroy, Financial Clerk, has been transferred to the Department of Finance and dropped from the list of employees of this Department.

The Commissioner has appointed Dora Schwaninger, of No. 411 East Third street, Borough of Manhattan, as a Cleaner for duty on the Recreation Piers during the recreation pier season of 1908, to be paid at the rate of \$45 per month, while employed.

The appointment of John G. McNichol to the position of Deckhand has been rescinded, McNichol having declined the position.

May 25—William J. Lieberts of No. 2431 Southern boulevard, New York City, appointed as a Financial Clerk May 12, 1908, failed to report for duty. In view of such failure to report, the appointment has been rescinded by the Commissioner.

Peter F. O'Brien, formerly employed as an Inspector of Dredging, residing at No. 126 West One Hundred and Ninth street, Manhattan, died May 24, 1908. His name has this day been dropped from the list of employees.

The Commissioner has appointed Thomas Barrett as a Blacksmith, with pay at the rate of 50 cents per hour, while employed.

The resignation of Thomas L. Delahunt, of No. 1450 Fifty-ninth street, Brooklyn, from the position of Marine Engineer, has been accepted by the Commissioner.

The Commissioner has fixed the pay of the following persons, Marine Engineers, at the rate of \$1,800 per annum, to take effect June 1, 1908:

Morgan M. Brown, No. 435 Richmond road, Stapleton, Staten Island.

Thomas McCall, Sheridan avenue, Grasmere, Long Island.

Christopher W. Sorensen, No. 8 Fourth avenue, New Brighton, Staten Island.

William J. Johnston, No. 4721 Sixth avenue, Brooklyn.

John O'Neil, No. 80 Osgood avenue, Stapleton, Staten Island.

Richard N. Pickering, No. 1182 East Ninety-sixth street, Brooklyn.

George Claffy, Tompkinsville, Staten Island.

James J. Landers, No. 772 Hancock street, Brooklyn.

PRESIDENT OF THE BOROUGH OF BROOKLYN.

May 25—Report of changes in the several Bureaus under the jurisdiction of the President of the Borough of Brooklyn during the period from May 1 to 16, inclusive:

Administrative Office.

Willis Christopher, No. 412 St. Marks avenue, Automobile Engineman, resigned May 6.

Charles C. King, No. 125 Rogers avenue, Automobile Engineman, appointed at a compensation of \$3 per day, to date from May 11.

Office of Commissioner of Public Works.

Desmond Dunne, No. 22 Prospect Park West, Commissioner of Public Works, resigned May 15.

John Muller, No. 327 Seventy-third street, Secretary to the Commissioner of Public Works, resigned May 15.

Office of Assistant Commissioner of Public Works.

Edward De Forest Candee, No. 495 Eighth avenue, Assistant Commissioner of Public Works, resigned May 9.

William E. Melody, No. 179 Hooper street, appointed Assistant Commissioner of Public Works at a compensation of \$500 per annum, to date from May 11.

Bureau of Highways.

James Slattery, Sullivan and Malbone streets, Laborer, appointed at a compensation of \$2 per day, to date from May 4.

Granted a leave of absence for two months, without pay, to date from May 1, to Reilly Dixon, Laborer, West Third street and Coney Island avenue, on account of illness.

Fixed the salaries of E. F. Callahan and Frederick N. Madden, Inspectors of Regulating, Grading and Paving, at \$4.93 per day, to date from May 4.

Joseph P. Price, No. 1128 Forty-fourth street, appointed Automobile Engineman, at \$3 per day, to date from May 4.

Reinstated John Fox, East New York avenue and Fore street, Laborer, at a compensation of \$2 per day, to date from May 6.

Reinstated Patrick Doran, No. 553 Park avenue, Paver, at a compensation of \$5 per day, to date from May 6.

Transferred John J. Donlon, No. 810 DeKalb avenue, Clerk, second grade, from the office of the Municipal Civil Service Commission, at a compensation of \$900 per annum, to date from May 6.

Dismissed D. Serra, Automobile Engineer, on May 4 for incompetency.

Appointed the following named Laborers, at a compensation of \$2 per day each, all to date from April 27:

Biaso Di Cruccio, No. 277 Leonard street.

Thomas McKeever, No. 673 Driggs avenue.

Alphonso Gallo, No. 601 President street.

Alexander Walsh, No. 314 South First street.

Thomas Conklin, No. 355 Fifth street.

Charles Stultz, No. 10 Vanderbilt avenue.

William J. Donnelly, Ninety-seventh street, near Fourth avenue.

William J. Dooley, No. 27 Clermont avenue.

Bartola Fonti, No. 315 Fourth avenue.

Matthew A. Cullen, No. 260 Front street.

Max Lang, No. 1376 Gates avenue.

Charles S. Murphy, No. 15 Rutledge street.

James R. Hawkins, No. 135 Ninth street.

Owner J. Quinn, No. 1078 St. Marks avenue.

Thomas S. Lowery, No. 22 Skillman avenue.

Abram Suckerman, No. 111 Hopkins street.

Michael Delehanty, No. 197 Tillary street.

William P. McCormick, No. 415 Henry street.

Joseph Yondorf, No. 1129 Decatur street.

Michael Reus, No. 252 Ralph street.

Thomas McGovern, No. 88 North Elliott place.

Raffele Buonaguro, No. 53 Havemeyer street.

John J. Ryan, No. 241 Forty-fifth street.

Michele Del Priore, No. 52 Garfield place.

James Kealey, No. 87 Verona street.

John F. Shevlin, No. 111 St. Marks avenue.

Patrick Skelly, No. 24 Broome street.

Frederick J. Irwin, No. 102 Concord street.

John Meehan, No. 157 Clymer street.

Calogero Cacioppo, No. 414 Melrose street.

Bartolemeo Bacchi, No. 129 Hamburg avenue.

John Reilly, No. 243 Hudson avenue.

Joseph Ciacchio, No. 231 Johnson avenue.

John Cassidy, Union street and Washington avenue.

Charles B. Connaughton, No. 413 Seventh avenue.

Antonio Musto, No. 2361 Atlantic avenue.

James C. Campbell, No. 333 Eightieth street, Bay Ridge.

Baldassere Interanti, No. 229 Troutman street.

Charles Kidney, No. 73 Gold street.

George Walter, Sr., No. 38 Pellington place.

Joseph Bozzello, No. 610 Liberty avenue.

Timothy Moran, No. 148 Fifth avenue.

Terrence McGuire, No. 156 Driggs avenue.

John Fennell, Jr., No. 476 Hicks street.

Edward H. Lockett, Eighty-sixth street and Twenty-sixth avenue.

Patrick Reilly, No. 193 Baltic street.

Martin Zahn, No. 115 Third place.

James W. Dwyer, No. 186 Calyer street.

John Reilly, No. 1050 Manhattan avenue.

Antonio Aliase, No. 505 President street.

Philip F. King, No. 445 Tompkins avenue.

Max Feuald, No. 311 Osborn street.

Peter Fap, No. 150 Knickerbocker avenue.

John Boyle, No. 133 South Fourth street.

Patrick Barry, No. 183 Bridge street.

Arthur Hughes, No. 97 Thirteenth street.

Thomas Mackey, No. 537 Third avenue.

John Morrow, No. 70 Sullivan street.

James F. Branigan, No. 77 Pacific street.

Thomas J. Bennett, No. 513 Sterling place.

Thomas McDermott, No. 226 Warren street.

Patrick Cassidy, No. 231 Gold street.

Frank Sperduto, No. 141 Court street.

James McLaughlin, No. 704 Dean street.

Edward L. Darling, No. 1232 Sixty-seventh street.

John Gomeringer, No. 321 Forty-sixth street.

James E. Hennessy, No. 241 Fifty-fourth street.

Henry A. Schmitt, No. 455 Humboldt street.

Patrick Ross, No. 350 Prospect place.

Chas. H. A. Muller, No. 177 Twenty-seventh street.

William G. Banks, No. 5716 Third avenue.

Henry Logan, No. 153 Tillary street.

Edward L. Darling, No. 1232 Sixty-seventh street, Laborer, resigned on May 7.

John J. Condon, East New York and Rochester-avenues, reinstated as Laborer, at \$2 per day, to date from May 7.

Reinstated George C. Molin, Paver, on May 11. Action rescinded on May 14.

Appointed J. C. Doherty, No. 130 Bridge street, Laborer, at \$2 per day, to date from May 12.

Thomas Stenson, No. 637 Dean street, Foreman of Laborers, deceased, April 23.

Patrick Hennessy, No. 47 North Portland avenue, reinstated as Laborer, at a compensation of \$2 per day, to date from May 11.

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ding Bureau, has been transferred from the position of Deputy Auditor of Accounts to that of (Chief) Clerk, with salary at \$3,150 per annum, taking effect May 20, 1908.

May 26—Peter Hughes, M. D., of No. 467 Bedford avenue, Brooklyn, N. Y., has been appointed to the position of Medical Examiner in the Bureau for the Examination of Claims, with salary at \$2,500 per annum, taking effect May 26, 1908.

BOROUGH OF QUEENS.

New York, May 26, 1908.

Notice is hereby given that the meeting of the Newtown and Jamaica Local Boards of Improvements of the Borough of Queens, which was to have been held on May 28, 1908, is postponed until Wednesday, June 3, 1908, at 10:30 a. m.

LAWRENCE GRESSER,
President.

John M. Cragan, Secretary.

DEPARTMENT OF BRIDGES.

May 26, 1908.

The following bids or estimates for constructing the railings on the footwalks and the lower floor, and the ornamental work on the four towers of the Blackwells Island Bridge, were received and opened in this Department on May 21, 1908:

North-Eastern Construction Company, \$155,821.50.

Harris H. Uris, \$174,000.

Charles Meads & Co., \$184,184.

Maryland Steel Company, of Baltimore, Md., \$205,880.

J. H. Gray Company, \$208,000.

Vulcan Rail and Construction Company, \$209,884.

McHarg-Barton Company, \$222,000.

Hecla Iron Works, \$314,200.

The North-Eastern Construction Company, being the lowest formal bidder, the contract was awarded to it.

J. W. STEVENSON,
Commissioner of Bridges.

EXECUTIVE DEPARTMENT.

Mayor's Office, Bureau of Licenses, New York, May 26, 1908.

Number of licenses issued and amounts received therefor in the week ending Saturday, May 23, 1908.

BOROUGHS OF MANHATTAN AND THE BRONX.

Date.	Number of Licenses.	Amounts.
Monday, May 18.....	249	\$ 5,062 25
Tuesday, May 19.....	220	863 50
Wednesday, May 20.....	210	876 75
Thursday, May 21.....	206	1,206 50
Friday, May 22.....	197	1,283 75
Saturday, May 23.....	114	339 00
Total.....	1,196	\$9,628 75

BOROUGH OF BROOKLYN.

Date.	Number of Licenses.	Amounts.
Monday, May 18.....	51	\$316 00
Tuesday, May 19.....	66	327 00
Wednesday, May 20.....	76	289 00
Thursday, May 21.....	60	292 50
Friday, May 22.....	66	391 50
Saturday, May 23.....	64	851 50
Total.....	383	\$2,467 50

BOROUGH OF QUEENS.

Date.	Number of Licenses.	Amounts.
Monday, May 18.....	29	\$111 75
Tuesday, May 19.....	16	53 00
Wednesday, May 20.....	17	107 50
Thursday, May 21.....	14	69 50
Friday, May 22.....	13	39 00
Saturday, May 23.....	6	53 50
Total.....	95	\$434 25

BOROUGH OF RICHMOND.

Date.	Number of Licenses.	Amounts.
Monday, May 18.....	6	\$13 50
Tuesday, May 19.....	2	28 00
Wednesday, May 20.....	2	16 00
Thursday, May 21.....	7	19 00
Friday, May 22.....
Saturday, May 23.....	3	9 00
Total.....	20	\$85 50

JOHN P. CORRIGAN,
Chief of Bureau of Licenses.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING WHICH THE PUBLIC OFFICES IN THE CITY ARE OPEN FOR BUSINESS AND AT WHICH THE COURTS REGULARLY OPEN AND ADJOURN, AS WELL AS THE PLACES WHERE SUCH OFFICES ARE KEPT AND SUCH COURTS ARE HELD, TOGETHER WITH THE HEADS OF DEPARTMENTS AND COURTS.

CITY OFFICES.

MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Telephone, 8200 Cortlandt. GEORGE B. McCLELLAN, Mayor. Frank M. O'Brien, Secretary. William A. Willis, Executive Secretary. James A. Rierdon, Chief Clerk and Bond and Warrant Clerk.

BUREAU OF WEIGHTS AND MEASURES. Room 7, City Hall, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m. Telephone, 8200 Cortlandt. Patrick Derry, Chief of Bureau.

BUREAU OF LICENSES. 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Telephone, 8200 Cortlandt. John P. Corrigan, Chief of Bureau. Principal Office, Room 1, City Hall. Gaetano D'Amato, Deputy Chief, Boroughs of Manhattan and The Bronx.

Branch Office, Room 12, Borough Hall, Brooklyn. James J. Kinsella, Deputy Chief, Borough of Brooklyn.

Branch Office, Richmond Borough Hall, Room 23, New Brighton, S. I. William R. Woelfle, Financial Clerk, Borough of Richmond.

Branch Office, Hackett Building, Long Island City, Borough of Queens.

AQUEDUCT COMMISSIONERS.

Room 207, No. 28 Broadway, 5th floor, 9 a. m. to 4 p. m. Telephone, 1942 Worth.

The Mayor, the Comptroller, ex-officio, Commissioners John F. Cowan (President), William H. Ten Eyck, John J. Ryan and John P. Windolph; Harry W. Walker, Secretary; Walter H. Sears, Chief Engineer.

ARMORY BOARD.

Mayor George B. McClellan, the President of the Board of Aldermen, Patrick F. McGowan, Brigadier-General George Moore Smith, Brigadier-General John G. Eddy, the President of the Department of Taxes and Assessments, Lawson Purdy.

Harrie Davis, Secretary, Room 6, Basement, Hall of Records, Chambers and Centre Streets.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 3900 Worth.

ART COMMISSION.

City Hall, Room 21. Telephone call, 1107 Cortlandt.

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

BELLEVUE AND ALLIED HOSPITALS.

Office, Bellevue Hospital, Twenty-sixth street and First avenue.

Telephone, 4400 Madison Square.

Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; Arden M. Robins, Samuel Sachs, Leopold Stern, John J. Barry, John G. O'Keefe, Robert W. Hebbard, ex-officio. General Medical Superintendent, S. T. Armstrong, M. D.

BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.

Telephone, 7560 Cortlandt.

Patrick F. McGowan, President.

P. J. Scully, City Clerk.

BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 4 p. m.; Saturdays, 12 m.

Antonio Zucca.

Paul Weiman.

James H. Kennedy.

William H. Jasper, Secretary.

Telephone, 820, 30 and 32 Worth.

BOARD OF ELECTIONS.

Headquarters, General Office, No. 107 West Forty-first street.

Commissioners—John T. Dooling (President), Charles B. Page (Secretary), Rudolph C. Fuller, James Kane, A. C. Allen, Chief Clerk.

BOROUGH OFFICES.

Manhattan.

No. 112 West Forty-second street.

William C. Baxter, Chief Clerk.

The Bronx.

One Hundred and Thirty-eighth street and Mott Avenue (Solingen Building).

Cornelius A. Bunner, Chief Clerk.

Brooklyn.

No. 42 Court street (Temple Bar Building).

George Russell, Chief Clerk.

Queens.
No. 46 Jackson avenue, Long Island City
Carl Voegel, Chief Clerk.

Richmond.
Borough Hall, New Brighton, S. I.
Charles M. Schwalbe, Chief Clerk.
All offices open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

BOARD OF ESTIMATE AND APPORTIONMENT.

The Mayor, Chairman; the Comptroller, President of the Board of Aldermen, President of the Borough of Manhattan, President of the Borough of Brooklyn, President of the Borough of The Bronx, President of the Borough of Queens, President of the Borough of Richmond.

OFFICE OF THE SECRETARY.

No. 277 Broadway, Room 1406. Telephone, 2280 Worth.

Joseph Haag, Secretary; William M. Lawrence, Assistant Secretary. Charles V. Ade, Clerk to Board.

OFFICE OF THE CHIEF ENGINEER.

Nelson P. Lewis, Chief Engineer, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.

Arthur S. Tuttle, Engineer in charge Division of Public Improvements, No. 277 Broadway, Room 1408. Telephone, 2282 Worth.

Harry P. Nichols, Engineer in charge Division of Franchises, No. 277 Broadway, Room 301. Telephone, 2282 Worth.

BOARD OF EXAMINERS.

Rooms 602 and 602a Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 5840 Gramercy.

Warren A. Conover, Charles Buek, Lewis Hardinge, Charles G. Smith, Edward F. Croker, Henry R. Marshall, and George A. Just, Chairman.

Edward V. Barton, Clerk.

Board meeting every Tuesday at 2 p. m.

BOARD OF PAROLE OF THE NEW YORK CITY REFORMATORY OF MISDEMEANANTS.

Office, No. 148 East Twentieth street.

John V. Coggey, Commissioner of Correction, President.

Wm. E. Wyatt, Judge, Special Sessions, First Division.

Robert J. Wilkin, Judge, Special Sessions, Second Division.

James J. Walsh, City Magistrate, First Division.

Edward J. Dooley, City Magistrate, Second Division.

Samuel B. Hamburger, John C. Heintz, Dominick Di Dario, James F. Boyle.

Borough of Brooklyn—Municipal Building, Rooms 2-8.
James B. Bouck and William Gallagher, Deputy Receivers of Taxes.
Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.
George H. Creed and Mason O. Smedley, Deputy Receivers of Taxes.
Borough of Richmond—Borough Hall, St. George, New Brighton.
John De Morgan and F. Wilsey Owen, Deputy Receivers of Taxes.

BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan—Stewart Building, Room 81.
Daniel Moynahan, Collector of Assessments and Arrears.
Richard E. Weldon, Deputy Collector of Assessments and Arrears.
Borough of The Bronx—Municipal Building, Rooms 1-3.
James J. Donovan, Jr., Deputy Collector of Assessments and Arrears.
Borough of Brooklyn—Mechanics' Bank Building, corner Court and Montague streets.
Thomas J. Drennan, Deputy Collector of Assessments and Arrears.
Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.
Patrick E. Leahy, Deputy Collector of Assessments and Arrears.
Borough of Richmond—St. George, New Brighton.
George Brand, Deputy Collector of Assessments and Arrears.

BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.

Stewart Building, Chambers street and Broadway, Room 141.
John M. Gray, Collector of City Revenue and Superintendent of Markets.
John F. Hobbs, Deputy Superintendent of Markets.
David O'Brien, Deputy Collector of City Revenue.

BUREAU FOR THE EXAMINATION OF CLAIMS.

Frank J. Prial, Chief Examiner. Room 181.

BUREAU OF THE CITY CHAMBERLAIN.

Stewart Building, Chambers street and Broadway, Rooms 63 to 67.
James J. Martin, City Chamberlain.
John H. Campbell, Deputy Chamberlain.
Telephone, 4270 Worth.

DEPARTMENT OF HEALTH.

Southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan, 9 a. m. to 4 p. m.
Burial Permits and Contagious Disease Offices always open.
Telephone, 4900 Columbus.
Thomas Darlington, M. D., Commissioner of Health and President.
Alvah H. Doty, M. D., Theodore A. Bingham, Commissioners.
Eugene W. Scheffer, Secretary.
Herman M. Biggs, M. D., General Medical Officer.
James McC. Miller, Chief Clerk.
Walter Bensel, M. D., Sanitary Superintendent.
William H. Guifoy, M. D., Registrar of Records.

Borough of Manhattan.

Alonzo Blauvelt, M. D., Assistant Sanitary Superintendent; George A. Roberts, Assistant Chief Clerk.
Charles J. Burke, M. D., Assistant Registrar of Records.

Borough of The Bronx, No. 3731 Third avenue.
Alonzo Blauvelt, M. D., Acting Assistant Sanitary Superintendent; Ambrose Lee, Jr., Assistant Chief Clerk; Arthur J. O'Leary, M. D., Assistant Registrar of Records.

Borough of Brooklyn, Nos. 38 and 40 Clinton street.
Traverse R. Maxfield, M. D., Assistant Sanitary Superintendent; Alfred T. Metcalfe, Assistant Chief Clerk; S. J. Byrne, M. D., Assistant Registrar of Records.

Borough of Queens, Nos. 372 and 374 Fulton street, Jamaica.

Alonzo Blauvelt, M. D., Acting Assistant Sanitary Superintendent; George R. Crowley, Assistant Chief Clerk; Robert Campbell, M. D., Assistant Registrar of Records.

Borough of Richmond, Nos. 54 and 56 Water street, Stapleton, Staten Island.

John T. Sprague, M. D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief Clerk; J. Walter Wood, M. D., Assistant Registrar of Records.

DEPARTMENT OF PARKS.

Henry Smith, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.
Roswell D. Williams, Secretary.
Offices, Arsenal, Central Park.

Telephone, 201 Plaza.
Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens.
Offices, Litchfield Mansion, Prospect Park, Brooklyn.

Telephone, 2300 South.
Joseph I. Berry, Commissioner of Parks for the Borough of The Bronx.
Office, Zbrowski Mansion, Claremont Park.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.
Telephone, 2640 Tremont.

DEPARTMENT OF PUBLIC CHARITIES.

PRINCIPAL OFFICE.
Foot of East Twenty-sixth street, 9 a. m. to 4 p. m.
Saturdays, 12 m.

Telephone, 3350 Madison Square.
Robert W. Heberd, Commissioner.

Richard C. Baker, First Deputy Commissioner.
James J. McInerney, Second Deputy Commissioner for Brooklyn and Queens, Nos. 327 to 331 Schermerhorn street, Brooklyn. Telephone, 2977 Main.

J. McKee Borden, Secretary.
Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 a. m. to 4 p. m.; Saturdays, 12 m.
Bureau of Dependent Adults, foot of East Twenty-sixth street. Office hours, 8:30 a. m. to 4 p. m.

The Children's Bureau, No. 66 Third avenue. Office hours, 8:30 a. m. to 4 p. m.
Jeremiah Connelly, Superintendent for Richmond Borough, Borough Hall, St. George, Staten Island. Telephone, 1000 Tompkinsville.

DEPARTMENT OF STREET CLEANING.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.
Telephone, 3865 Cortlandt.
Foster Crowell, Commissioner.
William H. Edwards, Deputy Commissioner of Manhattan.
Owen J. Murphy, Deputy Commissioner, Borough of Brooklyn.
Jerome F. Reilly, Deputy Commissioner, Borough of The Bronx.
John J. O'Brien, Chief Clerk.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Hall of Records, corner of Chambers and Centre streets. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Commissioners Lawson Purdy, President; Frank Raymond, James H. Tully, Charles Putzel, Thomas L. Hamilton, Hugh Hastings, Charles J. McCormack.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.
Telephones, Manhattan, 8520 Cortlandt; Brooklyn, 3980 Main; Queens, 439 Greenpoint; Richmond, 94 Tompkinsville; Bronx, 62 Tremont.
John H. O'Brien, Commissioner.
M. F. Loughman, Deputy Commissioner.
John F. Garvey, Secretary to Department.
I. M. de Varona, Chief Engineer.
George W. Birdsall, Consulting Hydraulic Engineer.

George F. Sever, Consulting Electrical Engineer.
Charles F. Lacombe, Chief Engineer of Light and Power.
Michael C. Padon, Water Register, Manhattan.
William A. Hawley, Secretary to Commissioner.
William C. Cozier, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.
John W. McKay, Acting Chief Engineer, Brooklyn.

William R. McGuire, Water Register, Brooklyn.
Michael Hecht, Deputy Commissioner, Borough of The Bronx, Crotona Park Building, One Hundred and Seventy-seventh street and Third avenue.

Thomas M. Lynch, Water Register, The Bronx.
Charles C. Wissel, Deputy Commissioner, Borough of Queens, Hackett Building, Long Island City.

John E. Bowe, Deputy Commissioner, Borough of Richmond, Municipal Building, St. George.

EXAMINING BOARD OF PLUMBERS.

Bartholomew F. Donohoe, President; John J. Moore, Secretary; John J. Dunn, Treasurer ex officio, Horace Loomis and Matthew E. Healy.

Rooms Nos. 14, 15 and 16 Aldrich Building, Nos. 149 and 151 Church street.

Office open during business hours every day in the year (except legal holidays). Examinations are held on Monday, Wednesday and Friday after 1 p. m.

FIRE DEPARTMENT.

Office hours for all, except where otherwise noted from 9 a. m. to 4 p. m.; Saturdays 12 m.

HEADQUARTERS.

Nos. 157 and 159 East Sixty-seventh street, Manhattan.

Telephone, 2230 Plaza, Manhattan; 2356 Main, Brooklyn.

Nicholas J. Hayes, Commissioner.

P. A. Whitney, Deputy Commissioner.

Charles C. Wise, Deputy Commissioner, Boroughs of Brooklyn and Queens.

William A. Larney, Secretary; Mark Levy, Secretary to the Commissioner; George F. Dobson, Jr., Secretary to the Deputy Commissioner, Boroughs of Brooklyn and Queens.

Edward F. Croker, Chief of Department.

Thomas Lally, Deputy Chief of Department in charge, Boroughs of Brooklyn and Queens.

Joseph L. Burke, Inspector of Combustibles, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

Telephone, 640 Plaza.

Franz S. Wolf, Inspector of Combustibles, Boroughs of Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn. Telephone, 3520 Main.

Peter Seery, Fire Marshal, Boroughs of Manhattan, The Bronx and Richmond.

William L. Beers, Fire Marshal, Boroughs of Brooklyn and Queens.

Andrew P. Martin, Chief Inspector in Fire Alarm Telegraph Bureau.

William T. Beggin, Chief of Battalion in charge, Bureau of Violations and Auxiliary Fire Appliances, Boroughs of Manhattan, The Bronx and Richmond, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

Bronx and Queens, Nos. 365 and 367 Jay street, Brooklyn. Telephone, 640 Plaza.

Central Office open at all hours.

LAW DEPARTMENT.

OFFICE OF CORPORATION COUNSEL.

Hall of Records, Chambers and Centre streets, 6th, 7th and 8th floors, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.

Telephone, 3900 Worth.

Francis K. Pendleton, Corporation Counsel.

Assistants—Theodore Connolly, George L. Sterling, Charles D. Olendorf, Franklin Chase Hoyt, William P. Burr, R. Percy Chittenden, David Runsey, John L. O'Brien, Terence Farley, Cornelius F. Collins, William Beers Crowell, John F. O'Brien, Edwin J. Freedman, Louis H. Hahlo, Frank B. Pierce, Stephen O'Brien, Charles A. O'Neill, Edward S. Malone, Richard H. Mitchell, John Widdecombe, Edward J. McGoldrick, Thomas F. Byrne, Arthur Sweeny, Curtis A. Peters, George P. Nicholson, Joel J. Squier, George H. Folwell, Alfred W. Booraem, Josiah A. Stover, Thomas F. Noonan, William H. King, Francis J. Byrne, Charles McIntyre, J. Gabriel Britt, Royal E. T. Riggs, Solon Berrick, James P. O'Connor, L. Townsend Burden, Jr., Francis X. McQuade, William J. Clarke, John W. Goff, Jr., Ricardo M. de Acosta, Leonce Fuller, Charles W. Miller, Henry S. Johnston, William H. Doherty, Addison B. Scoville, Francis Martin, Henry W. Mayo, Philip N. Harrison, Loring T. Hildreth, Frank E. Smith.

Secretary to the Corporation Counsel—Edmund Kirby.

Chief Clerk—Andrew T. Campbell.

BROOKLYN OFFICE.

Borough Hall, 2d floor, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.

Telephone, 2948 Main.

James D. Bell, Assistant in charge.

BUREAU OF STREET OPENINGS.

No. 90 West Broadway, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.

Telephone, 8190 Cortlandt.

John P. Dunn, Assistant in charge.

BUREAU FOR THE RECOVERY OF PENALTIES.

No. 110 Nassau street, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.

Telephone, 4526 Cortlandt.

Herman Stiefel, Assistant in charge.

BUREAU FOR THE COLLECTION OF ARREARS OF PERSONAL TAXES.

No. 280 Broadway, 5th floor. Office hours for public, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4585 Worth.

Geo. O'Reilly, Assistant in charge.

TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.

No. 44 East Twenty-third street, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 1061 Gramercy.

John P. O'Brien, Assistant in charge.

METROPOLITAN SEWERAGE COMMISSION.

Office, No. 17 Battery place. George H. Soper, Ph. D., President; James H. Fuertes, Secretary; H. de B. Parsons, Charles Sooysmith, Linsky R. Williams, M. D., Telephone, 1694 Rector.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 299 Broadway, 9 a. m. to 4 p. m.

Frank L. Polk, R. Ross Appleton, Arthur J. O'Keeffe.

Frank A. Spencer, Secretary.

John F. Skelly, Assistant Secretary.

Labor Bureau.

No. 66 Lafayette street.

Telephone, 2120 Worth.

MUNICIPAL EXPLOSIVES COMMISSION.

Nos. 157 and 159 East Sixty-seventh street, Headquarters Fire Department.

Patrick A. Whitney, Deputy Fire Commissioner and Chairman; William Montgomery, John Sherry, C. Andrade, Jr., Abram A. Breneman.

Franz S. Wolf, Secretary, No. 157 East Sixty-seventh street.

Stated meeting, Friday of each week, at 3 p. m.

Telephone, 640 Plaza.

POLICE DEPARTMENT.

CENTRAL OFFICE.

No. 300 Mulberry street, 9 a. m. to 4 p. m.

Telephone, 3100 Spring.

Theodore A. Bingham, Commissioner.

William F. Baker, First Deputy Commissioner.

Frederick H. Bugher, Second Deputy Commissioner.

Bert Hanson, Third Deputy Commissioner.

Daniel G. Slattery, Secretary to Commissioner.

William H. Kipp, Chief Clerk.

COURONERS.

Ernest H. Seehusen, Superintendent of Sewers, John Timlin, Jr., Superintendent of Public Buildings and Offices.

George W. Tuttle, Principal Assistant Engineer Bureau of Engineering—Topographical.

Theodor S. Oxholm, Principal Assistant Engineer, Bureau of Engineering—Construction.

Offices—Borough Hall, New Brighton, N. Y., 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.

Telephone, 1000 Tompkinsville.

CORONERS.

Rooms 17, 18 and 22, open daily from 9 a. m. to 4 p. m.; Saturdays, 12 m. Norman S. Duke and Lewis L. Fawcett, County Judges. Charles S. Devoy, Chief Clerk. Telephone, 4154 and 4155 Main.

DISTRICT ATTORNEY.
Office, County Court-house, Borough of Brooklyn. Hours, 9 a. m. to 5 p. m. John F. Clarke, District Attorney. Telephone Number, 295-67-1 Main.

PUBLIC ADMINISTRATOR.
No. 44 Court street (Temple Bar), Brooklyn. a. m. to 5 p. m. Charles E. Teale, Public Administrator. Telephone, 2840 Main.

REGISTER.
Hall of Records. Office hours, 9 a. m. to 4 p. m., excepting months of July and August; then from 9 a. m. to 2 p. m., provided for by statute. William A. Prendergast, Register. Frederick H. E. Ebstein, Deputy Register. Telephone, 2830 Main.

SHERIFF.
County Court-house, Brooklyn, N. Y. 9 a. m. to 4 p. m.; Saturdays, 12 m. Alfred T. Hobley, Sheriff. Lewis M. Swasey, Under Sheriff. Telephone, 6845, 6846, 6847, Main.

SURROGATE.
Hall of Records, Brooklyn, N. Y. Herbert T. Ketcham, Surrogate. Edward J. Bergen, Chief Clerk and Clerk of the Surrogate's Court. Court opens at 10 a. m. Office hours 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Telephone, 3954 Main.

QUEENS COUNTY.

COMMISSIONER OF JURORS.
Office hours, 9 a. m. to 4 p. m.; July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m. Queens County Court-house, Long Island City. John P. Balbert, Commissioner of Jurors. Rodman Richardson, Assistant Commissioner. Telephone, 455 Greenpoint.

COUNTY CLERK.
Jamaica, Fourth Ward, Borough of Queens, City of New York. Office open, April 1 to October 1, 8 a. m. to 5 p. m.; October 1 to April 1, 9 a. m. to 5 p. m.; Saturdays throughout the year until 12 noon. John Niederstein, County Clerk. Henry J. Walter, Jr., Deputy County Clerk. Frank C. Klingenbeck, Secretary. Telephone, 151 Jamaica.

COUNTY COURT.
Temporary County Court-house, Long Island City. County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms each Saturday, except during August and first Saturday of September. County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y. Bert J. Humphrey, County Judge. Telephone, 286 Jamaica.

DISTRICT ATTORNEY.
Office, Queens County Court-house, Long Island City, 9 a. m. to 5 p. m. Ira G. Darrin, District Attorney. Telephone, 39 Greenpoint.

PUBLIC ADMINISTRATOR.
No. 17 Cook avenue, Elmhurst. John T. Robinson, Public Administrator, County of Queens. Telephone, 335 Newtown.

SHERIFF.
County Court-house, Long Island City, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Herbert S. Harvey, Sheriff. John M. Phillips, Under Sheriff. Telephone, 43 Greenpoint (office). Henry O. Schleth, Warden, Queens County Jail. Telephone, 372 Greenpoint.

SURROGATE.
Daniel Noble, Surrogate. Office at Jamaica. Except on Sundays, holidays and half holidays, the office is open between March 31 and July 1, from 8 a. m. to 5 p. m.; on Saturdays, from 8 a. m. to 12 m.; between July 1 and September 1, from 9 a. m. to 4 p. m.; on Saturdays, from 9 a. m. to 12 m. The calendar is called on Tuesday of each week at 10 a. m., except during the month of August, when no court is held, and the court sits every day thereafter until all contested cases have been disposed of. Telephone, 397 Jamaica.

RICHMOND COUNTY.
COMMISSIONER OF JURORS.
Village Hall, Stapleton. Charles J. Kullman, Commissioner. John J. McCaughey, Assistant Commissioner. Office open from 9 a. m. until 4 p. m.; Saturday, from 9 a. m. to 12 m. Telephone, 81 Tompkinsville.

COUNTY CLERK.
County Office Building, Richmond, S. I., 9 a. m. to 4 p. m. C. L. Bostwick, County Clerk. County Court-house, Richmond, S. I., 9 a. m. to 4 p. m. Telephone, 28 New Dorp.

COUNTY JUDGE AND SURROGATE.
Terms of Court, Richmond County, 1908. County Courts—Stephen D. Stephens, County Judge. First Monday of June, Grand and Trial Jury. Second Monday of November, Grand and Trial Jury. Fourth Wednesday of January, without a Jury. Fourth Wednesday of February, without a Jury. Fourth Wednesday of March, without a Jury. Fourth Wednesday of April, without a Jury. Fourth Wednesday of July, without a Jury. Fourth Wednesday of September, without a Jury. Fourth Wednesday of October, without a Jury. Surrogate's Court—Stephen D. Stephens, Surrogate. Mondays, at the Borough Hall, St. George, at 10.30 o'clock a. m.

Tuesdays, at the Borough Hall, St. George, at 10.30 o'clock a. m. Wednesdays, at the Surrogate's Office, Richmond, at 10.30 o'clock a. m.

DISTRICT ATTORNEY.
Corn Exchange Bank Building, St. George, S. I. Samuel H. Evins. Telephone, 50 Tompkinsville.

SHERIFF.
County Court-house, Richmond, S. I. Office hours, 9 a. m. to 4 p. m. Joseph J. Barth.

THE COURTS.

APPELLATE DIVISION OF THE SUPREME COURT.

FIRST JUDICIAL DEPARTMENT.

Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 1 p. m. Edward Patterson, Presiding Justice, George L. Ingraham, Chester B. McLaughlin, Frank C. Laughlin, John Proctor Clarke, James W. Houghton, Francis M. Scott, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk. Clerk's Office opens at 9 a. m. Telephone, 3840 Madison Square.

SUPREME COURT—FIRST DEPARTMENT.

County Court-house, Chambers street. Court open from 10.15 a. m. to 4 p. m. Special Term, Part I. (motions), Room No. 16. Special Term, Part II. (ex parte business), Room No. 13. Special Term, Part III., Room No. 19. Special Term, Part IV., Room No. 20. Special Term, Part V., Room No. 6. Special Term, Part VI. (Elevated Railroad cases), Room 31. Trial Term, Part II., Room No. 34. Trial Term, Part III., Room No. 22. Trial Term, Part IV., Room No. 21. Trial Term, Part V., Room No. 24. Trial Term, Part VI., Room No. 18. Trial Term, Part VII., Room No. 1. Trial Term, Part VIII., Room No. 23. Trial Term, Part IX., Room No. 35. Trial Term, Part X., Room No. 26. Trial Term, Part XI., Room No. 27. Trial Term, Part XII., Room No. 1. Trial Term, Part XIII., and Special Term, Part VIII., Room No. 36. Trial Term, Part XIV., Room No. 28. Trial Term, Part XV., Room No. 37. Trial Term, Part XVI., Room No. 1. Trial Term, Part XVII., Room No. 20. Trial Term, Part XVIII., Room No. 29. Appellate Term, Room No. 20. Naturalization Bureau, Room No. 38, third floor. Assignment Bureau, room on mezzanine floor, northeast. Clerks in attendance from 10 a. m. to 4 p. m. Clerk's Office, Special Term, Part I. (motions) Room No. 15. Clerk's Office, Special Term, Part II. (ex parte business), ground floor, southeast corner. Clerk's Office, Special Term, Calendar, ground floor, south. Clerk's Office, Trial Term, Calendar, room northeast corner, second floor, east. Clerk's Office, Appellate Term, room southwest corner, third floor.

Trial Term, Part I. (criminal business). Criminal Court-house, Centre street. Justices—Charles H. Truax, Charles F. MacLean, Henry Bischoff, Jr., Leonard A. Giegerich, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, James A. O'Gorman, James A. Blanchard, Edward S. Clinch, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph Newburger, John W. Goff, Samuel Seabury, M. Warley Platsek, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Erlanger, Charles L. Guy, James W. Gerard. Peter J. Dooling, Clerk, Supreme Court. Telephone, 480 Cortlandt.

SUPREME COURT—SECOND DEPARTMENT.

Kings County Court-house, Borough of Brooklyn, N. Y. Court open daily from 10 o'clock a. m. to 5 o'clock p. m. Seven jury trial parts. Special Term for Trials. Special Term for Motions. James F. McGee, General Clerk. Telephone, 5460 Main.

CRIMINAL DIVISION—SUPREME COURT.

Building for Criminal Courts, Centre, Elm, White and Franklin streets. Court opens at 10.30 a. m. Peter J. Dooling, Clerk; Edward R. Carroll, Special Deputy to the Clerk. Clerk's Office open from 9 a. m. to 4 p. m. Telephone, 664 Franklin.

COURT OF GENERAL SESSIONS.

Held in the Building for Criminal Courts, Centre Elm, White and Franklin streets. Court opens at 10.30 a. m. Thomas C. T. Crain, Otto A. Rosalsky, Warren W. Foster, Thomas C. O'Sullivan, Edward Swann, Joseph F. Mulqueen, James T. Malone, Judges of the Court of General Sessions. Edward R. Carroll, Clerk. Telephone, 1201 Franklin. Clerk's Office open from 9 a. m. to 4 p. m. During July and August Clerk's Office will close at 2 p. m., and on Saturdays at 12 m.

CITY COURT OF THE CITY OF NEW YORK.

No. 32 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m. Part I. Part II. Part III. Part IV. Part V. Part VI. Part VII. Part VIII.

Special Term Chambers will be held from 10 a. m. to 4 p. m. Clerk's Office open from 9 a. m. to 4 p. m. Edward F. O'Dwyer, Chief Justice; Lewis J. Conlan, Francis B. Delehaney, Joseph I. Green, Alexander Finelite, Thomas F. Donnelly, John V. McAvoy, Peter Schmuck, Justices. Thomas F. Smith, Clerk. Telephone, 6142 Cortlandt.

COURT OF SPECIAL SESSIONS.

Building for Criminal Courts, Centre street between Franklin and White streets, Borough of Manhattan. Court opens at 10 a. m.

Justices—First Division—John B. McKean, William E. Wyatt, Willard H. Olmsted, Joseph M. Deuel, Lorenz Zeller, John B. Mayo. Charles W. Culkin, Clerk; William M. Fuller, Deputy Clerk. Clerk's Office open from 9 a. m. to 4 p. m. Telephone, 2092 Franklin, Clerk's office. Telephone, 601 Franklin, Justice's chambers.

Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Wednesdays and Fridays at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesday at 10 o'clock; Town Hall, New Brighton, Borough of Richmond, Thursday at 10 o'clock.

Justices—Howard J. Forker, Patrick Keady, John Fleming, Morgan M. L. Ryan, Robert J. Wilkin, George J. O'Keefe, Joseph L. Kerrigan, Clerk; John J. Dorman, Deputy Clerk.

Clerk's Office, No. 171 Atlantic avenue, Borough of Brooklyn, open from 9 a. m. to 4 p. m.

CHILDREN'S COURT.

First Division—No. 66 Third avenue, Manhattan. Edmund C. Lee, Clerk. Telephone, 5353 Stuyvesant.

Second Division—No. 102 Court street, Brooklyn. William F. Delaney, Clerk. Telephone, 627 Main.

CITY MAGISTRATES' COURT.

FIRST DIVISION.

Court opens from 9 a. m. to 4 p. m. City Magistrates—Robert C. Cornell, Leroy B. Crane, Peter T. Barlow, Matthew P. Breen, Joseph F. Moss, James J. Walsh, Henry Steinert, Daniel E. Finn, Charles G. F. Wahle, Frederick B. House, Charles N. Harris, Frederick Kernochan, Arthur C. Butts, Otto H. Droege, Joseph E. Corrigan, Moses Herrman.

Philip H. Bloch, Secretary, One Hundred and Twenty-first street and Sylvan place.

First District—Criminal Court Building.

Second District—Jefferson Market.

Third District—No. 69 Essex street.

Fourth District—No. 151 East Fifty-seventh street. Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.

Sixth District—One Hundred and Sixty-first street and Brook avenue.

Seventh District—No. 314 West Fifty-fourth street. Eighth District—Main street, Westchester.

SECOND DIVISION.

Borough of Brooklyn.

City Magistrates—Edward J. Dooley, James G. Tighe, John Naumer, E. G. Higginbotham, Frank E. O'Reilly, Henry J. Furlong, Alfred E. Steers, A. V. B. Voorhees, Jr., Alexander H. Geismer, John F. Hylan.

President of the Board, Edward J. Dooley, No. 318 Adams street.

Secretary to the Board, Charles J. Flanigan, Myrtle and Vanderbilt avenues.

COURTS

First District—No. 318 Adams street.

Second District—Court and Butler streets.

Third District—Myrtle and Vanderbilt avenues.

Fourth District—No. 6 Lee avenue.

Fifth District—No. 249 Manhattan avenue.

Sixth District—No. 495 Gates avenue.

Seventh District—No. 31 Snider avenue (Flatbush).

Eighth District—West Eighth street (Coney Island).

Ninth District—Fifth avenue and Twenty-third street.

Tenth District—No. 133 New Jersey avenue.

Borough of Queens.

City Magistrates—Matthew J. Smith, Joseph Fitch, Maurice E. Connolly, Eugene C. Gilroy.

COURTS

First District—St. Mary's Lyceum, Long Island City.

Second District—Town Hall, Flushing, L. I.

Third District—Central avenue, Far Rockaway, L. I.

Borough of Richmond.

City Magistrates—Joseph B. Handy, Nathaniel Marsh.

COURTS

First District—Lafayette place, New Brighton, Staten Island.

Second District—Village Hall, Stapleton, Staten Island.

MUNICIPAL COURTS.

Borough of Manhattan.

First District—The First District embraces the territory bounded on the south and west by the southerly and westerly boundaries of the said borough, on the north by the centre line of Fourteenth street and the centre line of Fifth street from the Bowery to Second avenue, of the east by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street, and Catharine street.

Wauhoo Lynn, William F. Moore, John Hoyer Justices.

Thomas O'Connell, Clerk; Francis Mangin, Deputy Clerk.

Location of Court—Merchants' Association Building, No. 54-60 Lafayette street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

An additional Part of Court is now held in Tenth street and Sixth avenue. 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.

George F. Roesch, Benjamin Hoffman, Leon Sanders, Thomas P. Dineen, Justices.

James J. Devlin, Clerk; Michael H. Looney, Deputy Clerk.

Location of Court—Nos. 264 and 266 Madison street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 2596 Orchard.

Third District—The Third District embraces the territory bounded on the south by the centre line of Fourteenth street, on the east by the centre line of Seventh avenue from Fourteenth street to Fifty-ninth street and by the centre line of Central Park West from Fifty-ninth street to Sixty-fifth street, on the north by the centre line of Sixty-fifth street and the centre line of Fifty-ninth street from Seventh to Eighth avenue, on the west by the westerly boundary of the said borough.

Thomas E. Murray, James W. McLaughlin, Justices.

Michael Skelly, Clerk; Henry Merzbach, Deputy Clerk.

centre line of Park avenue to Washington avenue, thence along the centre line of Washington avenue to Flushing avenue, thence along the centre line of Flushing avenue to North Portland avenue, and thence along the centre line of North Portland avenue to the point of beginning.

Court-room, No. 495 Gates avenue.

Gerard B. Van Wart and Edward C. Dowling Justices. Franklin B. Van Wart, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Third District—Embraces the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards, and that portion of the Twenty-seventh Ward lying northwest of the centre line of Starr street between the boundary line of Queens County and the centre line of Central avenue, and northwest of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway. Court-house, Nos. 6 and 8 Lee avenue, Brooklyn.

Philip D. Meagher and William J. Bogenshutz, Justices. John W. Carpenter, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Fourth District—Embraces the Twenty-fourth and Twenty-fifth Wards, that portion of the Twenty-first and Twenty-third Wards lying east of the centre line of Stuyvesant avenue and east of the centre line of Schenectady avenue, and that portion of the Twenty-seventh Ward lying southeast of the centre line of Starr street between the boundary line of Queens and the centre line of Central avenue, and southeast of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and southeast of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.

Court-room, No. 14 Howard avenue.

Thomas H. Williams, Justice. G. J. Wiederhold, Clerk. Milton I. Williams, Assistant Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Fifth District—Contains the Eighth, Thirtieth and Thirty-first Wards, and so much of the Twenty-second Ward as lies south of Prospect avenue. Court-house, northwest corner of Fifty-third street and Third avenue.

Cornelius Furgueson, Justice. Jeremiah J. O'Leary, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Telephone, 407 Bay Ridge.

Sixth District—The Sixth District embraces the Ninth and Twenty-ninth Wards and that portion of the Twenty-second Ward north of the centre line of Prospect avenue; also that portion of the Eleventh and the Twentieth Wards beginning at the intersection of the centre lines of Bridge and Fulton streets; thence along the centre line of Fulton street to Flatbush avenue; thence along the centre line of Flatbush avenue to Atlantic avenue; thence along the centre line of Atlantic avenue to Washington avenue; thence along the centre line of Washington avenue to Park avenue; thence along the centre line of Park avenue to Waverly avenue; thence along the centre line of Waverly avenue to Myrtle avenue; thence along the centre line of Myrtle avenue to Hudson avenue; thence along the centre line of Hudson avenue to Johnson street; thence along the centre line of Johnson street to Bridge street, and thence along the centre line of Bridge street to the point of beginning.

Lucien S. Bayliss and George Fielder, Justices. Charles P. Bible, Clerk.

Court-house, No. 611 Fulton street.

Seventh District—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.

Alexander S. Rosenthal and Edward A. Richards, Justices. Samuel F. Brothers, Clerk.

Court-house, corner Pennsylvania avenue and Fulton street (No. 31 Pennsylvania avenue).

Clerk's Office open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Trial Days, Tuesdays, Wednesdays, Thursdays and Fridays.

Jury Days, Wednesdays and Thursdays.

Telephone, 904 East New York.

Borough of Queens.

First District—First Ward (all of Long Island City formerly composing five wards). Court-room, St. Mary's Lyceum, Nos. 115 and 117 Fifth street, Long Island City.

Clerk's Office open from 9 a. m. to 4 p. m. each day, excepting Saturdays, closing at 12 m. Trial days, Mondays, Wednesdays, and Fridays. All other business transacted on Tuesdays and Thursdays.

Thomas C. Kadien, Justice. Thomas F. Kennedy, Clerk.

Telephone, 236 Greenpoint.

Second District—Second and Third Wards, which include the territory of the late Towns of Newtown and Flushing. Court-room in Court-house of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. New York, Elmhurst, Queens County, New York.

William Rasquin, Jr., Justice. Luke I. Connor, Clerk. William Repper, Assistant Clerk.

James B. Snediker, Stenographer.

Trial days, Tuesdays and Thursdays; Fridays (for Jury Trials only).

Clerk's Office open from 9 a. m. to 4 p. m.

Telephone, 87 Newtown.

Third District—Fourth and Fifth Wards, comprising the territory of the former Towns of Villegas of Jamaica, Far Rockaway and Rockaway Beach.

James F. McLaughlin, Justice. George W. Damon, Clerk.

Court-house, Town Hall, Jamaica.

Telephone, 189 Jamaica.

Clerk's Office open from 9 a. m. to 4 p. m.

Court held on Mondays, Wednesdays and Fridays at 9 a. m.

Borough of Richmond.

First District—First and Third Wards (Towns of Castleton and Northfield). Court-room, former Village Hall, Lafayette avenue and Second street, New Brighton.

Thomas C. Brown, Justice. Anning S. Prall, Clerk.

Clerk's Office open from 8.45 a. m. to 4 p. m.

Telephone, 503 Tompkinsville.

Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Stapleton.

George W. Stake, Justice. Peter Tiernan, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Court opens at 9 a. m. Calendar called at 10 a. m. Court continued until close of business. Trial days, Mondays, Wednesdays and Fridays.

Telephone, 313 Tompkinsville.

OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."

Evening—"The Globe," "The Evening Mail."

Weekly—"Democracy," "Tammany Times."

German—"Staats-Zeitung."

Designated by the Board of City Record, January 22, 1906. Amended March 1, 1906; November 20, 1906, February 20, 1907, and March 5, 1908.

BOARD MEETINGS.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Friday, at 10.30 o'clock a. m. JOSEPH HAAG, Secretary.

The Commissioners of the Sinking Fund meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor. N. TAYLOR PHILLIPS, Deputy Comptroller, Secretary.

The Board of Revision of Assessments meets in the Old Council Chamber (Room 16), City Hall, every Thursday at 11 a. m., upon notice of the Chief Clerk. HENRY J. STORRS, Chief Clerk.

The Board of City Record meets in the Old Council Chamber (Room 16), City Hall, at call of the Mayor. PATRICK J. TRACY, Supervisor, Secretary.

OFFICIAL BOROUGH PAPERS.

BOROUGH OF THE BRONX.

"The Bronx Star," "North Side News," "Bronx Independent."

BOROUGH OF RICHMOND.

"Staten Island World," "Richmond County Herald."

BOROUGH OF QUEENS.

"Long Island Star" (First and Second Wards), "Flushing Evening Journal" (Third Ward), "Long Island Farmer" (Fourth Ward), "Rockaway News" (Fifth Ward).

BOROUGH OF BROOKLYN.

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard-Union," "Brooklyn Freie Presse."

BOROUGH OF MANHATTAN.

"Real Estate Record and Guide" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).

Designated by Board of City Record June 19, 1906. Amended June 20, 1906; July 1, 1907; September 30, 1907; February 24, 1908; March 5 and 16, 1908.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF chapter 537 of the Laws of 1893 and the Acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said Acts will be held at the office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays and Fridays of each week, at 2 o'clock p. m., until further notice.

Dated New York City, October 12, 1907.

WILLIAM E. STILLINGS,
GEORGE C. NORTON,
LEWIS A. ABRAMS,
Commissioners.

PUBLIC SERVICE COMMISSION—FIRST DISTRICT.

THE SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

PUBLIC NOTICE IS HEREBY GIVEN that the Public Service Commission for the First District, by virtue of the powers vested in it by law, and subject to the approval of the Commissioners of the Sinking Fund, will offer for sale at public auction the buildings now standing upon certain parcels of property owned by The City of New York, acquired for rapid transit purposes in The City of New York, Borough of Manhattan, being a five-story brick building standing on lot, known as Lot No. 3, No. 142 Centre Street, said lot being situated on the easterly side of Centre Street, and its most southerly point on Centre Street, being distant approximately 127 feet 11 inches southerly from the point formed by the intersection of the easterly side of Centre Street and the southerly side of Walker Street and being approximately 26 feet 4 inches in front, 26 feet 8 inches in the rear, in depth on the southerly side 105 feet 8 inches, and on the northerly side 103 feet 7 inches; a five-story brick building standing on lot, known as Lot No. 4, No. 144 Centre Street, said lot adjoining said Lot No. 3 on the north and being approximately 26 feet 4 inches in front, 26 feet 8 inches in the rear, 103 feet on the southerly side 100 feet 4 inches; a seven-story building standing on lot, known as Lot No. 5, Nos. 146, 148 and 150 Centre Street and Nos. 111, 113 and 115 Walker Street, said lot adjoining said Lot No. 4, on the north and being approximately 75 feet 3 inches in front on Centre Street, 66 feet 2 inches on Walker Street, 80 feet 3 inches on the easterly side thereof and 75 feet 8 inches on the southerly side thereof; a seven-story brick building standing on lot, known as Lot No. 7, No. 117 Walker Street, said lot adjoining said Lot No. 5 on the east and being approximately 25 feet in front, 25 feet in the rear, 80 feet 3 inches on the westerly side and 82 feet on the easterly side; and a four-story brick building standing on lot, known as Lot Nos. 8 and 9, Nos. 119 and 121 Walker Street, said lot adjoining said Lot No. 7 on the east and being approximately 50 feet in front, 50 feet in the rear, 100 feet on the westerly side thereof and 100 feet on the easterly side, said parcels of property being more particularly described on certain maps or plans and a memorandum on file in the office of the Register of the County of New York, which are marked as follows: "Public Service Commission for the First District, Chief Engineer's Office, Route 9-0-2, Drawing No. 25, November 27, 1907, George S. Rice, Chief Engineer."

Pursuant to a resolution of the Public Service Commission for the First District, adopted on May 26, 1908, the sale of the above described

buildings will be held by said Commission on the premises on

THURSDAY, JUNE 18, 1908,

at 11 o'clock a. m., upon the following terms and conditions and subject to the approval of the Commissioners of the Sinking Fund:

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York and must also, at the time of the sale, give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by The City of New York to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

All the materials of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of Manhattan, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The permits for all openings in the street to be obtained by and at the expense of the purchaser.

Failure to remove said buildings, appurtenances, or any portion thereof, within sixty days from the day of the sale, will work forfeiture of ownership of such buildings, appurtenances, or portion as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the City of New York will, without notice to the purchaser, cause the same to be removed and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner and must be completed within sixty days from the day of sale, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furlings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, are to be taken down and removed. The walls shall be made permanently self-supporting, beam holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water-tight where they have been disturbed by the operations of the contractor.

The Public Service Commission for the First District reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids.

New York, May 27, 1908.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,
By W. M. R. WILLCOX, Chairman;
By TRAVIS H. WHITNEY, Secretary.
m28,j18

BOROUGH OF RICHMOND.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, RICHMOND BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, N. Y., May 26, 1908.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE with section 432 of the Greater New York Charter, that a petition signed by residents of the Staten Island District for Local Improvements, to pave with macadam Wright avenue, from the railroad track to Richmond terrace, Ward 3, has been presented to me and is on file in this office for inspection, and that a meeting of the Local Board will be held in Richmond Borough Hall, at St. George, Borough of Richmond, on the 9th day of June, 1908, at 10.30 o'clock in the forenoon, at which meeting said petition will be submitted to said Board.

GEORGE CROMWELL,
President of the Borough.

MAYBURY FLEMING,
Secretary.

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The time for the completion of the work and the full performance of the contract is sixty (60) days.

The amount of security required is Eighteen Hundred Dollars (\$1,800).

Bids will be compared and the contract awarded at a lump or aggregate sum.

No. 2. FOR REPAIRS AND ALTERATIONS TO THE QUARTERS OF ENGINE COMPANY 124, LOCATED AT NO. 274 HICKS STREET, BROOKLYN.

The time for the completion of the work and the full performance of the contract is forty-five (45) days.

The amount of security required is Six Hundred Dollars (\$600).

Bids will be compared and the contract awarded at a lump or aggregate sum.

No. 3. FOR ADDITIONS AND ALTERATIONS TO THE QUARTERS OF ENGINE COMPANY 142, LOCATED ON FIFTH AVENUE, NEAR NINETY-SECOND STREET, BROOKLYN.

The time for the completion of the work and the full performance of the contract is forty-five (45) days.

The amount of security required is Five Hundred Dollars (\$500).

Bids will be compared and the contract awarded at a lump or aggregate sum.

No. 4. FOR REPAIRS AND ALTERATIONS TO THE QUARTERS OF HOOK AND LADDER COMPANY 62, LOCATED AT NO. 1171 MADISON STREET.

The time for the completion of the work and the full performance of the contract is forty-five (45) days.

The amount of security required is Six Hundred Dollars (\$600).

Bids will be compared and the contract awarded at a lump or aggregate sum.

No. 5. FOR ADDITIONS AND ALTERATIONS TO THE QUARTERS OF ENGINE COMPANY 151 AND HOOK AND LADDER COMPANY 69, LOCATED AT WALLABOUT MARKET, ON BLOCK BETWEEN E AND F STREETS, WASHINGTON AVENUE AND WEST STREET, BROOKLYN.

The time for the completion of the work and the full performance of the contract is forty-five (45) days.

The amount of security required is One Thousand Dollars (\$1,000).

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES,
Fire Commissioner.

Dated May 15, 1908.

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See General Instructions to Bidders on the last page, last column, of the "City Record."

crete conduit, known as cut-and-cover aqueduct, one of which is located at each end of the siphon. The tunnel will connect with the cut-and-cover aqueduct by a down-take shaft at the north end and an up-take shaft at the south end, and between these, near Rondout Creek, there will be a drainage shaft. Besides these, there will be five other shafts for construction purposes, making eight in all.

An approximate statement of the quantities, of the kinds of work and further information, are given in the information for bidders.

At the above place and time the bids will be publicly opened and read. The award of the contract, if awarded, will be made by the Board of Water Supply as soon thereafter as practicable.

Two or more bonds, the aggregate amount of which shall be eight hundred thousand dollars (\$800,000), will be required for the faithful performance of the contract. Each bond must be signed by the contractor and the sureties. The name and address of each surety offered must be stated in the bid or proposal, together with the amount in which each surety will qualify. The sureties and the amount in which each will qualify must be satisfactory to the Board.

No bid will be received and deposited unless accompanied by a certified check upon a National or State bank, drawn to the order of the Comptroller of The City of New York, to the amount of one hundred thousand dollars (\$100,000).

Time allowed for the completion of the work is fifty-four months from the service of notice by the Board to begin work.

Pamphlets containing information for bidders, forms of proposal, contract and bond, approved by the Corporation Counsel, and specifications and pamphlets containing contract drawings, can be obtained at the office of the Board of Water Supply, Room 1515, at the above address, upon application, in person or by mail, by depositing the sum of ten dollars (\$10) in currency, or check drawn to the order of the Board of Water Supply, for each pamphlet, or twenty dollars (\$20) for each set. This deposit will be refunded upon the return of the pamphlets in acceptable condition within thirty days from the date on which bids are to be opened.

JOHN A. BENSEL,
President;
CHARLES N. CHADWICK,
CHARLES A. SHAW,
Commissioners of the Board of Water Supply.
J. WALDO SMITH,
Chief Engineer.
THOMAS HASSETT,
Secretary.

m7,j2

See General Instructions to Bidders on the last page, last column, of the "City Record."

COMMISSIONERS OF COMMON LANDS FUND.

OFFICE OF THE COMMISSIONERS OF THE COMMON LANDS FUND OF THE LATE TOWN OF GRAVESEND, CITY HALL, NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioners of the Common Lands Fund of the Late Town of Gravesend, at the office of the Mayor, No. 5 City Hall, New York, until 11 o'clock a. m. on

WEDNESDAY, JUNE 3, 1908.

FOR REGULATING AND GRADING TO AN ELEVATION ABOVE MEAN HIGH WATER THE ROADWAY OF SHELL ROAD, BETWEEN AVENUE X AND CANAL AVENUE.

The Engineer's estimate of the quantities is as follows:

10,000 cubic yards of embankment.

The time for the completion of the work and full performance of the contract is sixty (60) working days.

The amount of security required is Eight Hundred Dollars.

The bidder will state the price per cubic yard for grading, as indicated in the specifications.

The bids will be compared and a contract awarded at a lump or aggregate sum.

The work will be commenced and carried on in the manner directed.

Further information may be obtained and the plans and drawings may be seen at the office of the Chief Engineer of the Board of Estimate and Apportionment, Room 1408, No. 277 Broadway, New York.

Dated May 18, 1908.

GEORGE B. McCLELLAN,
Mayor of The City of New York;
HERMAN A. METZ,
Comptroller of The City of New York;
W. V. B. BENNETT,
Supervisor of the late Town of Gravesend;

Commissioners of the Common Lands Fund of the Late Town of Gravesend.

m18,j3

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOARD OF ASSESSORS.

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

Borough of Brooklyn.

List 9515, No. 1. Regulating, grading, curbing and laying cement sidewalks on East Thirty-first street, between Avenue F and Glenwood road.

List 9794, No. 2. Paving with asphalt Foster avenue, between Flatbush avenue and East Seventeenth street, and between East Fourteenth street and Coney Island avenue.

List 9820, No. 3. Sewer in Grafton street, between Pitkin and Sutter avenues, and outlet in Sutter avenue, between Grafton street and Saratoga avenue.

List 9847, No. 4. Sewer in Calver street, between Oakland and Newell streets, and outlet in Calver street, between Jewell and Newell streets.

List 9848, No. 5. Sewer in Decatur street, from Knickerbocker avenue to the Borough line of Queens, and outlet in Decatur street, between Knickerbocker and Hamburg avenues.

List 9850, No. 6. Sewer in Eastern parkway extension, southerly side, from Pitkin avenue to Degraw street, and outlet in Degraw street, from Eastern parkway extension to Howard avenue.

List 9852, No. 7. Sewer in Junius street, between Pitkin and Blake avenues, and outlet in Blake avenue, between Junius street and Snediker avenue.

List 9854, No. 8. Grading Lot No. 65 of Block 918, on the north side of Forty-first street, between Sixth and Seventh avenues.

List 9857, No. 9. Sewer in Sutter avenue, between Rockaway avenue and Chester street.

List 9860, No. 10. Sewer in Wierfield street, between Knickerbocker avenue and the boundary line between the Boroughs of Brooklyn and Queens.

List 9866, No. 11. Sewer basin at the westerly corner of Palmetto street and Evergreen avenue.

List 9897, No. 12. Sewer in Dean street, from Saratoga avenue to the summit east of Saratoga avenue, with outlet in Saratoga avenue, from Academy street to Pacific street.

List 9898, No. 13. Sewer in Eckford street, between Engert street and Griggs avenue.

List 9903, No. 14. Sewer in India street, from a point about 300 feet east of Oakland street to Provost street.

List 9904, No. 15. Sewer in Jefferson street, between Irving and Wyckoff avenues.

List 9909, No. 16. Sewer basin at the southeast corner of Sackett street and Third avenue.

List 9917, No. 17. Sewer in Pitkin avenue, south side, between Powell street and Van Sinderen avenue.

List 9918, No. 18. Sewer basin at the south-east corner of Railroad avenue and Ridgewood avenue.

List 9930, No. 19. Sewer in Albany avenue, between St. Marks avenue and Prospect place.

List 9940, No. 20. Sewer basin at the northeast corner of Atlantic avenue and Russell place.

List 9941, No. 21. Sewer in Congress street, between Columbia street and the East River.

List 9942, No. 22. Sewer basins at the northeast and northwest corners of Dumont avenue and Hendrix street.

List 9943, No. 23. Sewer basins at the northeast and northwest corners of Grant avenue and Union avenue.

List 9944, No. 24. Sewer in Jefferson street, between Wyckoff avenue and St. Nicholas avenue.

List 9958, No. 25. Sewer in Eighth street, between Second avenue and the existing sewer east thereof.

List 9959, No. 26. Sewer in President street, between Bedford and Rogers avenue, and outlet in President street, between Rogers and Nostrand avenues.

List 9709, No. 27. Paving with asphalt Prescott place, between Herkimer street and Atlantic avenue.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of East Thirty-first street, from Avenue F to Glenwood road, and to the extent of half the block at the intersecting streets and avenues.

No. 2. Both sides of Foster avenue, from Flatbush avenue to East Seventeenth street, and from East Fourteenth street to Coney Island avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 3. East side of Tapscott street, between Blake and Sutter avenues; both sides of Howard avenue, Grafton street and Barrett street, and west side of Saratoga avenue, from Pitkin avenue to Blake avenue.

No. 4. Both sides of Calver street, from Oakland street to Jewell street; both sides of Diamond street, between Mescole and Calver streets.

No. 5. Both sides of Decatur street, from Hamburg avenue to the borough line of Queens; both sides of Knickerbocker avenue, between Schaeffer and Decatur streets.

No. 6. South side of Eastern Parkway Extension, from Pitkin to Howard avenue.

No. 7. Both sides of Blake avenue and Sutter avenue, between Powell street and Snediker avenue; both sides of Belmont avenue and south side of Pitkin avenue, between Powell street and Van Sinderen avenue.

No. 8. North side of Forty-first street, between Sixth and Seventh avenues, Lot No. 65, Block 918.

No. 9. Both sides of Sutter avenue, from Chester street to Rockaway avenue.

No. 10. Both sides of Weifield street, between Knickerbocker avenue and the borough line of Queens.

No. 11. Northeast side of Bushwick avenue, from Gates avenue to Palmetto street; north side of Palmetto street, from Bushwick avenue to Evergreen avenue; southwest side of Evergreen avenue, from Gates avenue to Palmetto street.

No. 12. Both sides of Saratoga avenue, from Pacific street to Dean street; both sides of Dean street, between Saratoga and Hopkinson avenues.

No. 13. Both sides of Eckford street, from Engert avenue to Driggs avenue.

No. 14. Both sides of India street, between Oakland and Provost streets.

No. 15. Both sides of Jefferson avenue, between Irving and Wyckoff avenues; west side of Troutman street, between Irving and Wyckoff avenues.

No. 16. South side of Sackman street, from Third to Fourth avenue.

No. 17. South side of Pitkin avenue, from Powell street to Van Sinderen avenue.

No. 18. South side of Ridgewood avenue, from Railroad avenue to Lincoln avenue; east side of Railroad avenue, between Fulton street and Ridgewood avenue.

No. 19. West side of Albany avenue, between St. Marks avenue and Prospect place.

No. 20. East side of Russell place, between Atlantic avenue and Herkimer street; north side of Atlantic avenue, from Russell place to Radde place.

No. 21. Both sides of Congress street, between Columbia street and the East River; west side of Columbia street, between Congress and Amity streets.

No. 22. Both sides of Hendrix street, from Dumont avenue to Blake avenue; north side of Dumont avenue, from Van Sicklen avenue to Schenck avenue.

No. 23. North side of Havens place (Union avenue), between Nichols and Grant avenues; both sides of Grant avenue, between Etna street and Ridgewood avenue, and east side of Nichols avenue, between Havens place and Etna street.

No. 24. Both sides of Jefferson street, between Wyckoff avenue and St. Nicholas avenue.

No. 25. Both sides of Eighth street, between Second and Third avenues.

No. 26. Both sides of President street, between Nostrand avenue and Bedford avenue.

No. 27. Both sides of Prescott place, from Atlantic avenue to Herkimer street, and to the extent of half the block at the intersecting streets and avenues.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before June 30, 1908, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,
PAUL WEIMANN,
JAMES H. KENNEDY,
Board of Assessors.

WILLIAM H. JASPER,
Secretary.

No. 320 Broadway,
City of New York, Borough of Manhattan,
May 28, 1908.

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

Borough of Manhattan.

List 9536, No. 1. Regulating, grading, curbing and flagging Seaman avenue, from Academy street to Isham street, constructing masonry wall and masonry culvert.

Borough of The Bronx.

List 9502, No. 2. Sewer in Featherbed lane, between Irving and Wyckoff avenues

first street; both sides of Two Hundred and Forty-first street, from Martha to Katonah avenue; southeast corner of Katonah avenue and Two Hundred and Forty-first street; north side of Two Hundred and Thirty-fourth, both sides of Two Hundred and Thirty-fifth and south side of Two Hundred and Thirty-sixth streets, between Katonah and Kepler avenues; both sides of Napier avenue, between Two Hundred and Thirty-third and Two Hundred and Thirty-fifth streets; north side of Two Hundred and Thirty-third and south side of Two Hundred and Thirty-fifth streets, between Napier and Mount Vernon avenues, including Lots Nos. 11, 14 and 65 of Block 3363.

No. 7. Both sides of One Hundred and Eighty-first street, from Tiebout avenue to Jerome avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 8. Both sides of Creston avenue, from Tremont avenue to Burnside avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 9. Both sides of Field place, from Morris avenue to Ryer avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 10. Both sides of Carver street, from Newtown avenue to Flushing avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 11. Both sides of Cooper street, from Grand avenue to Newtown avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 12. Both sides of Fifteenth avenue, from Broadway to Graham avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 13. Both sides of Ninth avenue, from Jackson avenue to Pierce avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 14. West side of Flushing avenue, from Willett street to Hillside avenue.

All persons whose interests are affected by the above named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before June 23, 1908, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,
PAUL WEIMANN,
JAMES H. KENNEDY,
Board of Assessors.

WILLIAM H. JASPER,
Secretary,
No. 320 Broadway.

City of New York, Borough of Manhattan, May 23, 1908.

m23,j4

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

Borough of Brooklyn.

List 9095, No. 1. Sewers in Steeplechase walk, from the Bowery to a point about 225 feet southerly therefrom; in Kensington walk, from Surf avenue to a point about 325 feet south of the Bowery; in Van Bergen walk, from Surf avenue to a point about 325 feet south of the Bowery; in Buschmann's walk, from Surf avenue to a point about 325 feet south of the Bowery; in Stratton's walk, from the end of the existing sewer north of the Bowery to a point about 300 feet south of the Bowery; in Jones walk, from Surf avenue to a point about 550 feet south of Surf avenue, and in Swan walk, from Steeplechase walk to Tillyon walk, in the Thirtieth Ward, Borough of Brooklyn.

List 9703, No. 2. Paving with asphalt Norwood avenue, between Atlantic avenue and Jamaica avenue.

List 9722, No. 3. Paving with asphalt Decatur street, between Hamburg and Knickerbocker avenues.

List 9728, No. 4. Paving with asphalt Greenwood avenue, between Coney Island avenue and Gravesend avenue.

List 9750, No. 5. Paving with asphalt East Fourth street, between Vanderbilt street and Fort Hamilton avenue.

List 9751, No. 6. Paving with asphalt East Twenty-ninth street, between Farragut and Glenwood roads.

List 9754, No. 7. Paving with asphalt East Third street, from Ditmas avenue to a point about 120 feet north of Avenue F.

List 9809, No. 8. Sewer in the Bowery, from Jones walk to Steeplechase walk.

List 9813, No. 9. Sewer basins at the northeast and southeast corners of Dumont avenue and Rockaway avenue.

List 9814, No. 10. Sewer in Eastern Parkway Extension, northerly side, between Prospect place and Rockaway avenue.

List 9816, No. 11. Sewer in Forty-fourth street, between Fifth and Sixth avenues.

List 9817, No. 12. Sewer basins southwest corner of Fountain avenue and Atlantic avenue; northeast corner of Fountain avenue and Magenta street; Fountain avenue, opposite Magenta street; northwest corner of Belmont avenue and Fountain avenue.

List 9821, No. 13. Sewer in Hale avenue, from Jamaica avenue to Force Tube avenue, with an outlet sewer in Etna street, from Hale avenue to Norwood avenue.

List 9824, No. 14. Laying cement sidewalks on west side of Prospect Park West, between Fourteenth and Fifteenth streets; south side of Prospect place, between Classon and Grand avenues; south side of Fifteenth street, between Tenth and Eleventh avenues; south side of Forty-fourth street, between Sixth and Seventh avenues; east side of Sixth avenue, between Forty-fourth and Forty-fifth streets; south side of Fifty-eighth street, between Fifth and Sixth avenues; west side of Sixth avenue, between Fifty-eighth and Fifty-ninth streets; north side of Fifty-ninth street, between Fifth and Sixth avenues; south side of Fifty-eighth street, between Sixth and Seventh avenues; east side of Sixth avenue, between Fifty-eighth and Fifty-ninth streets; northwest side of Smith street, between Nelson and Luquer streets; southeast side of Smith street, between Sixth and Seventh streets; northwest side of Keap street, between Bedford and Lee avenues.

List 9827, No. 15. Sewer basin at the north corner of St. Nicholas avenue and Harmon street.

List 9828, No. 16. Sewer in East Twenty-first street (Kenmore place), from Emmons avenue to the end of the existing sewer north of Emmons avenue.

List 9831, No. 17. Sewer in Rockaway avenue, between Lott and Hegeman avenues, and basins northwest and southwest corners of Rockaway avenue and Dumont avenue; northwest corner of Rockaway avenue and Livonia avenue; northwest corner of Rockaway avenue and Riverdale avenue.

The limits within which it is proposed to lay the said assessments include all the several houses

and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Steeplechase walk, West Sixteenth street, Kensington walk, Van Bergen's walk, Buschmann's walk, Schweickert walk, Stratton's walk and Jones walk, from Surf avenue to a point about 400 feet, more or less, south of the Bowery; south side of Surf avenue and the Bowery, from West Sixteenth street to West Tenth street.

No. 2. Both sides of Norwood avenue, from Atlantic avenue to Jamaica avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 3. Both sides of Decatur street, from Hamburg avenue to Knickerbocker avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 4. Both sides of Greenwood avenue, from Coney Island avenue to Gravesend avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 5. Both sides of East Fourth street, between Vanderbilt street and Fort Hamilton avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 6. Both sides of East Twenty-ninth street, between Farragut road and Glenwood road, and to the extent of half the block at the intersecting streets and avenues.

No. 7. Both sides of East Third street, from Ditmas avenue to a point about 120 feet north of Avenue F, and to the extent of half the block at the intersecting streets and avenues.

No. 8. Both sides of Jones walk, from Jones walk to Steeplechase walk.

No. 9. South side of Dumont avenue, from Rockaway avenue to Thatford avenue; east side of Rockaway avenue, between Livonia avenue and Dumont avenue; east side of Rockaway avenue, between Blake and Dumont avenues; north side of Dumont avenue, from Rockaway avenue to Thatford avenue.

No. 10. North side of Eastern parkway extension, from Prospect place to St. Marks avenue.

No. 11. Both sides of Forty-fourth street, from Fifth avenue to Sixth avenue.

No. 12. West side of Fountain avenue, from Liberty avenue to Atlantic avenue; south side of Atlantic avenue, from Logan street to Fountain avenue; east side of Fountain avenue, from Magenta street to Atlantic avenue, and west side of Fountain avenue, between Belmont and Pitkin avenues.

No. 13. Both sides of Hale avenue, from Jamaica avenue to Force Tube avenue; both sides of Etna street, from Force Tube avenue to Norwood avenue, and the south side of Jamaica avenue, from Force Tube avenue to Norwood avenue.

No. 14. West side of Prospect Park West, between Fourteenth and Fifteenth streets; south side of Prospect place, between Classon and Grand avenues; south side of Fifteenth street, from Tenth to Eleventh avenue; east side of Sixth avenue, between Forty-fourth and Forty-fifth streets; west side of Sixth avenue, between Fifty-eighth and Fifty-ninth streets; south side of Fifty-eighth street, between Sixth and Seventh avenues; east side of Sixth avenue, between Fifty-eighth and Fifty-ninth streets; west side of Smith street, between Nelson and Luquer streets; east side of Smith street, between Sixth and Seventh avenues; northwest corner of Bedford avenue and Keap street.

No. 15. Northwest side of Harman street, from Cypress avenue to St. Nicholas avenue.

No. 16. Blocks bounded by Voorhees avenue, Emmons avenue, Ocean avenue and East Twenty-second street (Elmore place).

No. 17. East side of Chester street and west side of Rockaway avenue, from Blake avenue to Riverdale avenue, and blocks bounded by Chester avenue, Hegeman avenue, Lott avenue and Thatford avenue.

All persons whose interests are affected by the above named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before June 23, 1908, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,
PAUL WEIMANN,
JAMES H. KENNEDY,
Board of Assessors.

WILLIAM H. JASPER,
Secretary,
No. 320 Broadway.

City of New York, Borough of Manhattan, May 21, 1908.

m21,j2

BOROUGH OF MANHATTAN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, NEW YORK, May 27, 1908.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE with section 432 of the Charter of The City of New York, that a petition, signed by property owners and residents of the Washington Heights District for Local Improvements, requesting the laying out of Seaman avenue, northerly from Isham street to Two Hundred and Fifteenth street, has been filed in this office, and is now ready for public inspection, and that a meeting of the Board of Local Improvements of the Washington Heights District for Local Improvements will be held in the Borough Office, City Hall, on the 9th day of June, 1908, at 11 a. m., at which meeting said petition will be submitted to the Board.

JOHN F. AHEARN,
President.

BERNARD DOWNING,
Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Manhattan, at the City Hall, Room No. 16, until 2 o'clock p. m. on

MONDAY, JUNE 1, 1908.

No. 1. FOR REPAIRS AND ALTERATIONS TO CITY COURT HOUSE (BROWNSTONE BUILDING), CITY HALL PARK, CHAMBERS STREET.

The time allowed for the completion of the work and full performance of the contract will be ninety (90) days.

The amount of security required will be Twenty Thousand Dollars (\$20,000).

The bids will be compared and the contract awarded at lump or aggregate sum.

Blank forms and specifications may be had at the office of the Architect, Charles I. Berg, No. 571 Fifth avenue, Room 217.

JOHN F. AHEARN,
President, Borough of Manhattan.
The City of New York, May 20, 1908.

m20,j1

* See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 2 o'clock p. m. on

THURSDAY, JUNE 11, 1908.

FOR THE ELECTRICAL EQUIPMENT OF THE UNIVERSITY HEIGHTS BRIDGE.

The contractor will be required to begin work within five days of the date of certification of the contract by the Comptroller, and will be required to complete the entire work to the satisfaction of the Commissioner and in accordance with the plans and specifications within sixty consecutive working days.

The amount of security to guarantee the faithful performance of the work will be Two Thousand Dollars (\$2,000).

The right is reserved by the Commissioner to reject all the bids should he deem it to the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

J. W. STEVENSON,
Commissioner of Bridges.

Dated May 25, 1908.

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* See General Instructions to Bidders on the last page, last column, of the "City Record."

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 the above office until 2 o'clock p. m. on

THURSDAY, JUNE 11, 1908.

FOR FURNISHING AND DELIVERING BRONZE GRILLS, CASTINGS, TUBING AND BRASS EXPANSION SCREWS AND PLATES TO THE WILLIAMSBURG BRIDGE.

The time for the delivery of the material and the performance of the contract is six (6) weeks.

The amount of security to guarantee the faithful performance of the work will be One Thousand Dollars (\$1,000).

The right is reserved by the Commissioner to reject all the bids should he deem it to the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

J. W. STEVENSON,
Commissioner.

Dated May 25, 1908.

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* See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

THE COMMISSIONER OF BRIDGES WILL sell at public auction to the highest bidder on

TUESDAY, JUNE 2, 1908,

at 10:30 a. m., at the railroad yard, foot of Thirty-ninth street, Brooklyn.

Ninety-two (92) PASSENGER COACHES, as follows:

48 wooden truck cars, net weight about 17 tons each.

24 iron truck cars, net weight about 19 tons each.

20 motor cars, net weight about 36 tons each.

Fifty-four of the cars are stored on track at Coney Island, between Harway avenue and Sea Gate, and the remainder at the Thirty-ninth street yard, where sale is held.

All of the cars are about 9 feet 6 inches wide, 48 feet 9 inches long and 13 feet 2 inches high; are equipped with side and end doors, Baker heaters and electric lights.

The 72 passenger coaches are equipped with cable grips and vacuum brake system. The 20 motor cars are each equipped with four 62½ horse power electric motors and vacuum brake system.

The whole of the purchase price bid shall be paid by the successful bidder, in cash or bankable funds, on or before delivery of the material. The purchaser must remove from the tracks all cars stored at Coney Island within fifteen (15) days, and all cars stored at the Thirty-ninth street yard within twenty-five (25) days of the date of sale.

To secure the removal as above specified, the purchaser thereof shall be required to make, at the time of sale, a cash deposit of twenty-five per cent. of the price bid.

14. 2,675 linear feet 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.50.....	6,687 50
15. 2,560 linear feet of 12-inch pipe subdrain, laid complete, including extra excavation and all incidentals and appurtenances, per linear foot, \$1.....	2,560 00
16. 1 manhole, Class "A," complete, including special iron head and cover, iron steps and all incidentals and appurtenances, per manhole, \$400.....	400 00
17. 41 manholes, Class "C," complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$55.....	2,255 00
18. 13 manholes, Class "F," complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$65.....	845 00
19. 1 drop manhole, with iron head and cover, granite block invert, vitrified brick lining, including special sewer section "Y," complete, and all incidentals and appurtenances, \$300.....	300 00
20. Two siphon manholes, Class "G," including concrete foundation, complete with iron head and cover and all incidentals and appurtenances, per manhole, \$110.....	220 00
21. 1,055,000 feet (B. M.) of sheeting and bracing, driven in place, complete, including all incidentals and appurtenances, per thousand feet (B. M.), \$30.....	31,650 00
22. 286,000 feet (B. M.) of foundation planking, laid in place, complete, including all incidentals and appurtenances, per thousand feet (B. M.), \$35.....	10,010 00
23. 5 cubic yards of Class "B" concrete, in place, including extra excavation and all incidentals and appurtenances, per cubic yard, \$7.....	35 00
24. 78,900 linear feet of bearing piles, driven in place, complete, including all incidentals and appurtenances, per linear foot, 30 cents.....	23,670 00
25. 87,000 feet (B. M.) of yellow pine pile capping, laid in place, complete, including all incidentals and appurtenances, per thousand feet (B. M.), \$40.....	3,480 00
26. 450 linear feet of oak fender piles, driven in place, complete, including all bolts, nuts, washers, hardware and painting, as per specifications and all incidentals and appurtenances, per linear foot, 50 cents.....	225 00
27. 60,000 feet, board measure, of yellow pine tongued and grooved sheet piling and wales, in place complete, including spikes, bolts, nuts, washers and all incidentals and appurtenances, per 1,000 feet, board measure, \$80.....	4,800 00
28. 39,000 feet, board measure, of temporary yellow pine tongued and grooved sheet piling and wales, in place, complete, including spikes, bolts, nuts, washers and all incidentals and appurtenances, per 1,000 feet, board measure, \$60.....	2,340 00
29. 12 sewer basins, reconnected complete, with basin hoods and connecting culverts, including all incidentals and appurtenances, per reconnection, \$58.....	696 00
Total.....	\$366,135 68

The time allowed for the completion of the work and full performance of the contract is 400 working days.

The amount of security required will be One Hundred and Twenty-five Thousand Dollars (\$125,000).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING RELIEF SEWERS AND APPURTENANCES IN SKILLMAN STREET, FROM PARK AVENUE TO MYRTLE AVENUE, ETC., DIVISION 1, SECTION 1, MAIN LINE.

The following Engineer's preliminary estimate of total cost for the work complete is to be taken as the one hundred per cent. (100%) basis for bidding. Proposals shall state a single percentage of such one hundred per cent. cost (i. e., such as 95%, 100% or 105%) for which all material and work called for in the contract and the invitation to bidders is to be furnished to the City. Such percentage as bid shall apply to all unit items specified in the Engineer's preliminary estimate, to an amount necessary to complete the work described in the contract:

1. 1,140 linear feet of 186-inch sewer, "Conduit Section," laid complete, including all incidentals and appurtenances, per linear foot, \$96.50.....	\$110,010 00
2. 2,155 linear feet of 186-inch sewer, "Conduit Section," laid complete, including all incidentals and appurtenances, per linear foot, \$84.15.....	181,343 25
3. 1 storm water separator, "A," complete, including all incidentals and appurtenances (at Skillman street and Myrtle avenue), \$1,180.15.....	1,180 15
4. 1 storm water separator, "B," complete, including all incidentals and appurtenances (at Nostrand avenue and Vernon avenue), \$1,733.45.....	1,733 45
5. 1 storm water separator, "C," complete, including all incidentals and appurtenances (at Marcy avenue and Vernon avenue), \$863.75.....	863 75
6. 40 linear feet of siphon conduit, laid complete, including all incidentals and appurtenances, per linear foot, \$7.....	280 00
7. 325 linear feet of 24-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$4.....	1,300 00
8. 30 linear feet 18-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$3.25.....	97 50

9. 1,095 linear feet 15-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$3.....	3,285 00
10. 2,710 linear feet 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.50.....	6,775 00
11. 3,300 linear feet 12-inch pipe subdrain, laid complete, including excavation and all incidentals and appurtenances, per linear foot, \$1.....	3,300 00
12. 2 manholes, Class "A," complete, including special iron heads and covers, iron steps and all incidentals and appurtenances, per manhole, \$65.....	1,000 00
13. 43 manholes, Class "C," complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$55.....	2,365 00
14. 8 manholes, Class "F," complete, including all incidentals and appurtenances, per manhole, \$65.....	520 00
15. 2 siphon manholes, Class "G," including concrete foundation, complete, and all incidentals and appurtenances, per manhole, \$150.....	300 00
16. 3 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin hoods and connecting culverts, including all incidentals and appurtenances, per basin, \$150.....	450 00
17. 14 sewer basins, reconnected, complete, with basin hoods and connecting culverts, including all incidentals and appurtenances, per reconnection, \$58.....	812 00
18. 1,700,000 feet (B. M.) of sheeting and bracing, driven in place, complete, including all incidentals and appurtenances, per 1,000 feet (B. M.), \$30.....	51,000 00
19. 400,000 feet (B. M.) of foundation planking, laid in place, complete, including all incidentals and appurtenances, per 1,000 feet (B. M.), \$35.....	14,000 00
20. 5 cubic yards of concrete, Class "B," in place, including extra excavation and all incidentals and appurtenances, per cubic yard, \$7.....	35 00
Total.....	\$380,650 10

The time allowed for the completion of the work and full performance of the contract will be four hundred (400) working days.

The amount of security required will be One Hundred and Twenty-five Thousand Dollars (\$125,000).

No. 3. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING RELIEF SEWERS AND APPURTENANCES IN VERNON AVENUE, FROM MARCY AVENUE TO TOMPKINS AVENUE, ETC., DIVISION 1, SECTION 3, MAIN LINE.

The following Engineer's preliminary estimate of total cost for the completed work is to be taken as the 100 per cent. basis for bidding; proposals shall state a single percentage of such 100 per cent. cost (that is, such as 95 per cent., 100 per cent. or 105 per cent.), for which all material and work called for in the contract and the invitation to bidders, is to be furnished to the City. Such percentage, as bid, shall apply to all unit items specified in the Engineer's preliminary estimate, to an amount necessary to complete the work described in the contract:

1. 805 linear feet of 180-inch sewer, Section "A," laid complete, including all incidentals and appurtenances, per linear foot, \$1,25.....	\$73,456 25
2. 2,085 linear feet of 180-inch sewer, Section "B," laid complete, including all incidentals and appurtenances, per linear foot, \$89.75.....	187,128 75
3. 1 connecting drop, Section "A," complete, including all incidentals and appurtenances, \$1,100.....	1,100 00
4. 1 connecting drop, Section "B," complete, including all incidentals and appurtenances, \$4,051.70.....	4,051 70
5. 52 linear feet of 30-inch egg-shaped sewer, laid complete, including all incidentals and appurtenances, \$7.....	364 00
6. 840 linear feet of 24-inch pipe sewer, laid complete, including all incidentals and appurtenances, \$7.....	3,360 00
7. 485 linear feet of 18-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$3.25.....	1,576 25
8. 1,350 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$3.....	4,050 00
9. 2,800 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.50.....	7,000 00
10. 2,890 linear feet of 12-inch pipe sub-drain, laid complete, including all incidentals and appurtenances, per linear foot, \$1.....	2,890 00

The time allowed for the completion of the work and full performance of the contract will be one hundred (100) working days.

The amount of security required will be Eighteen Thousand Dollars (\$18,000).

Blank forms and further information may be obtained at the office of the Bureau of Sewers, the Borough of Brooklyn, No. 215 Montague street, Brooklyn.

BIRD S. COLER,
President.

16. 8 manholes, Class "F," complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$66.....	528 00
17. 1 manhole, Class "G," complete, with iron head and cover, including all incidentals and appurtenances, per manhole, \$215.....	215 00
18. 1 overflow manhole, "H," complete, with iron head and cover, including all incidentals and appurtenances, per manhole, \$70.....	70 00
19. 2 overflow manholes, "I," complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$70.....	100 00
20. 1,637,400 feet, board measure, of sheeting and bracing, driven in place, complete, including all incidentals and appurtenances, per thousand feet, board measure, \$30.....	49,122 00
21. 353,000 feet, board measure, of foundation planking, laid in place, complete, including all incidentals and appurtenances, per thousand feet, board measure, \$35.....	12,355 00
22. 5 cubic yards of concrete, Class "B," in place, complete, including extra excavation, and all incidentals and appurtenances, per cubic yard, \$7.....	35 00
Total.....	\$354,296 95

The time allowed for the completion of the work and the full performance of the contract will be four hundred (400) working days.

The amount of security required will be One Hundred and Twenty-five Thousand Dollars (\$125,000).

No. 4. FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING RELIEF SEWERS IN MYRTLE AVENUE, FROM CARLTON AVENUE TO RAYMOND STREET, DIVISION NO. 2, SECTION 4, MYRTLE AVENUE BRANCH, GOLD STREET SYSTEM.

The following Engineer's preliminary estimate of total cost for the completed work is to be taken as the one hundred per cent. (100%) basis for bidding. Proposals shall state a single percentage of such one hundred per cent. cost (i. e., such as 95 per cent., 100 per cent. or 105 per cent.), for which all material and work called for in the contract and the invitation to bidders is to be furnished to the City. Such percentage, as bid, shall apply to all unit items specified in the Engineer's preliminary estimate, to an amount necessary to complete the work described in the contract:

1. 550 linear feet of 54-inch sewer, Section "A," laid complete, including all incidentals and appurtenances, per linear foot, \$17.50.....	\$9,625 00
2. 360 linear feet of 54-inch sewer, Section "B," laid complete, including all incidentals and appurtenances, per linear foot, \$10.25.....	3,690 00
3. 555 linear feet 48-inch sewer, Section "A," laid complete, including all incidentals and appurtenances, per linear foot, \$16.50.....	9,157 50
4. 280 linear feet of 48-inch sewer, Section "B," laid complete, including all incidentals and appurtenances, per linear foot, \$9.75.....	2,730 00
5. 250 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.70.....	675 00
6. 15 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$66.....	990 00
7. 4 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin hoods and connecting culverts, including all incidentals and appurtenances, per basin, \$170.....	680 00
8. 5 sewer basins, reconnected, complete, with basin hoods and connecting culverts, including all incidentals and appurtenances, per reconnection, \$70.....	350 00
9. 14,000 feet (B. M.) of foundation planking, laid in place, complete, including all incidentals and appurtenances, per 1,000 feet (B. M.), \$30.....	420 00
10. 220,000 feet (B. M.) sheeting and bracing, driven in place, complete, including all incidentals and appurtenances, per 1,000 feet (B. M.), \$30.....	6,600 00
Total.....	\$34,917 50

The time allowed for the completion of the work and full performance of the contract will be one hundred (100) working days.

The amount of security required will be Eighteen Thousand Dollars (\$18,000).

Blank forms and further information may be obtained at the office of the Bureau of Sewers, the Borough of Brooklyn, No. 215 Montague street, Brooklyn.

BIRD S. COLER,
President.

Dated May 6, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

1. OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 2, BOROUGH H

There will be a preliminary test of the candidates' ability to ride and manage horses. The physical examination will be similar in character to that recently held for Patrolman on Aqueduct.

It is essential that candidates shall have had experience in handling men, and to this end they must have seen service in army or navy, constabulary, police or similar forces.

Mental Examination.

Report and duties..... 6

Arithmetic 4

A percentage of 20 will be required.

Candidates must be not less than 25 nor over 50 years old.

Minimum height 5 feet 6 1/2 inches.

Minimum weight 130 pounds.

F. A. SPENCER,

Secretary.

m19,j2

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, May 6, 1908.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from WEDNESDAY, MAY 6, UNTIL 4 P. M. WEDNESDAY, MAY 20, 1908,

— for the position of INSPECTOR OF FOODS—

FRUITS AND VEGETABLES.
MEAT AND POULTRY.
FISH.

IT WILL BE NECESSARY TO FILE A SEPARATE APPLICATION FOR EACH POSITION.

APPLICATIONS WILL BE ISSUED AND RECEIVED AT NO. 66 LAFAYETTE STREET, SEVENTH FLOOR, ONLY. (NO APPLICATION RECEIVED BY MAIL OR OTHERWISE, AFTER 4 P. M. ON MAY 20, WILL BE ACCEPTED.)

The examination will be held on Wednesday, June 10, 1908, at 10 a. m.

The subjects and weights of the examination are as follows:

Technical 6
Experience 3
Arithmetic 3

The percentage required is 75 on the technical paper and 70 on all.

There is one vacancy in the position of Inspector of Foods (Fruits).

The salary is \$1,200 per annum.

The minimum age is 21 years.

F. A. SPENCER,
Secretary.

m6,j10

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, CITY OF NEW YORK.

PUBLIC NOTICE WILL BE GIVEN OF all competitive examinations two weeks in advance of the date upon which the receipt of applications for any scheduled examination will close. Applications will be received for only such examinations as are scheduled. No application will be accepted at the office of the Commission, by mail or otherwise, after the closing hour for the receipt of same set forth in the advertisement.

When an examination is advertised, a person desiring to compete in the same may obtain an application blank upon request made in writing or by personal application at the office of the Commission, Room 1119.

All notices of examinations will be posted in the office of the Commission, and advertised in the CITY RECORD for two weeks in advance of the date upon which the receipt of applications will close for any stated position.

Public notice will also be given by advertisement in most of the City papers.

Wherever an examination is of a technical character, due notice is given by advertisement in the technical journals appertaining to the particular profession for which the examination is called.

Such notices will be sent to the daily papers as matters of news. The scope of the examination will be stated, but for more general information application should be made at the office of the Commission.

Specimen questions of previous examinations may be obtained at Room 1108.

Unless otherwise specifically stated, the minimum age requirement for all positions is 21.

FRANK L. POLK,
President;
R. ROSS APPLETON,
ARTHUR J. O'KEEFFE,
Commissioners.

FRANK A. SPENCER,
Secretary.

DEPARTMENT OF CORRECTION.

DEPARTMENT OF CORRECTION, NO. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SALE OF BONES AND GREASE, IRON, Rags, etc., will take place at the Central Office, No. 148 East Twentieth street,

FRIDAY, JUNE 5, 1908,

at 11 a. m.

The bones, etc., to be accumulated by the Department during the year 1908, estimated at 15 tons, more or less, to be received at Storehouse Pier, Blackwells Island, not less than three times weekly, in a covered wagon, to be transported to and from Blackwells Island by the boats of the Department, the Commissioner reserving the right to order more frequent removals of the bones if deemed necessary.

2 steam boilers to be removed from Rikers Island Dock by purchaser.

1 automobile.

1 semi Limousine top.

20 tons of bones (2,000 pounds to the ton).

10 tons of old iron (2,000 pounds to the ton).

8,000 pounds of rags.

10,000 pounds of grease.

100 barrels (iron bound).

100 barrels (kerosene).

200 pounds tea lead.

800 pounds old rope.

All quantities to be "more or less." All qualities to be "as are." All the above (except bones) to be received by the purchaser at pier foot of East Twentieth street, and removed therefrom immediately upon being notified that same are ready for delivery.

Each successful bidder will be required to pay twenty-five per cent. in cash or certified check of the estimated amount of his purchase to me at the time and place of sale, and the balance to the General Storekeeper at Blackwells Island, in cash or certified check on a New York City bank, upon delivery of the goods.

The Commissioner reserves the right to order resale of any goods that shall NOT have been removed by the purchaser within TEN days after he shall have been notified that they are ready, and in case of such resale to forfeit to the use of the Department of Correction the TWENTY-FIVE PER CENT. paid in at the time and place

of sale. Goods can be examined at Blackwells Island by intending bidders on any week day before the day of sale. The Commissioner reserves the right to sell the articles over again.

JOHN V. COGGEY,
Commissioner.

m23,j5

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF CORRECTION, NO. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m.

THURSDAY, JUNE 4, 1908.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING HARDWARE, PAINTS, IRON, STEAM FITTINGS, LUMBER AND MISCELLANEOUS ARTICLES.

The time for the delivery of the articles, materials and supplies, and the performance of the contract is by or before ten days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the totals and awards made to the lowest bidder on each item. The bids on lumber will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN V. COGGEY,
Commissioner.

Dated May 22, 1908.

m23,j4

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF CORRECTION, NO. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m.

THURSDAY, JUNE 4, 1908.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING SUPPLIES FOR MANUFACTURING PURPOSES, ETC.

The time for the delivery of the articles, materials and supplies, and the performance of the contract is by or before 30 days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the totals and awards made to the lowest bidder on each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN V. COGGEY,
Commissioner.

Dated May 22, 1908.

m23,j4

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOARD OF ESTIMATE AND APPORTIONMENT.

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on May 8, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Alton place, from Flatbush avenue to East Fortieth street, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the northeast by the line between the Boroughs of Brooklyn and Queens; on the southeast by a line midway between Schaeffer street and Decatur street; on the southwest by a line distant 100 feet southwesterly from and parallel with the southwesterly line of Knickerbocker avenue, the said distance being measured at right angles to the line of Knickerbocker avenue, and on the northwest by a line midway between East Fortieth street and East Forty-first street; on the southeast by a line parallel with Alton place, and passing through a point on the northeasterly line of Flatbush avenue midway between Alton place and Overbaugh place, and by the prolongation of the said line; on the southwest by a line distant 100 feet southwesterly from and parallel with the southwesterly line of Flatbush avenue, the said distance being measured at right angles to the line of Flatbush avenue, and on the northwest by a line midway between Hubbard place and Alton place, and by the prolongation of the said line.

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the northeast by a line midway between East Fortieth street and East Forty-first street; on the southeast by a line parallel with Alton place, and passing through a point on the northeasterly line of Flatbush avenue midway between Alton place and Overbaugh place, and by the prolongation of the said line; on the southwest by a line distant 100 feet southwesterly from and parallel with the southwesterly line of Flatbush avenue, the said distance being measured at right angles to the line of Flatbush avenue, and on the northwest by a line midway between Hubbard place and Alton place, and by the prolongation of the said line.

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the northeast by a line midway between East Fortieth street and East Forty-first street; on the southeast by a line parallel with Alton place, and passing through a point on the northeasterly line of Flatbush avenue midway between Alton place and Overbaugh place, and by the prolongation of the said line; on the southwest by a line distant 100 feet southwesterly from and parallel with the southwesterly line of Flatbush avenue, the said distance being measured at right angles to the line of Flatbush avenue, and on the northwest by a line midway between Hubbard place and Alton place, and by the prolongation of the said line.

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the northeast by a line midway between East Fortieth street and East Forty-first street; on the southeast by a line parallel with Alton place, and passing through a point on the northeasterly line of Flatbush avenue midway between Alton place and Overbaugh place, and by the prolongation of the said line; on the southwest by a line distant 100 feet southwesterly from and parallel with the southwesterly line of Flatbush avenue, the said distance being measured at right angles to the line of Flatbush avenue, and on the northwest by a line midway between Hubbard place and Alton place, and by the prolongation of the said line.

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the northeast by a line midway between East Fortieth street and East Forty-first street; on the southeast by a line parallel with Alton place, and passing through a point on the northeasterly line of Flatbush avenue midway between Alton place and Overbaugh place, and by the prolongation of the said line; on the southwest by a line distant 100 feet southwesterly from and parallel with the southwesterly line of Flatbush avenue, the said distance being measured at right angles to the line of Flatbush avenue, and on the northwest by a line midway between Hubbard place and Alton place, and by the prolongation of the said line.

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the northeast by a line midway between East Fortieth street and East Forty-first street; on the southeast by a line parallel with Alton place, and passing through a point on the northeasterly line of Flatbush avenue midway between Alton place and Overbaugh place, and by the prolongation of the said line; on the southwest by a line distant 100 feet southwesterly from and parallel with the southwesterly line of Flatbush avenue, the said distance being measured at right angles to the line of Flatbush avenue, and on the northwest by a line midway between Hubbard place and Alton place, and by the prolongation of the said line.

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section

affected thereby to be published in the City Record for ten days prior to the 5th day of June, 1908.

JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

m22,j3

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to establish the grade of Canarsie lane, between Flatbush avenue and Schenectady avenue, and change the grades in the intersecting streets affected thereby, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 5, 1908, at 10:30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 8, 1908, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by establishing the grade of Canarsie lane, between Flatbush avenue and Schenectady avenue, and changing grades in the intersecting streets affected thereby, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Canarsie Lane.

1. The elevation at Flatbush avenue to be 28.44 feet.
2. The elevation opposite a point on the north-easterly line distant 40 feet easterly from the intersection with the easterly line of Flatbush avenue to be 28.6 feet.
3. The elevation at East Twenty-second street to be 27.9 feet.
4. The elevation at East Twenty-third street to be 26.59 feet.
5. The elevation at Bedford avenue to be 27.85 feet.
6. The elevation at East Twenty-fifth street to be 25 feet.
7. The elevation at East Twenty-sixth street to be 25.8 feet.
8. The elevation at Rogers avenue to be 26.6 feet.
9. The elevation at East Twenty-eighth street to be 29.27 feet.
10. The elevation at East Twenty-ninth street to be 31.89 feet.
11. The elevation at Nostrand avenue to be 34.33 feet.
12. The elevation at East Thirty-first street to be 33.4 feet.
13. The elevation at East Thirty-second street to be 34.67 feet.
14. The elevation at New York avenue to be 36 feet.
15. The elevation at East Thirty-fourth street to be 34.58 feet.
16. The elevation at East Thirty-fifth street to be 35.89 feet.
17. The elevation at Brooklyn avenue to be 37.26 feet.
18. The elevation at Canarsie avenue to be 38.08 feet.
19. The elevation at East Thirty-seventh street to be 37.75 feet.
20. The elevation at East Thirty-eighth street to be 36.6 feet.
21. The elevation at East Thirty-ninth street to be 35.48 feet.
22. The elevation at East Fortieth street to be 34.3 feet.
23. The elevation at Albany avenue to be 35.6 feet.
24. The elevation at East Forty-second street to be 37 feet.
25. The elevation at East Forty-third street to be 35.65 feet.
26. The elevation at Troy avenue to be 31.16 feet.
27. The elevation at East Forty-fifth street to be 29.81 feet.
28. The elevation at East Forty-sixth street to be 28.7 feet.
29. The elevation at Schenectady avenue to be 31.03 feet.

Flatbush Avenue.

1. The elevation at Clarendon road to be 24.3 feet, as heretofore established.
2. The elevation at Canarsie lane to be 28.44 feet.
3. The elevation at Cortelyou road to be 29.12 feet.

East Twenty-second Street.

1. The elevation at Clarendon road to be 26.03 feet, as heretofore established.
2. The elevation at Canarsie lane to be 27.9 feet.
3. The elevation at Beverley road to be 28.63 feet, as heretofore established.

East Twenty-third Street.

1. The elevation at Clarendon road to be 24.73 feet, as heretofore established.
2. The elevation at Canarsie lane to be 26.59 feet.
3. The elevation at Beverley road to be 27.33 feet, as heretofore established.

Bedford Avenue.

1. The elevation at Clarendon road to be 25.25 feet, as heretofore established.
2. The elevation at Canarsie lane to be 27.85 feet.
3. The elevation at Beverley road to be 28.68 feet, as heretofore established.

East Twenty-fifth Street.

1. The elevation at Clarendon road to be 22 feet, as heretofore established.
2. The elevation at Canarsie lane to be 25 feet.
3. The elevation at Beverley road to be 27.97 feet, as heretofore established.

East Twenty-sixth Street.

1. The elevation at Clarendon road to be 23.36 feet, as heretofore established.
2. The elevation at Canarsie lane to be 25.8 feet.
3. The elevation at Beverley road to be 27.44 feet, as heretofore established.

Rogers Avenue.

1. The elevation at Clarendon road to be 23.6 feet, as heretofore established.
2. The elevation at Canarsie lane to be 26.6 feet.
3. The elevation at Beverley road to be 28 feet, as heretofore established.

East Twenty-eighth Street.

1. The elevation at Clarendon road to be 26.3 feet, as heretofore established.
2. The elevation at Canarsie lane to be 29.27 feet.
3. The elevation at Beverley road to be 31.15 feet, as heretofore established.

East Twenty-ninth Street.

1. The elevation at Clarendon road to be 27.7 feet, as heretofore established.
2. The elevation at Canarsie lane to be 31.89 feet.
3. The elevation at Beverley road to be 34.16 feet, as heretofore established.

Nostrand Avenue.

1. The elevation at Clarendon road to be 29.16 feet, as heretofore established.
2. The elevation at Canarsie lane to be 34.33 feet.
3. The elevation at Beverley road to be 37.3 feet, as heretofore established.

East Thirty-first Street.

1. The elevation at Clarendon road to be 30.52 feet, as heretofore established.
2. The elevation at Canarsie lane to be 34.67 feet.
3. The elevation at Beverley road to be 37.35 feet, as heretofore established.

New York Avenue.

1. The elevation at Clarendon road to be 31.9 feet, as heretofore established.
2. The elevation at Canarsie lane to be 36 feet.
3. The elevation at Beverley road to be 38.8 feet, as heretofore established.

East Thirty-fourth Street.

1. The elevation at Clarendon road to be 30.6 feet, as heretofore established.
2. The elevation at Canarsie lane to be 34.58 feet.
3. The elevation at Beverley road to be 37.45 feet, as heretofore established.

East Thirty-fifth Street.

1. The elevation at Clarendon road to be 32.37 feet, as heretofore established.
2. The elevation at Canarsie lane to be 35.89 feet.
3. The elevation at Beverley road to be 38.57 feet, as heretofore established.

Brooklyn Avenue.

1. The elevation at Clarendon road to be 34.22 feet, as heretofore established.
2. The elevation at Canarsie lane to be 37.26 feet.
3. The elevation at Beverley road to be 39.74 feet, as heretofore established.

Canarsie Avenue.

1. The elevation at Beverley road to be 38.77 feet, as heretofore established.
2. The elevation at Canarsie lane to be 38.08 feet.

East Thirty-seventh Street.

1. The elevation at Clarendon road to be 32.87 feet, as heretofore established.
2. The elevation at Canarsie lane to be 37.75 feet.

East Thirty-ninth Street.

1. The elevation at Clarendon road to be 34.03 feet, as heretofore established.
2. The elevation at Canarsie lane to be 35.48 feet.

East Forty-first Street.

1. The elevation at Clarendon road to be 32.73 feet, as heretofore established.
2. The elevation at Canarsie lane to be 34.3 feet.

Albany Avenue.

1. The elevation at Clarendon road to be 34.08 feet, as heretofore established.
2. The elevation at Canarsie lane to be 35.6 feet.

East Forty-second Street.

1. The elevation at Clarendon road to be 35.43 feet, as heretofore established.
2. The elevation at Canarsie lane to be 37 feet.

East Forty-third Street.

1. The elevation at Clarendon road to be 34.13 feet, as heretofore established.
2. The elevation at Canarsie lane to be 35.65 feet.

Troy Avenue.

1. The elevation at Clarendon road to be 32.78 feet, as heretofore established.
2. The elevation at Canarsie lane to be 31.16 feet.

East Forty-fifth Street.

1. The elevation at Clarendon road to be 31.43 feet, as heretofore established.
2. The elevation at Canarsie lane to be 29.81 feet.

East Forty-sixth Street.

1. The elevation at Clarendon road to be 30.13 feet, as heretofore established.
2. The elevation at Canarsie lane to be 28.7 feet.

Schenectady Avenue.

1. The elevation at Clarendon road to be 28.78 feet, as heretofore established.
2. The elevation at Canarsie lane to be 31.03 feet.

JOSEPH HAAG,

Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

m22,j3

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Kenmore place, between Woodruff avenue and Caton avenue; of East Twenty-first street, between Caton avenue and Church avenue, and of Caton avenue, between Ocean avenue and Flatbush avenue, Borough of Brooklyn; and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of

Manhattan, City of New York, on June 5, 1908, at 10:30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 8, 1908, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by changing the grade of Kenmore place, between Woodruff avenue and Caton avenue; of East Twenty-first street, between Caton avenue and Church avenue, and of Caton avenue, between Ocean avenue and Flatbush avenue, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Kenmore Place.

Beginning at the intersection of Kenmore place and Woodruff avenue, the elevation to be 56.78 feet, as heretofore;

Thence southerly to a point distant 315 feet from the southerly building line of Woodruff avenue at its intersection with the centre line of Kenmore place, the elevation to be 54.90 feet;

Thence southerly to the intersection of Caton avenue, the elevation to be 52.40 feet, as now in use and improved.

East Twenty-first Street.

Beginning at the intersection of East Twenty-first street and Caton avenue, the elevation to be 52.40 feet, as now in use and improved;

Thence southerly to the intersection of Church avenue, the elevation to be 47.80 feet, as heretofore.

Caton Avenue.

Beginning at the intersection of Caton avenue and Ocean avenue, the elevation to be 53.50 feet, as heretofore;

Thence easterly to the intersection of Kenmore place and East Twenty-first street, the elevation to be 52.40 feet, as now in use and improved;

Thence easterly to the intersection of Flatbush avenue, the elevation to be 52.39 feet, as heretofore.

Note—All elevations refer to mean high water datum, as determined by the Bureau of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 5th day of June, 1908, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 5th day of June, 1908.

JOSEPH HAAG,

Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

m22,j3

the intersection with a line midway between East Twenty-second street and East Twenty-third street; thence southwardly along the said line midway between East Twenty-second street and East Twenty-third street to the intersection with a line distant 100 feet northerly from and parallel with the northerly line of Canarsie lane, the said distance being measured at right angles to the line of Canarsie lane; thence eastwardly along the said line parallel with the southwesterly line of Flatbush avenue, the said distance being measured at right angles to the line of Flatbush avenue; thence northwardly and parallel with Flatbush avenue to the intersection with the prolongation of the centre line of Newkirk avenue, as laid out easterly from Flatbush avenue; thence westwardly along the prolongation of the centre line of Newkirk avenue to the intersection with a line distant 100 feet southwesterly from and parallel with the southwesterly line of Flatbush avenue, the said distance being measured at right angles to the line of Flatbush avenue; thence measured at right angles to the line of East Twenty-third street, the said distance being measured at right angles to the line of East Twenty-third street; thence parallel with the westerly line of East Twenty-third street, the said distance being measured at right angles to the line of East Twenty-third street; thence northwardly along the said line parallel with the southerly line of East Twenty-third street; thence eastwardly along the said line parallel with the southerly line of East Twenty-third street; thence southwardly along the said line parallel with the southerly line of East Twenty-third street; thence parallel with the westerly line of East Twenty-third street; thence westwardly along the said line parallel with the westerly line of East Twenty-third street; thence southwardly along the said line parallel with the southerly line of East Twenty-third street; thence parallel with the westerly line of East Twenty-third street; thence westwardly along the said line parallel with the westerly line of East Twenty-third street; thence southwardly along the said line parallel with the southerly line of East Twenty-third street; thence parallel with the westerly line of East Twenty-third street; thence westwardly along the said line parallel with the westerly line of East Twenty-third street; thence southwardly along the said line parallel with the southerly line of East Twenty-third street; thence parallel with the westerly line of East Twenty-third street; thence westwardly along the said line parallel with the westerly line of East Twenty-third street; thence southwardly along the said line parallel with the southerly line of East Twenty-third street; thence parallel with the westerly line of East Twenty-third street; thence westwardly along the said line parallel with the westerly line of East Twenty-third street; thence southwardly along the said line parallel with the southerly line of East Twenty-third street; thence parallel with the westerly line of East Twenty-third street; thence westwardly along the said line parallel with the westerly line of East Twenty-third street; thence southwardly along the said line parallel with the southerly line of East Twenty-third street; thence parallel with the westerly line of East Twenty-third street; thence westwardly along the said line parallel with the westerly line of East Twenty-third street; thence southwardly along the said line parallel with the southerly line of East Twenty-third street; thence parallel with the westerly line of East Twenty-third street; thence westwardly along the said line parallel with the westerly line of East Twenty-third street; thence southwardly along the said line parallel with the southerly line of East Twenty-third street; thence parallel with the westerly line of East Twenty-third street; thence westwardly along the said line parallel with the westerly line of East Twenty-third street; thence southwardly along the said line parallel with the southerly line of East Twenty-third street; thence parallel with the westerly line of East Twenty-third street; thence westwardly along the said line parallel with the westerly line of East Twenty-third street; thence southwardly along the said line parallel with the southerly line of East Twenty-third street; thence parallel with the westerly line of East Twenty-third street; thence westwardly along the said line parallel with the westerly line of East Twenty-third street; thence southwardly along the said line parallel with the southerly line of East Twenty-third street; thence parallel with the westerly line of East Twenty-third street; thence westwardly along the said line parallel with the westerly line of East Twenty-third street; thence southwardly along the said line parallel with

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTION 10.

EAST ONE HUNDRED AND THIRTY-NINTH STREET—SEWER, between Walnut avenue and Cypress avenue. Area of assessment: Both sides of East One Hundred and Thirty-ninth street, from Walnut avenue to Cypress avenue.

—That the same was confirmed by the Board of Revision of Assessments on May 21, 1908, and entered May 21, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 20, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, May 21, 1908.

m22,j5

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

FIRST WARD.

EIGHTH STREET—GRADING, PAVING AND CURBING, from Jackson avenue to East avenue. Area of assessment: Both sides of Eighth street, from Jackson avenue to East avenue, and to the extent of half the block at the intersecting streets and avenues.

—That the same was confirmed by the Board of Assessors May 19, 1908, and entered on May 19, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record" * * *

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, May 21, 1908.

m22,j5

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:

THIRTY-FIRST WARD, SECTION 21.

WEST FIFTH STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, from Neptune avenue to Sheepshead Bay road. Area of assessment: Both sides of West Fifth street, from Neptune avenue to Sheepshead Bay road, and to the extent of half the block at the intersecting streets and avenues.

—That the same were confirmed by the Board of Assessors May 19, 1908, and entered May 19, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record" * * *

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, May 19, 1908.

m21,j4

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTION 10.

ONE HUNDRED AND THIRTY-FIFTH STREET—REPAIRING SIDEWALK on north side, from Cypress avenue to a point 95 feet easterly therefrom; also on CYPRESS AVENUE, from One Hundred and Thirty-fifth to One Hundred and Thirty-sixth street, and ERECTING GUARD RAILS where necessary. Area of assessment: East side of Cypress avenue, from One Hundred and Thirty-fifth to One Hundred and Thirty-sixth street.

REPAIRING SIDEWALKS, ERECTING GUARD RAILS AND LAYING FLAGGING, where necessary, in EAST ONE HUNDRED AND FORTY-NINTH STREET, south side, from Tinton avenue to Union avenue; in TINTON AVENUE, east side, from East One Hundred and Forty-ninth street to a point 175 feet southerly therefrom, and in UNION AVENUE, west side, from East One Hundred and Forty-ninth street to a point 100 feet southerly. Area of assessment: South side of One Hundred and Forty-ninth street, from Tinton to Union avenue; east side of Tinton avenue, from One Hundred and Forty-ninth street to a point 175 feet south.

FRANKLIN AVENUE—REPAIRING SIDEWALK, east side, from 160 feet north of Third avenue, Block 2607, Lot No. 32. Area of assessment: South east side of Franklin avenue, from a point 160 feet north of Third avenue to a point 270 feet north of Third avenue, and known as Lot No. 32 in Block 2607.

HERMAN A. METZ,
Comptroller.

City of New York, May 21, 1908.

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NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 7.

SEVENTH AVENUE—SEWER, west side, between One Hundred and Forty-fourth and One Hundred and Forty-fifth streets. Area of assessment: West side of Seventh avenue, from One Hundred and Forty-fourth street to One Hundred and Forty-fifth street,

—That the same was confirmed by the Board of Revision of Assessments on May 21, 1908, and entered May 21, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the

period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessment is payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 20, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, May 21, 1908.

POND PLACE AND EAST ONE HUNDRED AND NINETY-SEVENTH STREET, extending northerly on Pond place 50 feet and westerly on East One Hundred and Ninety-seventh street 125 feet. Area of assessment: Northwest corner of One Hundred and Ninety-seventh street and Pond place, and known as Lot No. 65 in Block 3290. —that the same were confirmed by the Board of Assessors on May 19, 1908, and entered May 19, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 18, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, May 19, 1908.

m21,j4

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:

TWENTIETH WARD, SECTION 3.

ALTERATION AND IMPROVEMENT TO SEWER in THIRTY-NINTH STREET, between the Hudson River and Eleventh avenue, and new OUTLET under pier at the foot of THIRTY-NINTH STREET. Area of assessment: Both sides of West Thirty-ninth street, from the Hudson River to Tenth avenue; east side of Twelfth avenue, between Thirty-eighth and Fortieth streets; west side of Eleventh avenue, between Thirty-eighth and Thirty-ninth streets; east side of Eleventh avenue, between Thirty-eighth and Fortieth streets, and west side of Tenth avenue, between Thirty-eighth and Fortieth streets.

—That the same was confirmed by the Board of Assessors on May 19, 1908, and entered May 19, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessment is payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and all payments made thereon on or before July 18, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, May 19, 1908.

m21,j4

NOTICE TO PROPERTY OWNERS.

AT THE REQUEST OF THE PRESIDENT of the Borough of Queens, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings and parts of buildings and machinery included therein, owned by The City of New York, and which were acquired for park purposes, located in the

Borough of Queens.

Being all buildings, parts of buildings, etc., situated upon the following-described premises:

Beginning at a point formed by the intersection of the westerly line of the right of way of the New York and Queens County Railway Company with the southerly line of Oak avenue, as the same is laid down on the map of Ingleside adopted by the Board of Estimate and Apportionment May 1, 1903, and running thence southerly along said westerly line of the right of way of the New York and Queens County Railway Company to the northerly line of the right of way of the Stewart Railroad, and thence westerly along the northerly line of the right of way of the Stewart Railroad to a point where the easterly line of Parsons avenue, if prolonged, would intersect the right of way of the Stewart Railroad; thence northwesterly along the easterly line of said prolonged line of Parsons avenue to a point where said easterly line of Parsons avenue would be intersected by the southerly line of Rose street, if the latter were prolonged; thence northeasterly along the prolongation of said southerly line of Rose street to a point where the said southerly line of Rose street intersects the southerly line of Oak

avenue; thence easterly along the southerly line of Oak avenue to the westerly line of the right of way of the New York and Queens County Railway Company to the point or place of beginning, together with the following machinery situated on the property at Kissena Lake, in the Borough of Queens:

1 25 horse power boiler.

1 25 horse power engine.

1 ice elevating machine.

1 ice lowering machine.

240 feet ice runs.

1 wagon scales.

1 drilling machine and drills.

8 ice saws.

Whiffle trees.

9 ice bars.

2 ice markers.

1 hand plow (ice).

1 ice plane.

4 2-horse snow scrapers.

3 snatch blocks.

1 ice net.

1 grinding mill.

1 turbine mill wheel.

1 farm plow.

1 road hone.

1 lot ice hooks, short handle.

1 lot ice hooks, long handle.

1 stump puller.

Ropes.

6 ice plows.

4 naphtha torches.

4 stands for torches.

1 portable blacksmith's forge.

5 pairs hoisting tongs.

All buildings and machinery contained therein.

—all of which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, No. 280

Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held May 6, 1908, the sale of

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE BRIDGE Commissioner, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings now standing on property owned by The City of New York, acquired for bridge purposes in the

Borough of Manhattan.

Being all those buildings, parts of buildings, etc., situated within the lines of property taken for bridge purposes and known as Nos. 144, 146 Madison street, Nos. 125, 127 Madison street, Nos. 53 and 55 Monroe street, No. 70 Henry street and No. 80 Division street, Borough of Manhattan, and which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, the sale of the above described buildings and appurtenances thereto will be held, by the direction of the Comptroller, on

FRIDAY, MAY 29, 1908,

at 12 o'clock m., on the premises, upon the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or certified check drawn to the order of the Comptroller of The City of New York, and must also at the time of sale, give a certified check or cash in half the amount of the purchase price, as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

All the materials of the buildings, sheds, walls, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than 2 feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed, in compliance with the directions of the Bureau of Sewers, Borough of Manhattan, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permits for all openings in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances or any portion thereof within sixty days from the day of the sale will work forfeiture of ownership of such buildings, appurtenances or portion as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner and must be completed within sixty days from the day of sale, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all damage and costs to which it, they or any of them may be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beamholes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water-tight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids. And it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ,
Comptroller.

Department of Finance, Comptroller's Office,

May 16, 1908.

m19,29

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE PUBLIC Service Commission public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the

buildings now standing on property owned by The City of New York, acquired for the terminal of the Manhattan Bridge, in the

Borough of Manhattan.

Being all those buildings, parts of buildings, etc., situated on the southerly side of Canal street and the west side of Chrystie street, known as Nos. 130, 132, 134, 136 and 138 Canal street and No. 27 Chrystie street, Borough of Manhattan, and which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held April 1, 1908, the sale of the above described buildings will be held, by the direction of the Comptroller, on

FRIDAY, MAY 29, 1908,

at 11 o'clock a. m., on the premises upon the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or certified check drawn to the order of the Comptroller of The City of New York, and must also at the time of sale give a certified check or cash in half the amount of the purchase price, as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract but unfinished at the expiration of the contract period.

All the materials of the buildings, sheds, walls, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than 2 feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed, in compliance with the directions of the Bureau of Sewers, Borough of Manhattan, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The purchaser at the sale shall also remove all party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beamholes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water-tight where they have been disturbed by the operations of the contractor.

The work of removal must be carried on in every respect in a thorough and workmanlike manner and must be completed within sixty days from the day of sale, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all damage and costs to which it, they or any of them may be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beamholes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water-tight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids. And it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ,
Comptroller.

Department of Finance, Comptroller's Office,

May 16, 1908.

m19,29

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court and the entering in the Bureau for the Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE to the following named street and avenue in the BOROUGH OF BROOKLYN:

EAST TWELFTH STREET—PAVING, CURBING AND LAYING CEMENT SIDEWALKS, between Cortelyou and Dorchester road, Area of assessment: Both sides of East Twelfth street, from Cortelyou road to Dorchester road, and to the extent of half the block at the intersecting streets and avenues.

LOTS LANE—LAYING CROSSWALKS at the intersection of Forty-second and Forty-third streets. Area of assessment: Both sides of Lots lane, between Forty-first and Forty-fourth streets, and to the extent of half the block at the intersecting streets.

THIRTIETH WARD, SECTION 18.

SEVENTY-FIFTH STREET, North Side—LAYING CROSSWALKS across Second avenue. Area of assessment: North side of Seventy-fifth street, extending 350 feet east and west of Second avenue.

LAYING CEMENT SIDEWALKS ON SEVENTY-NINTH STREET, north side, between Third and Fifth avenues, and on SEVENTY-NINTH STREET, south side, between Shore road and Fort Hamilton avenue. Area of assessment: North side of Seventy-ninth street, between Third and Fifth avenues; south side of Seventy-ninth street, between Narrows avenue and Fort Hamilton avenue.

EIGHTIETH STREET, south side, GRADING LOT, between Third and Fourth avenues. Area of assessment: Lot No. 26, Block 5988, on the south side of Eightieth street, between Third and Fourth avenues.

GRADING LOTS ON EIGHTY-THIRD STREET, south side, and on EIGHTY-FOURTH STREET, north side, between Tenth and Eleventh avenues. Area of assessment: Lots Nos. 1, 4, 12 and 68, of Block 6022, located on the east side of Tenth avenue, between Eighty-third and Eighty-fourth streets; on the north side of Eighty-fourth street, and on the south side of Eighty-third street, between Tenth and Eleventh avenues.

THIRTIETH WARD, SECTION 19.

SEVENTY-THIRD STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS between New Utrecht and Eighteenth avenues. Area of assessment: Both sides of Seventy-third street, between New Utrecht and Eighteenth avenues, and to the extent of half the block at the intersecting and terminating streets.

—that the same were confirmed by the Board of Assessors May 12, 1908, and entered May 12, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 13, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance, Comptroller's Office, May 14, 1908.

m16,29

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:

FIFTH WARD, SECTION 1.

LITTLE STREET, South Side—GRADING LOTS, between Evans street and United States street, Lots Nos. 15, 16 and 17, in Block 24. Area of assessment: Lots Nos. 15, 16 and 17, in Block 24, on the southeast side of Little street, between Evans street and United States street.

EIGHTH WARD, SECTION 3.

FORTY-SIXTH STREET, North Side—GRADING LOTS, between Evans street and United States street, Lots Nos. 64 and 68, in Block 750. Area of assessment: Lot No. 64, in Block 750, on the north side of Forty-sixth street, between Seventh and Eighth avenues.

FIFTY-SECOND STREET—PAVING, CURBING AND LAYING CEMENT SIDEWALKS, between Sixth and Seventh avenues. Area of assessment: Both sides of Fifty-second street, between Sixth and Seventh avenues, and to the extent of half the block at the intersecting streets and avenues.

NINTH WARD AND TWENTY-SECOND WARD, SECTION 4.

LAYING CEMENT SIDEWALKS on FIFTEENTH STREET, south side, between Prospect Park West and Tenth avenue; on PROSPECT PLACE, north side, between Franklin and Clason avenues; on FRANKLIN AVENUE, west side, between Prospect place and St. Marks avenue; on TENTH AVENUE, between Windsor place and Prospect avenue, and on TENTH AVENUE, between Fifteenth and Sixteenth streets. Area of assessment: South side of Fifteenth street, between Tenth avenue and Prospect Park West; both sides of Tenth avenue, between Fifteenth and Sixteenth streets; north side of Prospect place, between Franklin and Clason avenues; west side of Franklin avenue, between Prospect place and St. Marks avenue, and both sides of Tenth avenue, between Prospect avenue and Windsor place.

NINETEENTH WARD, SECTION 8.

HEYWARD STREET—PAVING, CURBING AND LAYING CEMENT SIDEWALKS, between Wythe avenue and Wallabout street. Area of assessment: Both sides of Heyward street, from Wythe avenue to Wallabout street, and to the extent of half the block at the intersecting streets and avenues.

TWENTY-FIRST WARD, SECTION 6.

MYRTLE AVENUE, South Side—GRADING A LOT, between Lewis avenue and Broadway. Area of assessment: Lot No. 14, Block 1586, south side of Myrtle avenue, between Broadway and Lewis avenue.

TWENTY-SECOND WARD, SECTION 4.

TENTH AVENUE, West Side—GRADING ONE-HALF OF LOT, between Fifteenth and Sixteenth streets. Area of assessment: Lot No. 38, Block 1106, west side of Tenth avenue, between Fifteenth and Sixteenth streets.

TWENTY-NINTH WARD, SECTION 16.

EAST TWELFTH STREET—PAVING AND GUTTERING, between Dorchester road and Ditmas avenue. Area of assessment: Both sides of East Twelfth street, from Dorchester road to Ditmas avenue, and to the extent of half the block at the intersecting streets and avenues.

FLATLANDS AVENUE—OPENING, from Flatbush avenue to Paerdegat Basin. Confirmed December 17, 1904; entered May 13, 1908. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the easterly side of Franklin street with the northerly side of Huron street; running thence northerly and along the easterly side of Huron street to its intersection with the southerly side of Commercial street; running thence easterly and along the southerly side of Commercial street and its prolongation to the southerly side of Ash street; running thence easterly and along the southerly side of Ash street to the westerly side of Oakland street; running thence southerly along the westerly side of Oakland street to the southerly side of Box street; running thence southerly along the southerly side of Box street to the southerly side of Page avenue to the Whaler Creek Canal; running thence southerly and along the southerly side of Whaler Creek Canal to the northerly side of Huron street; running thence westerly and along the northerly side of Huron street to the point or place of beginning.

THIRTY-SECOND WARD, SECTION 23.

FLATLANDS AVENUE—OPENING, from Flatbush avenue to Paerdegat Basin. Confirmed December 17, 1904; entered May 13, 1908. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the southwesterly side of Paerdegat avenue, where the same is intersected by a line drawn parallel with Flatlands avenue and distant 500 feet southeasterly therefrom; running thence southerly along said parallel line to the

distant 200 feet southeasterly therefrom to the prolongation of the centre line of the block between Flatbush avenue and East Forty-third street; running thence northwesterly along the centre line of the block between Flatbush avenue and East Forty-third street and its prolongation to a line drawn parallel with Flatlands avenue, and distant 100 feet southeasterly therefrom; running thence southwesterly along said parallel line to its intersection with the northeasterly side of Flatbush avenue; running thence northwesterly along the northeasterly side of Flatbush avenue to a point distant 100 feet northwesterly from the northwesterly side of Flatlands avenue; running thence northeasterly and parallel with Flatlands avenue to the centre line of East Forty-first street; running thence northwesterly along the centre line of East Forty-first street 50 feet; running thence northeasterly and parallel with Flatlands avenue to the centre line of the block between Utica avenue and East Fifty-first street; running thence northerly and along the centre line of the block between Utica avenue and East Fifty-first street to the centre line of Avenue J; running thence northeasterly and parallel with Flatlands avenue to the southwesterly side of Paerdegat avenue; running thence southeasterly along the southwesterly side of Paerdegat avenue to the point or place of beginning.

The above entitled assessments were entered on the day hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of entry of the assessments, interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of said assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics' Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 13, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, May 13, 1908.

m15,28

DEPARTMENT OF FINANCE, CITY OF NEW YORK,
December 14, 1906.

UNTIL FURTHER NOTICE AND UNLESS otherwise directed in any special case surety companies will be accepted as sufficient upon the following contracts to the amounts named:

Supplies of Any Description, including Gas and Electricity—

One company on a bond up to \$50,000.
Two companies on a bond up to \$125,000.
Three companies on a bond up to \$200,000.

Asphalt, Asphalt Block and Wood Block Pavements—

Two companies on a bond up to \$50,000.
Three companies on a bond up to \$125,000.

Regulating, Grading, Paving, Sewers, Water Mains, Dredging, Construction of Parks, Parkway, Etc.—

One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

New Docks, Buildings, Bridges, Aqueducts, Tunnels, Etc.—

One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

Repairs, Ventilating, Heating, Plumbing, Etc.—

One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

On bonds regarded as hazardous risks additional surety will be required as the Comptroller sees fit in each instance.

All bonds exceeding \$250,000 will by that fact alone be considered hazardous risks, no matter what the nature of the work.

H. A. METZ,
Comptroller.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

FRIDAY, JUNE 5, 1908.

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING 8,100 GROSS TONS OF ANTHRACITE COAL.

The time for delivery of the articles, materials and supplies and the performance of the contract is until April 1, 1909.

The amount of security will be Fifty Thousand Dollars (\$50,000).

The bidder will state the price, per unit, of each item of work or supplies contained in the specifications or schedule, by which the bids will be tested.

The bids will be compared and the contract awarded for all the work, articles, materials and supplies contained in the specifications or schedule attached thereto.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13 to 21 Park row, and at Rooms 28 and 25, Municipal Building, Borough of Brooklyn.

JOHN H. O'BRIEN,
Commissioner of Water Supply,
Gas and Electricity.

The City of New York, May 22, 1908.

m23,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, JUNE 10, 1908.

Borough of Brooklyn.

No. 1. FOR FURNISHING AND DELIVERING CAST-IRON STOP-COCK BOXES AND COVERS.

The time allowed for the delivery of the articles, materials and supplies and the performance of the contract will be until December 31, 1908.

The amount of security will be Ten Thousand Dollars (\$10,000).

No. 2. FOR FURNISHING AND DELIVERING SULPHATE OF ALUMINA.

The time for the delivery of the articles, materials and supplies and the performance of the contract is December 31, 1908.

The amount of security will be Two Thousand Dollars (\$2,000).

No. 3. FOR FURNISHING AND DELIVERING TOOLS, GARDEN IMPLEMENTS, ETC.

The time for the delivery of the articles, materials and supplies and the performance of the contract is ninety (90) calendar days.

The amount of security shall be Two Thousand Dollars (\$2,000).

No. 4. FOR HAULING AND LAYING WATER MAINS AND APPURTENANCES IN THE BOROUGH OF BROOKLYN.

Section 1. In streets within the boundaries of District No. 3.

Section 2. In streets within the boundaries of District No. 4.

The time allowed for doing and completing each section of the above work will be ninety (90) working days. If the contract is awarded to one bidder for both sections the time allowed for doing and completing the whole work will be one hundred (100) working days.

The amount of security will be: For Section 1, Nine Thousand Five Hundred Dollars (\$9,500); for Section 2, Ten Thousand Dollars (\$10,000).

No. 5. FOR HAULING AND LAYING WATER MAINS AND APPURTENANCES IN THE BOROUGH OF BROOKLYN.

Section 1. In streets within the boundaries of District No. 1.

Section 2. In streets within the boundaries of District No. 2.

The time allowed for doing and completing each section of the above work will be ninety (90) working days. If the contract is awarded to one bidder for both sections, the time allowed for doing and completing the whole work will be one hundred (100) working days.

The amount of security will be: For Section 1, Eight Thousand Five Hundred Dollars (\$8,500); for Section 2, Seven Thousand Five Hundred Dollars (\$7,500).

No. 6. FOR FURNISHING AND DELIVERING PIPE, PIPE FITTINGS, VALVES, BOILER TUBES, ETC.

The time for delivery of the articles, materials and supplies and the performance of the contract will be one hundred and fifty (150) calendar days.

The amount of security will be fifty per cent. (50%) of the amount of the bid or estimate.

No. 7. FOR FURNISHING AND DELIVERING SUPPLIES FOR PUMPING STATIONS, RESERVOIRS AND REPAIR YARDS.

Class A—Soap, polishing paste, etc.

Class B—Electrical supplies.

Class C—Hardware.

Class D—Paints, oils, etc.

Class E—Engine room supplies.

Class F—Sheet metals.

Class G—Lamps, lanterns, etc.

Class H—Rope and calking yarn.

Class I—Rubber hose.

Class J—Glass.

Class K—Wire.

Class L—Leather and belting.

Class M—Plumber's supplies.

Class N—Pipe and boiler covering.

The time for delivery of the articles, materials and supplies and the performance of the contract is ninety (90) calendar days.

The amount of security shall be fifty per centum of the amount of the bid or estimate.

No. 8. FOR FURNISHING AND DELIVERING MISCELLANEOUS MACHINE TOOLS AND MACHINES.

The maximum time allowed for the delivery of the articles, materials and supplies and the performance of the contract is ninety (90) calendar days.

The amount of security will be the amount equal to the aggregate of the sums set opposite each item bid upon, the security for each item being as follows:

Security for Item 1..... \$560 00

Security for Item 2..... 180 00

Security for Item 3..... 310 00

Security for Item 4..... 20 00

Security for Item 5..... 140 00

Security for Item 6..... 20 00

Security for Item 7..... 30 00

Security for Item 8..... 20 00

Security for Item 9..... 450 00

Security for Item 10..... 70 00

The bidder will state the price per unit of each item of work or supplies contained in the specifications or schedule, by which the bids will be tested.

The bids will be compared and contracts awarded at a lump or aggregate sum to the lowest bidder on Nos. 1, 2 and 3, and to the lowest bidder on each section in Nos. 4 and 5, and to the lowest bidders on items for Nos. 6, 7 and 8.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13 to 21 Park row, and at Rooms 28 and 25, Municipal Building, Borough of Brooklyn.

JOHN H. O'BRIEN,
Commissioner of Water Supply,
Gas and Electricity.

The City of New York, May 21, 1908.

m22,10

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, JUNE 10, 1908.

Borough of Richmond.

No. 1. FOR FURNISHING, DELIVERING AND LAYING WATER MAINS AND APPURTENANCES IN MORNINGSTAR, RICHMOND, OLD STONE AND AMBOY ROADS, AND IN BRIDGE AVENUE.

The time allowed for doing and completing the work will be one hundred and twenty (120) consecutive working days.

The security required will be Ninety Thousand Dollars (\$90,000).

The bidders will state the price per unit of each item of work or supplies contained in the specifications or schedule, by which the bids will be tested.

The bids will be compared and the contract awarded for all the work, articles, materials and supplies contained in the specifications or schedule attached thereto, to the lowest bidder.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Commissioner of Water Supply, Gas and Electricity, Room 215, Borough Hall, where the plans may be seen.

JOHN H. O'BRIEN,
Commissioner of Water Supply,
Gas and Electricity.

The City of New York, May 21, 1908.

m22,10

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, JUNE 10, 1908.

Boroughs of Manhattan and The Bronx.

FOR FURNISHING, DELIVERING AND INSTALLING ONE HAND-OPERATED TRAVELING CRANE IN THE HIGH-PRESSURE PUMPING STATION LOCATED AT GANSEVOORT AND WEST STREETS, AND FURNISHING, DELIVERING AND INSTALLING ONE HAND-OPERATED TRAVELING CRANE IN THE HIGH-PRESSURE PUMPING STATION LOCATED AT OLIVER AND SOUTH STREETS, BOROUGH OF MANHATTAN.

The time allowed for completing the work will be ninety (90) working days.

Item 6. 1,500 1/4 by 1/4 by 15 inches clear white oak stakes, planed on two (2) sides, 1 end pointed.
 Item 7. 3,000 1/4 by 1/4 by 18 inches clear white oak stakes, planed on two (2) sides, 1 end pointed.
 Item 8. 5,000 clear pine stakes, 1 inch by 3 inches by 18 inches, planed on two (2) sides, 1 end pointed.
 — to be delivered as directed during the year 1908 at the Yard of the Bureau of Sewers, 180 feet north of Tremont avenue.
 The amount of security required will be Five Hundred Dollars.

No. 4. FOR PAVING WITH CREO-RESINATE WOOD BLOCKS ON A CONCRETE FOUNDATION THE ROADWAY OF ROGERS PLACE, FROM DONGAN STREET TO EAST ONE HUNDRED AND SIXTY-FIFTH STREET, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

Item 1. 2,990 square yards of completed wood block pavement, and keeping the same in repair for five years from date of acceptance.
 Item 2. 485 cubic yards of concrete, including mortar bed.
 Item 3. 250 linear feet of new curbstone, finished and set in concrete.
 Item 4. 1,600 linear feet of old curbstone, re-jointed, recut on top and reset in concrete.

The time allowed for the completion of the work will be 40 consecutive working days.
 The amount of security required will be Four Thousand Dollars.

No. 5. FOR PAVING WITH WOOD BLOCKS ON A CONCRETE FOUNDATION, THE ROADWAY OF MINFORD PLACE, FROM BOSTON ROAD TO JENNINGS STREET, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

Item 1. 4,550 square yards of completed wood block pavement, and keeping the same in repair for five years from date of acceptance.
 Item 2. 735 cubic yards of concrete, including mortar bed.
 Item 3. 200 linear feet of new curbstone, finished and set in concrete.
 Item 4. 2,450 linear feet of old curbstone, re-jointed, recut on top and reset in concrete.

The time allowed for the completion of the work will be 50 consecutive working days.
 The amount of security required will be Six Thousand Dollars.

No. 6. FOR PAVING WITH CREO-RESINATE WOOD BLOCKS, ON A CONCRETE FOUNDATION, THE ROADWAY OF CHARLOTTE STREET, FROM BOSTON ROAD TO JENNINGS STREET, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

Item 1. 3,660 square yards of completed wood block pavement, and keeping the same in repair for five years from date of acceptance.
 Item 2. 590 cubic yards of concrete, including mortar bed.
 Item 3. 250 linear feet of new curbstone, finished and set in concrete.
 Item 4. 1,970 linear feet of old curbstone, re-jointed, recut on top and reset in concrete.

The time allowed for the completion of the work will be 40 consecutive working days.
 The amount of security required will be Five Thousand Dollars.

No. 7. FOR REBUILDING THE PORTION OF THE SEWER IN EAST ONE HUNDRED AND FORTY-NINTH STREET, BETWEEN THE SOUTH ABUTMENT OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD BRIDGE AND A POINT ABOUT 300 FEET SOUTH THEREOF.

The Engineer's estimate of the work is as follows:

Item 1. 300 linear feet of concrete sewer, 8 feet 6 inches by 6 feet 9 1/2 inches.
 Item 2. 11 linear feet of concrete sewer, 3 feet 9 inches in diameter.
 Item 3. 25 linear feet of wooden stave flume.
 Item 4. 23 spurs for house connections, over and above the cost per linear foot of sewer.

Item 5. 2 manholes, complete.
 Item 6. 330 cubic yards of Class B concrete.
 Item 7. 500 cubic yards of broken stone for foundations.

Item 8. 11,500 pounds of steel bars (1/2-inch and 5/8-inch) in foundations.
 Item 9. 3 cubic yards of rubble masonry in mortar.

Item 10. 27,000 feet (B. M.) of timber for foundations and for sheeting left in place.

Item 11. 15,800 linear feet of piles.
 Item 12. 230 linear feet of 6-inch pipe, as risers for house connections, including the supporting and surrounding Class A concrete.

Item 13. 1,000 cubic yards of embankment over the portion of the sewer not rebuilt.

The time allowed for the completion of the work will be 200 working days.
 The amount of security required will be Fifteen Thousand Dollars.

No. 8. FOR CONSTRUCTING A RECEIVING BASIN AND APPURTENANCES AT THE NORTHWEST CORNER OF HUGHES AVENUE AND OAK TREE PLACE.

The Engineer's estimate of the work is as follows:

Item 1. 21 linear feet of 12-inch pipe culvert.
 Item 2. 1 receiving basin, complete.
 Item 3. 3 cubic yards of Class B concrete in place.

The time allowed for the completion of the work will be 5 working days.
 The amount of security required will be One Hundred Dollars.

No. 9. FOR DISINTERRING BODIES FROM THE WESTCHESTER METHODIST EPISCOPAL CEMETERY, OPPOSITE OVERING STREET, AND FROM THE ST. RAYMOND'S CEMETERY, BETWEEN PROTECTORY AVENUE AND CASTLE HILL AVENUE, THAT LIE WITHIN THE LIMITS OF WEST FARMS ROAD, AND REBURYING "THE SAME, AS DIRECTED.

The Engineer's estimate of the work is as follows:

Item 1. 100 graves opened in West Farms road and the remains re-interred elsewhere.

Item 2. 300 square feet of ground in St. Raymond's Cemetery, to be purchased by the contractor.

The time allowed for the completion of the work will be 30 working days.
 The amount of security required will be One Thousand Dollars.

No. 10. FOR REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION DESIGNATED PORTIONS OF THE ROADWAY OF UNION AVENUE, BETWEEN

WESTCHESTER AVENUE AND BOSTON ROAD.

The Engineer's estimate of the work is as follows:

Item 1. 700 square yards of completed asphalt pavement, including binder course.

Item 2. 25 cubic yards of concrete.

The time allowed for the completion of the work will be 30 consecutive working days.

The amount of security required will be Five Hundred Dollars.

Blank forms can be obtained upon application

therefor, and the plans and specifications may be seen and other information obtained at said office.

LOUIS F. HAFFEN,

President.

m18,28

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES.

AUCTION SALE.

THE UNDERSIGNED WILL SELL AT public auction at office, foot of East Twenty-sixth street, on

FRIDAY, MAY 29, 1908,

at 11 a. m., the following, viz.:

Grease (estimated), 30,000 pounds.

To be collected monthly from Blackwells Island.

Bids will be received by the single pound, and awards will be made to the highest bidder per pound.

Quantities marked "estimated" are for the accumulation of year 1908, and contracts based on such quantities are for such period of time.

All quantities to be more or less and estimated only.

All qualities to be "as are."

ASSIGNMENTS OF CONTRACTS WILL NOT BE RECOGNIZED UNLESS APPROVED BY THE COMMISSIONER.

Each successful bidder will be required to pay Twenty-five Per Cent. of the estimated amount of his purchase to me at the time and place of sale, to be held by The City of New York as security for the faithful performance of the terms and conditions of the sale, and all goods are to be paid for in cash or a certified check on a New York City bank, upon their delivery.

The Commissioner reserves the right to reject all bids, also the right to order resale of any goods that shall NOT have been removed by the purchaser within TEN days after he shall have been notified that they are ready, and in case the said purchaser fails to remove any of the said goods within ten days after having been notified that they are ready for delivery he forfeits the Twenty-five Per Cent. paid in at the time and place of sale, and also forfeits all right to the ownership of the goods.

Goods can be examined at Blackwells Island by intending bidders on any week day before the day of sale.

The City of New York, May 19, 1908.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

BOROUGHS OF BROOKLYN AND QUEENS.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2:30 o'clock p. m. on

MONDAY, JUNE 1, 1908.

FOR PROVIDING ALL LABOR AND MATERIALS REQUIRED FOR THE ERECTION AND ENTIRE COMPLETION (WITH THE EXCEPTION OF FITTING UP) OF A NEW PATHOLOGICAL BUILDING AT THE KINGS COUNTY HOSPITAL, BOROUGH OF BROOKLYN.

The time allowed for the completion of the work and full performance of the contract is one hundred and eighty (180) consecutive calendar days.

The surety required will be Fifteen Thousand Dollars (\$15,000).

The bidder will state one aggregate price for the whole work described and specified, as the contract is entire and for a complete job.

Blank forms and further information may be obtained at the office of Raymond F. Almirall, architect, No. 51 Chambers street, Borough of Manhattan, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD,

Commissioner.

Dated May 19, 1908.

m19,ji

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2:30 o'clock p. m. on

THURSDAY, MAY 28, 1908.

FOR PROVIDING ALL LABOR AND MATERIALS NECESSARY OR REQUIRED FOR THE EXCAVATION, MASONRY, STEEL AND IRON WORK, ROOFING AND METAL WORK, CARPENTRY, ELECTRIC WORK, HEATING AND VENTILATING WORK, PLUMBING WORK AND ALL OTHER WORK (EXCEPT CERTAIN KITCHEN, STERILIZING AND LIGHTING FIXTURES, REFRIGERATORS AND VACUUM SWEEPING MACHINERY), AS SET FORTH IN THE DRAWINGS AND SPECIFICATIONS FOR THE CONSTRUCTION AND ENTIRE COMPLETION OF A STAFF HOUSE, AND THE EXTENSION OF TWO TUBERCULOSIS INFIRMARIES, FOR THE METROPOLITAN HOSPITAL DISTRICT, BLACKWELLS ISLAND, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The time allowed for doing and completing the entire work and the full performance of each contract is three hundred and sixty-five (365) consecutive calendar days.

The surety required will be Twenty-six Thousand Dollars (\$26,000) for the Staff House, and for the extension of two Tuberculosis Infirmary, Sixty Thousand Dollars (\$60,000).

The bidder will state one aggregate price for each contract described and specified, as each contract is entire and for a complete job.

Bidders are requested to make their bids or estimates upon the blank form prepared by said Department, a copy of which, 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 Raymond F. Almirall, Architect, No. 51 Chambers street, The City of New York, where the drawings, which are made a part of the specifications, can be seen.

ROBERT W. HEBBERD,

Commissioner.

The City of New York, May 15, 1908.

m15,28

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, NO. 300 MULBERRY STREET.

SEALED BIDS OR ESTIMATES WILL BE received by the Police Commissioner of the Police Department of The City of New York at the Bookkeeper's office, Central Department, until 10 o'clock a. m. on

MONDAY, JUNE 1, 1908.

FOR REPAIRS TO THE STEAM VESSEL "PATROL" STATIONED AT PIER "A," NORTH RIVER, BOROUGH OF MANHATTAN, IN THE CITY OF NEW YORK.

The time allowed for making and completing the repairs and alterations will be fourteen days.

The amount of security required will be fifty per cent. (50%) of the amount of bid or estimate.

The bids will be compared and award made to the lowest bidder.

The bidder will state the price for which he will do all the work and provide, furnish and deliver all the labor and materials mentioned and described in said contract and specifications.

For particulars as to the nature and extent of the work required or of the materials to be furnished, bidders are referred to the specifications and to the plans on file in the office of the Inspector of Repairs and Supplies of the Police Department, No. 300 Mulberry street, City of New York.

Blank forms and further information may be obtained at the Central Office of the Police Department, No. 300 Mulberry street, Borough of Manhattan.

THEODORE A. BINGHAM,

Police Commissioner.

Dated May 18, 1908.

m19,ji

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT—CITY OF NEW YORK.

OWNERS WANTED BY THE PROPERTY CLERK OF THE POLICE DEPARTMENT OF THE CITY OF NEW YORK, NO. 300 MULBERRY STREET, ROOM NO. 9, FOR THE FOLLOWING PROPERTY, NOW IN HIS CUSTODY, WITHOUT CLAIMANTS: BOATS, ROPE, IRON, LEAD, MALE AND FEMALE CLOTHING, BOOTS, SHOES, WINE, BLANKETS, DIAMONDS, CANNED GOODS, LIQUORS, ETC.; ALSO SMALL AMOUNT OF MONEY TAKEN FROM PRISONERS AND FOUND BY PATROLMEN OF THIS DEPARTMENT.

THEODORE A. BINGHAM,

Police Commissioner.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE PROPERTY CLERK OF THE POLICE DEPARTMENT OF THE CITY OF NEW YORK—OFFICE, NO. 200 STATE STREET, BOROUGH OF BROOKLYN—for the following property, now in his custody, without claimants: BOATS, ROPE, IRON, LEAD, MALE AND FEMALE CLOTHING, BOOTS, SHOES, WINE, BLANKETS, DIAMONDS, CANNED GOODS, LIQUORS, ETC.; ALSO SMALL AMOUNT OF MONEY TAKEN FROM PRISONERS AND FOUND BY PATROLMEN OF THIS DEPARTMENT.

THEODORE A. BINGHAM,

Police Commissioner.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF MANHATTAN.

OWNERS WANTED BY THE PROPERTY CLERK OF THE POLICE DEPARTMENT OF THE CITY OF NEW YORK—OFFICE, NO. 200 STATE STREET, BOROUGH OF MANHATTAN—for the following property, now in his custody, without claimants: BOATS, ROPE, IRON, LEAD, MALE AND FEMALE CLOTHING, BOOTS, SHOES, WINE, BLANKETS, DIAMONDS, CANNED GOODS, LI

AVENUE, BETWEEN EIGHTY-THIRD AND EIGHTY-FOURTH STREETS, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 200 working days, as provided in the contract.

The amount of security required is Sixty Thousand Dollars.

No. 3. FOR INSTALLING HEATING AND VENTILATING APPARATUS IN NEW PUBLIC SCHOOL 156, ON SUTTER AVENUE, GRAFTON AND BARRETT STREETS, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 180 working days, as provided in the contract.

The amount of security required is Thirty-five Thousand Dollars.

No. 4. FOR THE GENERAL CONSTRUCTION, ETC., OF NEW PUBLIC SCHOOL 162, ON THE NORTHERLY SIDE OF ST. NICHOLAS AVENUE, BETWEEN WILLOUGHBY AVENUE AND SUYDAM STREET, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 275 working days, as provided in the contract.

The amount of security required is One Hundred and Twenty-five Thousand Dollars.

On Nos. 1, 2, 3 and 4, the bids will be compared and the contract awarded in a lump sum to the lowest bidder on each contract.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, ninth floor, Hall of the Board of Education, Park Avenue and Fifty-ninth Street, Borough of Manhattan.

C. B. J. SNYDER,
Superintendent of School Buildings.

Dated May 19, 1908.

m20,j1

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, JUNE 1, 1908.
Borough of The Bronx.

No. 5. FOR THE GENERAL CONSTRUCTION, ETC., OF ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 30, ON THE SOUTHEAST CORNER OF ONE HUNDRED AND FORTY-FIRST STREET AND BROOK AVENUE, BOROUGH OF THE BRONX.

The time allowed to complete the whole work will be 200 working days, as provided in the contract.

The amount of security required is Sixty Thousand Dollars.

No. 6. FOR THE INSTALLATION OF WATER HEATER, EQUIPMENT OF COOKING ROOM, ETC., AT PUBLIC SCHOOL 35, ON ONE HUNDRED AND SIXTY-THIRD STREET, GRANT AND MORRIS AVENUES, BOROUGH OF THE BRONX.

The time allowed to complete the whole work will be 60 working days, as provided in the contract.

The amount of security required is Four Hundred Dollars.

Borough of Manhattan.

No. 7. FOR ALTERATIONS AND ADDITIONS TO THE ELECTRIC EQUIPMENT IN PUBLIC SCHOOL 90, ON ONE HUNDRED AND FORTY-SEVENTH AND ONE HUNDRED AND FORTY-EIGHTH STREETS, WEST OF SEVENTH AVENUE, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 30 working days, as provided in the contract.

The amount of security required is Six Hundred Dollars.

No. 8. FOR NEW FIREPROOF MAIN STAIRS AT PUBLIC SCHOOL 116, EAST THIRTY-SECOND STREET, NEAR THIRD AVENUE, AND PUBLIC SCHOOL 127, NO. 515 WEST THIRTY-SEVENTH STREET, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work on each school will be 55 working days, as provided in the contract.

The amount of security required is as follows: Public School 116..... \$1,200 00
Public School 127..... 1,200 00

A separate proposal must be submitted for each school and award will be made thereon.

Borough of Queens.

No. 9. FOR ERECTING FIRE ALARM TELEGRAPH CONNECTIONS AND INSTALLING SIGNAL BOXES, ETC., AT VARIOUS SCHOOLS IN THE BOROUGH OF QUEENS.

The time allowed to complete the whole work will be 60 working days, as provided in the contract.

The amount of security required is Two Thousand Five Hundred Dollars.

The proposal to be submitted must include the entire work on all schools, and award will be made thereon.

Borough of Richmond.

No. 10. FOR REPAIRS TO HEATING AND VENTILATING APPARATUS AT PUBLIC SCHOOL 17, PUBLIC SCHOOL 20 AND CURTIS HIGH SCHOOL, BOROUGH OF RICHMOND.

The time allowed to complete the whole work on each school will be until August 1, 1908, as provided in the contract.

The amount of security required is as follows: Public School 17..... \$800 00
Public School 20..... 300 00
Curtis High School..... 300 00

A separate proposal must be submitted for each school, and award will be made thereon.

On Nos. 5, 6, 7, 8 and 9 the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder on each contract.

On No. 8 the bidders must state the price of each item, by which the bids will be tested.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, ninth floor, Hall of the Board of Education, Park Avenue and Fifty-ninth Street, Borough of Manhattan; also at branch offices, No. 69 Broadway, Flushing, Borough of Queens, and Borough Hall, New Brighton, Borough of Richmond, for work for their respective Boroughs.

C. B. J. SNYDER,
Superintendent of School Buildings.

Dated May 20, 1908.

m20,j1

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PARKS.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, JUNE 11, 1908.
Borough of Brooklyn.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY TO PAVE WITH ASPHALT TILE WALKS IN PROSPECT PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of the contract is within ninety (90) consecutive working days.

The amount of security required is Forty Thousand Dollars (\$40,000).

No. 2. FOR REGULATING, GRADING AND PAVING OR REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF PROSPECT PARK PLAZA, BETWEEN SOLDIERS AND SAILORS' ARCH AND PROSPECT PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of the contract is within sixty (60) consecutive working days.

The amount of security required is Twelve Thousand Dollars (\$12,000).

No. 3. FOR REGULATING, GRADING AND PAVING OR REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF THE TRAFFIC ROAD OF OCEAN PARKWAY, BETWEEN PARK CIRCLE AND EIGHTEENTH AVENUE, BOROUGH OF BROOKLYN.

The time allowed for the completion of the contract is within sixty (60) consecutive working days.

The amount of security required is Thirty-five Thousand Dollars (\$35,000).

The contracts must be bid for separately. The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

HENRY SMITH,
President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

m25,j1

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, JUNE 4, 1908.
Borough of The Bronx.

FOR FURNISHING FULL SIZE MODEL, MOLD, PIECE MOLDS, LABOR AND MATERIALS AND CASTING BRONZE DRINKING FOUNTAINS FOR THE DEPARTMENT OF PARKS, BOROUGH OF THE BRONX.

The time for the delivery of the articles, materials and supplies and the performance of the contract is sixty (60) days.

The amount of security required is Eight Hundred Dollars (\$800).

The 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, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH,
President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

m25,j1

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, JUNE 4, 1908.
Borough of Brooklyn.

FOR FURNISHING FULL SIZE MODEL, MOLD, PIECE MOLDS, LABOR AND MATERIALS AND CASTING BRONZE DRINKING FOUNTAINS FOR THE DEPARTMENT OF PARKS, BOROUGH OF THE BRONX.

The time for the delivery of the articles, materials and supplies and the performance of the contract is sixty (60) days.

The amount of security required is Eight Hundred Dollars (\$800).

The 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, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH,
President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

m25,j1

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, JUNE 4, 1908.
Borough of Brooklyn.

FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY TO REPAIR ASPHALT ROADWAYS OF GLENMORE AVENUE AND EASTERN PARKWAY EXTENSION, ALSO WALK IN PROSPECT PARK, BOROUGH OF BROOKLYN, TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time allowed for the completion of the whole work is within thirty (30) consecutive working days.

The amount of security required is Five Thousand Dollars (\$5,000).

The 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, Litchfield Mansion, Prospect Park, Brooklyn.

HENRY SMITH,
President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

m16,28

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, JUNE 4, 1908.
Borough of Brooklyn.

FOR FURNISHING AND DELIVERING PAINTS, OILS, ETC.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 90 calendar days.

The amount of security required is Four Thousand Dollars.

Bidders must state a price for furnishing and delivering all the materials as called for in the specifications, by which price the bids will be

The amount of security is Fifteen Hundred Dollars (\$1,500).

The bids will be compared and the contracts awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, Borough of The Bronx, The City of New York.

HENRY SMITH,
President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

m16,28

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office until 3 o'clock m. on

THURSDAY, JUNE 11, 1908.
Borough of Brooklyn.

FOR FURNISHING AND DELIVERING PAINTS, OILS, ETC.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 90 calendar days.

The amount of security required is Five Thousand Dollars.

Bidders will state a price for all the work called for, by which price the bids will be tested and according to which price any award of the contract will be made.

Work must be done at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

ALLEN N. SPOONER,
Commissioner of Docks.

Dated May 25, 1908.

m26,j8

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

No. 3. TO RECONSTRUCT SEWER AND APPURTENANCES IN FOURTEENTH AVENUE, FROM TWENTY-SEVENTH STREET TO THIRTIETH STREET, WHITESTONE, THIRD WARD, BOROUGH OF QUEENS.

Time allowed for completing the above work will be sixty (60) working days.

The amount of security required will be Four Hundred Dollars (\$400).

Engineer's estimate of quantities is as follows: Excavating for and laying 775 linear feet of 18-inch vitrified salt glazed sewer pipe, the pipe to be furnished by this Bureau.

3,000 linear feet (B. M.) timber for foundation.

10,000 linear feet (B. M.) timber for bracing and sheet piling.

The bidder will state the price of each item or article contained in the specifications or schedule herein contained or hereafter annexed, per square yard, linear foot or other unit of measure, by which the bids will be tested.

The extensions must be made and footed up, as the bids will be read from a total.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained and the plans and drawings may be seen at the office of the President of the Borough of Queens.

Dated Long Island City, May 19, 1908.

LAWRENCE GRESSER,
President of the Borough of Queens.

m20,j1

See General Instructions to Bidders on the last page, last column, of the "City Record."

SUPREME COURT—FIRST DEPARTMENT.

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SEVENTY-EIGHTH STREET (although not yet named by proper authority), from Broadway to Haven avenue, in the Twelfth Ward, Borough of Manhattan, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections, in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 16th day of June, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 18th day of June, 1908, at 3 o'clock p. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 17th day of June, 1908.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the westerly prolongation of a line parallel to and distant one hundred (100) feet southerly from the southerly line of West One Hundred and Seventy-eighth street and a line parallel to and distant one hundred (100) feet westerly from the westerly line of Buena Vista avenue; running thence northerly along said parallel line to Buena Vista avenue to its intersection with the westerly prolongation of a line parallel to and distant one hundred (100) feet northerly from the northerly line of West One Hundred and Seventy-eighth street; thence easterly along said parallel line to its intersection with a line parallel to and distant one hundred (100) feet easterly from the easterly line of Haven avenue; thence northerly along said parallel line to Haven avenue to its intersection with a line parallel to and distant one hundred (100) feet northerly from the northerly line of West One Hundred and Seventy-eighth street; thence easterly along said parallel line to West One Hundred and Seventy-ninth street to its intersection with a line parallel to and distant one hundred (100) feet easterly from the easterly line of Eleventh avenue; thence southerly along said line parallel to Eleventh avenue to its intersection with a line parallel to and distant one hundred (100) feet southerly from the southerly line of West One Hundred and Seventy-eighth street; thence westerly along said last-mentioned parallel line to its intersection with a line parallel to and distant one hundred (100) feet easterly from the easterly line of Broadway; thence southerly along said last-mentioned parallel line to its intersection with a line parallel to and distant one hundred (100) feet southerly from the southerly line of West One Hundred and Seventy-seventh street; thence westerly along said last-mentioned parallel line to West One Hundred and Seventy-seventh street to its intersection with the southerly prolongation of a line parallel to and distant one hundred (100) feet westerly from the westerly line of Haven avenue; thence northerly along said last-mentioned parallel line to West One Hundred and Seventy-seventh street; thence westerly along said last-mentioned parallel line and its westerly prolongation to the point or place of beginning; excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, as shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York.

First Department, at a Special Term thereof, Part I., to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 15th day of September, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, 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, May 21, 1908.

ARTHUR D. TRUAX, Chairman;

JAMES P. O'CONNOR,

JOSEPH T. RYAN, Commissioners.

JOHN P. DUNN, Clerk.

m25,j12

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of EAST TWO HUNDRED AND EIGHTH STREET (although not yet named by proper authority), from Reservoir Oval West to Jerome avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House in the Borough of Manhattan in The City of New York, on the 29th day of May, 1908, at 10:30 o'clock in forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, May 22, 1908.

EDWARD D. DOWLING,

MICHAEL RAUCH,

RODERICK J. KENNEDY, Commissioners.

JOHN P. DUNN, Clerk.

m22,j8

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of THE PARKWAY (although not yet named by proper authority), between the Grand Boulevard and Concourse and Claremont Park at Weeks avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 29th day of May, 1908, at 10:30 o'clock in forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, May 22, 1908.

JOSEPH JACOBS,

WM. H. BUCKHOUT,

CHARLES P. STORRS, Commissioners.

JOHN P. DUNN, Clerk.

m22,j8

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SIXTY-SECOND STREET (although not yet named by proper authority), from Broadway to Riverside Drive, in the Twelfth Ward, Borough of Manhattan, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate of assessment for benefit, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 4th day of June, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 5th day of June, 1908, at 12 o'clock m.

Second—That the abstract of our said estimate of assessment for benefit, together with our benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 5th day of June, 1908.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line parallel to and distant 100 feet southerly from the southerly line of East One Hundred and Seventy-second street, with the middle line of the blocks between Jerome avenue and Townsend avenue, running thence northerly along said middle line of the blocks to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of Clifford place; thence easterly along said parallel line and its easterly prolongation to its intersection with the northwesterly line of the Concourse; thence on a straight line to the point of intersection of the southeasterly line of the Concourse and the middle line of the blocks between East One Hundred and Seventy-fourth street and East One Hundred and Seventy-fifth street; thence easterly along said middle line of the blocks and its easterly prolongation to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Clay avenue; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of East One Hundred and Seventy-fourth street; thence easterly along said parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Webster avenue; thence southerly along said parallel line to its intersection with the easterly prolongation of a line parallel to and distant 600 feet southerly from the southerly line of Belmont street; thence westerly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet southerly from the easterly line of Teller avenue; thence southerly along said parallel line to its intersection with the easterly prolongation of a line parallel to and distant 100 feet southerly from the southerly line of East One Hundred and Seventy-second street; thence westerly along said prolongation and parallel line to the point or place of beginning; as such area is shown upon the final maps and profiles of the Twenty-third and Twenty-fourth Wards of The City of New York, excepting from said area all streets, avenues and roads or portions thereof heretofore legally opened as shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First

Department, at a Special Term thereof, Part I., to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 6th day of August, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, 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, March 20, 1908.

T. CHANNON PRESS,

Chairman;

STANISLAUS J. VANECK,

FRANK A. SPENCER, Jr., Commissioners.

JOHN P. DUNN,
Clerk.

m14,j2

SUPREME COURT—SECOND DEPARTMENT.

COUNTY OF KINGS.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the southerly side of RUTLEDGE STREET, between Lee avenue and Bedford avenue, adjoining Public School 71, in the Borough of Brooklyn, in The City of New York, duly selected as a site for school purposes, according to law.

NOTICE IS HEREBY GIVEN THAT Franklin Taylor, Christian J. Bode and Daniel E. Ewald, Commissioners of Estimate in the above entitled proceeding, have made and signed their final report herein, and on May 27, 1908, filed the same in the office of the Board of Education of The City of New York, at Park avenue and Fifty-ninth street, in the Borough of Manhattan, in The City of New York, and on the same day filed a duplicate of said report in the office of the Clerk of Kings County, in the Hall of Records, in the Borough of Brooklyn, in The City of New York, and that said report will be presented for confirmation to the Supreme Court at Special Term for the hearing of motions, to be held in the County Court House, in Kings County, on June 9, 1908, at 10:30 o'clock a. m. or as soon thereafter as counsel can be heard.

Dated Brooklyn, New York City, May 27, 1908.

FRANCIS K. PENDLETON,
Corporation Counsel.

m27,j8

COUNTY OF KINGS.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the NORTHERLY SIDE OF CARROLL STREET and the SOUTHERLY SIDE OF PRESIDENT STREET, between Henry street and Hicks street, in the Borough of Brooklyn, in The City of New York, duly selected as a site for school purposes, according to law.

NOTICE IS HEREBY GIVEN THAT Isaac F. Russell, John M. Zurn and John E. Lord, Commissioners of Estimate in the above-entitled proceeding, have made and signed their final report herein, and on May 27, 1908, filed the same in the office of the Board of Education of The City of New York, at Park avenue and Fifty-ninth street, in the Borough of Manhattan, in The City of New York, and on the same day filed a duplicate of said report in the office of the Clerk of Kings County in the Hall of Records in the Borough of Brooklyn, in The City of New York, and that said report will be presented for confirmation to the Supreme Court at Special Term for the hearing of motions, to be held in the County Court House in Kings County, on June 9, 1908, at 10:30 o'clock a. m. or as soon thereafter as counsel can be heard.

Dated Brooklyn, New York City, May 27, 1908.

FRANCIS K. PENDLETON,
Corporation Counsel.

m27,j8

COUNTY OF KINGS.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the SOUTHERLY SIDE OF FRONT STREET, one hundred and seventy feet and five inches west of Garrison street, in the Borough of Brooklyn, duly selected for bridge purposes.

NOTICE IS HEREBY GIVEN THAT Frank Julian Price, Arthur J. Waldron and Edmund D. Fisher, Commissioners of Estimate in the above-entitled proceeding, have made and signed their final report herein, and on May 27, 1908, filed the same in the office of the Department of Bridges of The City of New York, at Nos. 13 to 21 Park row, in the Borough of Manhattan, in The City of New York, and on the same day filed a duplicate of said report in the office of the Clerk of Kings County in the Hall of Records in the Borough of Brooklyn, in The City of New York, and that said report will be presented for confirmation to the Supreme Court at Special Term for the hearing of motions, to be held in the County Court House in Kings County, on June 9, 1908, at 10:30 o'clock a. m. or as soon thereafter as counsel can be heard.

Dated Brooklyn, New York City, May 27, 1908.

FRANCIS K. PENDLETON,
Corporation Counsel.

m27,j8

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of CHARLES AVENUE (although not yet named by proper authority), from Richmond avenue to Nicholas avenue, in the Third Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final report of the Commissioners of Estimate and Assessment in the above entitled matter will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof, for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, in The City of New York, on the 1st day of

June, 1908, at 10:30 o'clock in forenoon of that day; and that the said final report has been deposited in the office of the Clerk of the County of Richmond, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, May 22, 1908.

JOHN T. CROAK,
JOHN L. DERY,
Commissioners.

JOHN P. DUNN,
Clerk.

m22,28

SECOND JUDICIAL DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the easterly line of PORTER AVENUE, between Ingraham street and Harrison place, in the Borough of Brooklyn, in The City of New York, duly selected as a site for school purposes, according to law.

NOTICE IS HEREBY GIVEN THAT ROSE well H. Carpenter, Robert S. Cortelyou and Harry H. Dale, Commissioners of Estimate in the above entitled proceeding, have made and signed their final report herein, and on May 22, 1908, filed the same in the office of the Board of Education of The City of New York, at Park avenue and Fifty-ninth street, in the Borough of Manhattan, in The City of New York, and on the same day filed a duplicate of said report in the office of the Clerk of Kings County, in the Hall of Records, in the Borough of Brooklyn, in The City of New York, and that said report will be presented for confirmation to the Supreme Court at Special Term for the hearing of motions, to be held in the County Court House in Kings County, on June 4, 1908, at 10:30 o'clock a. m., or as soon thereafter as counsel can be heard.

Dated Brooklyn, New York City, May 22, 1908.
FRANCIS K. PENDLETON,
Corporation Counsel.

m22,j3

SUPREME COURT, KINGS COUNTY.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the easterly side of FOURTH AVENUE, from Twenty-ninth street to Thirtieth street, in the Borough of Brooklyn, in The City of New York, duly selected as a site for school purposes, according to law.

NOTICE IS HEREBY GIVEN THAT AL geron I. Nova, Reuben L. Haskell and Peter F. Lynn, Commissioners of Estimate in the above entitled proceeding, have made and signed their final report herein, and on May 22, 1908, filed the same in the office of the Board of Education of The City of New York, at Park avenue and Fifty-ninth street, in the Borough of Manhattan, in The City of New York, and on the same day filed a duplicate of said report in the office of the Clerk of Kings County, in the Hall of Records, in the Borough of Brooklyn, in The City of New York, and that said report will be presented for confirmation to the Supreme Court, at Special Term for the hearing of motions, to be held in the County Court House in Kings County on June 4, 1908, at 10:30 o'clock a. m., or as soon thereafter as counsel can be heard.

Dated Brooklyn, New York City, May 22, 1908.
FRANCIS K. PENDLETON,
Corporation Counsel.

m22,j3

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 ACADEMY STREET (although not yet named by proper authority), from Hunter avenue to Grand avenue, in the First Ward, Borough of Queens, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections, in writing, duly verified, to us at our office, No. 252 Jackson avenue, in the Borough of Queens, in The City of New York, on or before the 1st day of June, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 2d day of June, 1908, at 10 o'clock a. m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 252 Jackson avenue, in the Borough of Queens, in said City, there to remain until the 12th day of June, 1908.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the northerly line of Hunter avenue with the southwesterly prolongation of a line parallel to and 100 feet northwesterly from the northwesterly line of Academy street; running thence northeasterly along said prolongation and parallel line to its intersection with the southwesterly line of Grand avenue; thence southeasterly along said southwesterly line to its intersection with a line parallel to and 100 feet southeasterly from the southeasterly line of Academy street; thence southwesterly along said parallel line to its intersection with the northerly line of Hunter avenue; thence westerly along said northerly line to the point or place of beginning, excepting from said area all streets, avenues and roads or portions thereof heretofore legally opened, as such area is shown upon our benefit maps, deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 11th day of July, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to any of said abstracts of estimate and assessment, the notice of motion to confirm our final report

herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, May 19, 1908.

CORTLANDT C. WOODBURN,
Chairman;

W. L. WOODILL,
WILLIAM E. STEWART,
Commissioners.

JOHN P. DUNN,
Clerk.

m22,28

SUPREME COURT—NINTH JUDICIAL DISTRICT.

NINTH JUDICIAL DISTRICT.

WESTCHESTER COUNTY.

HILL VIEW RESERVOIR—SECTION NO. 2.

First Separate Report.

In the matter of the application and petition of J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905 and the acts amendatory thereof, in the City of Yonkers, Westchester County, N. Y., for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

PLEASE TAKE NOTICE THAT THE First Separate Report of Joseph E. Merriam, George von Skal and Frank E. Russell, who were appointed Commissioners of Appraisal in the above-entitled matter by an order of this Court, made at a Special Term thereof, at White Plains, N. Y., on the 4th day of May, 1907, was filed in the office of the County Clerk of Westchester County on the 26th day of March, 1908. Said report bears date the 24th day of March, 1908, and affects Parcels Nos. 91, 92, 93, 94, 97, 98, 99 and 115, shown on the map in this proceeding.

Further notice is hereby given that an application will be made at a Special Term of the Supreme Court of the State of New York, to be held in and for the Ninth Judicial District, at the Court House in White Plains, Westchester County, N. Y., on the 6th day of June, 1908, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard, for an order confirming said report, and for such other and further relief as may be just.

Reserving to The City of New York the right to oppose the confirmation of any or all parcels contained in said report.

Dated New York, May 6, 1908.

FRANCIS K. PENDLETON,
Corporation Counsel.

Hall of Records, Corner of Chambers and Centre Streets, Borough of Manhattan, New York City.

m9,j6

NINTH JUDICIAL DISTRICT.

WESTCHESTER COUNTY.

KENSICO RESERVOIR—SECTION NO. 5.

First Separate Report.

In the matter of the application and petition of J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905, and the acts amendatory thereof, in the Town of Mount Pleasant, Westchester County, N. Y., for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

PLEASE TAKE NOTICE THAT THE First separate report of Isaac Bell Brennan, John J. Brown and George A. Slater, who were appointed Commissioners of Appraisal in the above-entitled matter, by an order of this Court, made at a Special Term thereof, at White Plains, N. Y., on the 20th day of July, 1907, was filed in the office of the County Clerk of Westchester County on the 30th day of April, 1908; said report bears date the 29th day of April, 1908, and affects Parcels Nos. 290, 292, 316, 323, 331, 335 and 351, shown on the map in this proceeding.

Further notice is hereby given that an application will be made at a Special Term of the Supreme Court of the State of New York, to be held in and for the Ninth Judicial District, at the Court House in White Plains, Westchester County, N. Y., on the 6th day of June, 1908, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard, for an order confirming said report, and for such other and further relief as may be just.

Reserving to The City of New York the right to oppose the confirmation of any or all parcels contained in said report.

Dated New York, May 6, 1908.

FRANCIS K. PENDLETON,
Corporation Counsel.

Hall of Records, Corner of Chambers and Centre Streets, Borough of Manhattan, New York City.

m9,j6

NINTH JUDICIAL DISTRICT.

WESTCHESTER COUNTY.

HILL VIEW RESERVOIR—SECTION NO. 1.

Second Separate Report.

In the matter of the application and petition of J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905, and the acts amendatory thereof, in the City of Yonkers, Westchester County, N. Y., for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

PLEASE TAKE NOTICE THAT THE Second Separate Report of George N. Rigby, James P. Apgar and Bernard F. Martin, who were appointed Commissioners of Appraisal in the above-entitled matter by an order of this Court made at a Special Term thereof, at White Plains, N. Y., on the 4th day of May, 1907, was filed in the office of the County Clerk of Westchester County on the 30th day of April, 1908. Said report bears date the 21st day of April, 1908, and affects Parcels Nos. 6, 7, 9, 10, 11, 12, 13, 15, 19, 20, 21, 23, 28, 30, 31, 32, 33, 35, 36, 37, 39, 41, 42, 43, 44, 45 and 46, shown on the map in this proceeding.

Further notice is hereby given that an application will be made at a Special Term of the Supreme Court of the State of New York, to be held in and for the Ninth Judicial District, at the Court House in White Plains, Westchester County, N. Y., on the 6th day of June, 1908, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard, for an order confirming said report, and for such other and further relief as may be just.

Reserving to The City of New York the right to oppose the confirmation of any or all parcels contained in said report.

Dated New York, May 6, 1908.

FRANCIS K. PENDLETON,
Corporation Counsel.

Hall of Records, Corner of Chambers and Centre Streets, Borough of Manhattan, New York City.

m9,j6

NINTH JUDICIAL DISTRICT.

WESTCHESTER COUNTY.

VILLAGE OF MOUNT KISCO.

Notice of Application for the Appointment of Commissioners of Appraisal.

PUBLIC NOTICE IS HEREBY GIVEN that it is the intention of the Corporation Counsel of The City of New York to make application to the Supreme Court of the State of New York for the appointment of Commissioners of Appraisal, under the Charter of The City of New York and under the provisions of chapter 428 of the Laws of 1907. Such application will be made to the Supreme Court at a Special Term thereof, to be held in and for the Ninth Judicial District, at the Court House in the Village of White Plains, Westchester County, N. Y., on the 20th day of June, 1908, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York and one of whom shall reside in the county in which the real estate acquired or affected is situated, and one of whom shall reside in the county in which the said real estate shall be situated, or in an adjoining county, as Commissioners of Appraisal, to ascertain and appraise the compensation to be made to the owners of and persons interested in the real estate laid down on said maps, as indicated in this act.

The real estate sought to be taken or affected is situated in the Towns of New Castle and Bedford, Westchester County and State of New York.

The following is a description of the real estate to be acquired in fee, together with a reference to the date and place of filing of the map:

All those certain pieces or parcels of real estate, situated in the Village of Mount Kisco, County of Westchester and State of New York, shown on a map entitled "Department of Water Supply, Gas and Electricity of The City of New York. Map of lands situated in the Village of Mount Kisco, towns of New Castle and Bedford, Westchester County, New York, to be acquired by The City of New York under the provisions of chapter 428 of the Laws of 1907, to authorize The City of New York and the Village of Mount Kisco, Westchester County, New York, to enter into a contract or agreement to provide for the disposal of the sewage of said village and to allow The City of New York to acquire such lands as may be necessary in and about said village and to raise funds to carry said contract or agreement into effect," which map was filed in the office of the Commissioner of Water Supply, Gas and Electricity, on the 14th day of February, 1908, and in the office of the Register of Westchester County, on May 6, 1908; which parcels are bounded and described as follows:

First Piece.

Beginning at a point in the easterly line of New road, said point being the northwest corner of Parcel No. 1, shown on above mentioned map of lands, and running thence along the easterly line of New road and the westerly line of Parcel No. 1, north 35 degrees 33 minutes east 71.92 feet; thence along the northerly line of said parcel, south 50 degrees 9 minutes east 229.45 feet, to a point in the westerly line of the right of way of the Harlem Division of the New York Central and Hudson River Railroad; thence along said right of way line and the easterly line of said parcel, south 34 degrees 19 minutes west 65.88 feet; thence along the southerly line of said parcel, north 51 degrees 42 minutes west 230.48 feet to the point or place of beginning.

Second Piece.

Beginning at a point in the northerly line of Bedford avenue, said point being also the southwesterly corner of Parcel No. 5, shown on before mentioned map, running thence along the westerly line of said parcel and Parcel No. 2, north 8 degrees 32 minutes west 828.45 feet; thence continuing along Parcel No. 2, south 81 degrees 28 minutes west, 662.93 feet to a point in the easterly line of the right of way of the Harlem Division of the New York Central and Hudson River Railroad, thence along said right of way line and the easterly line of Parcel No. 2, north 39 degrees 19 minutes east, 74.50 feet; thence along said parcel, north 81 degrees 32 minutes west, 435.0 feet to a point in the corporation line of the Village of Mount Kisco, said point being also the most northerly point of Parcel No. 2; thence along said corporation line and the northerly line of Parcels Nos. 2 and 3, south 64 degrees 1 minute 40 seconds east, 273.30 feet; thence along the easterly line of Parcel No. 3, south 8 degrees 32 minutes east, 528.0 feet to a point in the easterly line of said parcel, south 31 degrees east, 109.85 feet, south 10 degrees 58 minutes east, 110.88 feet and south 6 degrees 41 minutes east 128.37 feet to the northwest corner of Parcel No. 4; thence along the northerly line of said parcel, south 84 degrees 34 minutes east 63.63 feet to a point in the westerly line of Bedford avenue, as shown on before mentioned map, thence along the westerly line of Bedford avenue and the easterly line of Parcel No. 4, south 27 degrees 46 minutes west, 329.97 feet to a point at the intersection of the westerly and northerly lines of Bedford avenue, said point being also the northeast corner of Parcel No. 6, thence along the easterly line of said parcel, south 9 degrees 18 minutes 30 seconds east 57.80 feet to a point in the southerly line of Bedford avenue, said point being also the northeast corner of Parcel No. 8; thence along the easterly line of said parcel, south 47 degrees 5 minutes west 61.50 feet, and south 29 degrees 36 minutes 40 seconds west 388.13 feet to the northeast corner of Parcel No. 10, thence along the easterly line of said parcel, south 22 degrees 57 minutes west 429.32 feet to a point in the line of the property of the City of New York; thence along said City property line and the southerly line of Parcel No. 10, north 66 degrees 23 minutes west 325.0 feet, and south 54 degrees 11 minutes west 46 minutes east 478.75 feet to the point or place of beginning.

Third Piece.

Beginning at a point in the northerly line of Bedford avenue, said point being also the southwesterly corner of Parcel No

north 20 degrees 35 minutes east 104.94 feet, north 23 degrees 58 minutes west 222.71 feet, north 16 degrees 21 minutes east 77.30 feet, north 14 degrees 41 minutes west 122.58 feet, north 10 degrees 35 minutes east 339.78 feet, north 16 degrees 5 minutes east 391.16 feet, north 25 degrees 34 minutes east 96.78 feet, north 73 degrees 46 minutes east 152.72 feet, north 6 degrees 42 minutes east 200.07 feet, north 20 degrees 16 minutes west 80.89 feet, south 88 degrees 10 minutes east 10 feet to the southwest corner of Parcel No. 13; thence continuing along said Kisco River and the westerly line of Parcel No. 13 north 8 degrees 31 minutes east 227.86 feet and north 17 degrees 25 minutes east 195.63 feet to a point in the southerly line of Ossining road, said point being also the southwest corner of Parcel No. 35; thence north 7 degrees 11 minutes east 50.26 feet to the point or place of beginning.

Sixth Piece.

Beginning at the northwest corner of Parcel No. 24, shown on before mentioned map, in the easterly line of Lexington avenue, and running thence along the northerly line of said parcel south 75 degrees 26 minutes east 248.24 feet to the northeast corner of said parcel; thence along the easterly line of said parcel south 6 degrees 14 minutes east 973.01 feet to a point in the line of the property of The City of New York; thence along said City property line and the southerly lines of Parcels Nos. 24, 33 and 32, north 86 degrees 18 minutes west 246.70 feet to the southwest corner of Parcel No. 32; thence along the westerly lines of Parcels Nos. 32, 31, 30, 29, 28 and 27 the following courses and distances: North 6 degrees 1 minute east 38 feet, north 23 degrees 14 minutes east 64.49 feet, north 86 degrees 4 minutes west 64 feet, north 1 degree 51 minutes east 105 feet, north 31 minutes 30 seconds west 536.10 feet to a point in the southerly line of Parcel No. 25; thence along the southerly line of said parcel north 85 degrees 2 minutes west 89.61 feet to a point in the easterly line of Lexington avenue, said point being also the southeast corner of Parcel No. 23; thence along the southerly line of said parcel south 59 degrees 23 minutes west 60 feet to a point in the westerly line of Lexington avenue, said point being also the southeast corner of Parcel No. 22; thence along the southerly line of said parcel north 85 degrees 38 minutes west 128.57 feet to the southeast corner of Parcel No. 21; thence south 49 degrees 49 minutes west 263.12 feet to the northeast corner of Parcel No. 34; thence along the easterly, southerly and westerly lines of said parcel the following courses and distances: South 49 degrees 49 minutes west 1,156.03 feet, north 40 degrees 11 minutes west 576.38 feet, north 19 degrees 32 minutes east 730 feet to the southwest corner of Parcel No. 18; thence along the westerly lines of said parcel north 19 degrees 32 minutes east 327.5 feet and north 32 degrees 17 minutes west 763.81 feet to the southwest corner of Parcel No. 16; thence along the westerly line of said parcel north 32 degrees 17 minutes west 306.53 feet to a point in the southerly line of the right of way of the Harlem Division of the New York Central and Hudson River Railroad; thence along said right of way line and the northerly line of Parcel No. 16 north 45 degrees 58 minutes east 335.88 feet to the most northerly point of said parcel; thence along the easterly line of said parcel south 29 degrees 21 minutes east 412.19 feet to the most northerly point of Parcel No. 17; thence along the easterly line of said parcel south 29 degrees 21 minutes east 132.07 feet and south 31 degrees 29 minutes east 92.29 feet to the most southerly point of said parcel; thence along the easterly and northerly lines of Parcel No. 18 the following courses and distances: South 31 degrees 29 minutes east 695.12 feet, south 18 degrees 9 minutes east 316.39 feet, south 54 degrees 40 minutes east 433.60 feet, north 63 degrees 42 minutes east 574.92 feet to a point in the westerly line of Lexington avenue, said point being also the northwest corner of Parcel No. 23; thence along the northerly line of said parcel south 75 degrees 26 minutes east 50.66 feet to the point or place of beginning.

The fee is to be acquired by The City of New York in all the real estate, Parcels Nos. 1 to 53, both inclusive, contained in the above description.

In case any real estate hereinbefore described is used for highway or other public purposes, such use shall continue until such time as The City of New York may acquire the right to close the same.

Dated May 6, 1908.

FRANCIS KEY PENDLETON,

Corporation Counsel.

Office and Post Office address, Hall of Records, corner of Chambers and Centre streets, Borough of Manhattan, New York City.

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NINTH JUDICIAL DISTRICT.

WESTCHESTER COUNTY.

KENSICO RESERVOIR—SECTION NO. 9.

Notice of Application for the Appointment of Commissioners of Appraisal.

PUBLIC NOTICE IS HEREBY GIVEN that it is the intention of the Corporation Counsel of The City of New York to make application to the Supreme Court of the State of New York for the appointment of Commissioners of Appraisal under chapter 724 of the Laws of 1905, as amended. Such application will be made to the Supreme Court at a Special Term thereof to be held in and for the Ninth Judicial District at the Court House in the village of White Plains, Westchester County, New York, on the 20th day of June, 1908, at ten o'clock in the forenoon of that day or as soon thereafter as counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York and at least one of whom shall reside in the county where the real estate hereinbefore described is situated, to act as Commissioners of Appraisal under said act and discharge all the duties conferred by the said act and the acts amendatory thereof upon such Commissioners of Appraisal, for the purpose of providing an additional supply of pure and wholesome water for The City of New York.

The real estate sought to be taken or affected is situated in the Town of Mount Pleasant, County of Westchester and State of New York.

The following is a description of the real estate to be acquired in fee together with a reference to the date and place of filing of the map.

All those certain pieces or parcels of real estate situated in the Town of Mount Pleasant, County of Westchester and State of New York, shown on a map entitled "Southern Aqueduct Department, Section No. 9, Board of Water Supply of The City of New York. Map of real estate situated in the Town of Mount Pleasant, County of Westchester and State of New York, to be acquired by The City of New York under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Kensico Reservoir and appurtenances, from Kensico Lake to Barrett street"—which map was filed in the office of the Register of the County of Westchester, at White Plains, N. Y., on the 6th day of April, 1908, as Map No. 1791; which parcels are bounded and described as follows:

Beginning at the most westerly point of Parcel No. 596 in the northerly line of Tarrytown road, said point being the northwest corner of Real Estate Section No. 8, Southern Aqueduct Department, the map of which section was filed in the office of the Register of the County of Westchester, at White Plains, N. Y., on December 3, 1907, and running thence along the westerly and northerly lines of said Parcel No. 596 the following courses and distances: North 45 degrees 21 minutes east 327.5 feet and north 32 degrees 17 minutes east 730 feet to the southwest corner of Parcel No. 16; thence along the westerly line of said parcel north 32 degrees 17 minutes west 306.53 feet to a point in the southerly line of the right of way of the Harlem Division of the New York Central and Hudson River Railroad; thence along said right of way line and the northerly line of Parcel No. 16 north 45 degrees 58 minutes east 335.88 feet to the most northerly point of said parcel; thence along the easterly line of said parcel south 29 degrees 21 minutes east 412.19 feet to the most northerly point of Parcel No. 17; thence along the easterly line of said parcel south 29 degrees 21 minutes east 132.07 feet and south 31 degrees 29 minutes east 92.29 feet to the most southerly point of said parcel; thence along the easterly and northerly lines of Parcel No. 18 the following courses and distances: South 31 degrees 29 minutes east 695.12 feet, south 18 degrees 9 minutes east 316.39 feet, south 54 degrees 40 minutes east 433.60 feet, north 63 degrees 42 minutes east 574.92 feet to a point in the westerly line of Lexington avenue, said point being also the northwest corner of Parcel No. 23; thence along the northerly line of said parcel south 75 degrees 26 minutes east 50.66 feet to the point or place of beginning.

The fee is to be acquired by The City of New York in all the real estate, Parcels Nos. 1 to 53, both inclusive, contained in the above description.

In case any real estate hereinbefore described is used for highway or other public purposes, such use shall continue until such time as The City of New York may acquire the right to close the same.

Dated May 6, 1908.

FRANCIS KEY PENDLETON,

Corporation Counsel.

Office and Post Office address, Hall of Records, corner of Chambers and Centre streets, Borough of Manhattan, New York City.

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NINTH JUDICIAL DISTRICT.

WESTCHESTER COUNTY.

KENSICO RESERVOIR—SECTION NO. 3.

First Separate Report.

In the matter of the application and petition of J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905, and the acts amendatory thereof, in the Town of North Castle, Westchester County, N. Y., for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

PLEASE TAKE NOTICE THAT THE first separate report of Burton C. Meighan, Willis B. Dowd and Benjamin Howe, who were appointed Commissioners of Appraisal in the above entitled matter, by an order of this Court made at a Special Term thereof, at White Plains, N. Y., on the 20th day of July, 1907, was filed in the office of the County Clerk of Westchester County on the 30th day of April, 1908. Said report bears date the 22d day of April, 1908, and affects Parcels Nos. 121, 124, 130, 132, 156, 158, 163, 171 and 191, shown on the map in this proceeding.

Further notice is hereby given that an application will be made at a Special Term of the Supreme Court of the State of New York, to be held in and for the Ninth Judicial District, at the Court House in White Plains, Westchester County, N. Y., on the 6th day of June, 1908, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard, for an order confirming said report, and for such other and further relief as may be just.

Reserving to The City of New York the right to oppose the confirmation of any or all parcels contained in said report.

Dated New York, May 6, 1908.

FRANCIS KEY PENDLETON,

Corporation Counsel.

Hall of Records, Corner of Chambers and Centre Streets, Borough of Manhattan, New York City.

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said section and the southerly line of said parcel the following courses and distances: South 85 degrees 2 minutes west 154.2 feet, south 84 degrees 58 minutes west 248.7 feet, crossing Yale avenue; south 83 degrees 39 minutes west 102.7 feet, crossing Harvard avenue; south 83 degrees 22 minutes west 100 feet, south 83 degrees 46 minutes west 150 feet, crossing Wynne avenue; south 84 degrees 49 minutes west 300 feet and south 83 degrees 47 minutes west 148.6 feet to a point in the northerly line of before mentioned Tarrytown road; thence along said road line, and continuing along the southerly line of Parcel No. 596 and the northerly line of Section No. 8, north 61 degrees 17 minutes west 130.9 feet, north 77 degrees 44 minutes west 95.6 feet and south 84 degrees west 253.9 feet to the point or place of beginning.

The fee is to be acquired by The City of New York in all the real estate, Parcels Nos. 596 to 796, both inclusive, contained in the above description.

Reference is hereby made to the said map as aforesaid in the office of the Register of the County of Westchester, for a more detailed description of the real estate to be taken in fee as above described.

Dated May 4, 1908.

FRANCIS KEY PENDLETON,

Corporation Counsel.

Office and Post Office address, Hall of Records, corner of Chambers and Centre streets, Borough of Manhattan, New York City.

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NINTH JUDICIAL DISTRICT.

WESTCHESTER COUNTY.

KENSICO RESERVOIR—SECTION NO. 10.

Notice of Application for the Appointment of Commissioners of Appraisal.

PUBLIC NOTICE IS HEREBY GIVEN that it is the intention of the Corporation Counsel of The City of New York to make application to the Supreme Court of the State of New York for the appointment of Commissioners of Appraisal under chapter 724 of the Laws of 1905, as amended. Such application will be made to the Supreme Court at a Special Term thereof to be held in and for the Ninth Judicial District at the Court House in the Village of White Plains, Westchester County, New York, on the 20th day of June, 1908, at 10 o'clock in the forenoon of that day or as soon thereafter as counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York and at least one of whom shall reside in the county where the real estate hereinbefore described is situated, to act as Commissioners of Appraisal under said act and discharge all the duties conferred by the said act and the acts amendatory thereof upon such Commissioners of Appraisal, for the purpose of providing an additional supply of pure and wholesome water for The City of New York.

The real estate sought to be taken or affected is situated in the Town of Mount Pleasant, County of Westchester and State of New York.

The following is a description of the real estate to be acquired in fee, together with a reference to the date and place of filing of the map.

All those certain pieces or parcels of real estate situated in the Town of Mount Pleasant, County of Westchester and State of New York, shown on a map entitled "Southern Aqueduct Department, Section No. 10, Board of Water Supply of The City of New York. Map of real estate situated in the Town of Mount Pleasant, County of Westchester and State of New York, to be acquired by The City of New York under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Kensico Reservoir and appurtenances, from Barrett street to the vicinity of High street," which map was filed in the office of the Register of the County of Westchester, at White Plains, N. Y., on the 6th day of April, 1908, as Map No. 1792, which parcels are bounded and described as follows:

Beginning at the most westerly point of Parcel No. 596 in the northerly line of Tarrytown road, said point being the northwest corner of Real Estate Section No. 8, Southern Aqueduct Department, the map of which section was filed in the office of the Register of the County of Westchester, at White Plains, N. Y., on December 3, 1907, and running thence along the westerly and northerly lines of said Parcel No. 596 the following courses and distances: North 45 degrees 21 minutes east 327.5 feet and north 32 degrees 17 minutes west 306.53 feet to the southwest corner of Parcel No. 16; thence along the westerly line of said parcel north 32 degrees 17 minutes west 306.53 feet to a point in the southerly line of the right of way of the Harlem Division of the New York Central and Hudson River Railroad; thence along said right of way line and the northerly line of Parcel No. 16 north 45 degrees 58 minutes east 335.88 feet to the most northerly point of said parcel; thence along the easterly line of said parcel south 29 degrees 21 minutes east 412.19 feet to the most northerly point of Parcel No. 17; thence along the easterly line of said parcel south 29 degrees 21 minutes east 132.07 feet and south 31 degrees 29 minutes east 92.29 feet to the most southerly point of said parcel; thence along the easterly and northerly lines of Parcel No. 18 the following courses and distances: South 31 degrees 29 minutes east 695.12 feet, south 18 degrees 9 minutes east 316.39 feet, south 54 degrees 40 minutes east 433.60 feet, north 63 degrees 42 minutes east 574.92 feet to a point in the westerly line of Lexington avenue, said point being also the northwest corner of Parcel No. 23; thence along the northerly line of said parcel south 75 degrees 26 minutes east 50.66 feet to the point or place of beginning.

The fee is to be acquired by The City of New York in all the real estate, Parcels Nos. 1 to 53, both inclusive, contained in the above description.

In case any real estate hereinbefore described is used for highway or other public purposes, such use shall continue until such time as The City of New York may acquire the right to close the same.

Dated May 6, 1908.

FRANCIS KEY PENDLETON,

Corporation Counsel.

Office and Post Office address, Hall of Records, corner of Chambers and Centre streets, Borough of Manhattan, New York City.

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said Parcel No. 790, at the southwest corner of said street and Columbus avenue; thence along the westerly line of said avenue and the easterly lines of said parcel and Parcels Nos. 789, 788, 787, 784, 777 and 776 south 11 degrees 59 minutes east 450.2 feet, crossing Norwood street, to the southeast corner of said Parcel No. 776, at the northwest corner of said Columbus avenue and Rutledge street; thence along the westerly line of said avenue produced south 11 degrees 59 minutes east 50 feet to the northeast corner of Parcel No. 764, at the southwest corner of said street and avenue; thence along the southerly line of said street produced north 78 degrees 1 minute east 60 feet to the northwest corner of Parcel No. 760, at the southeast corner of said street and avenue; thence along the southerly line of said street, the northerly lines of said Parcel No. 760 and Parcels Nos. 761 and 763, partly along the southerly line of Parcel No. 760, and along the southerly line of Parcel No. 754, north 78 degrees 1 minute east 51.7 feet, crossing Sedgwick avenue, to the northeast corner of said Parcel No. 754; thence along the easterly lines of said parcel and Parcels Nos. 744, 743, 742, 703 and 702, and partly along the easterly line of Parcel No. 796 south 11 degrees 30 minutes east 200.1 feet, south 12 degrees 9 minutes east 800.3 feet, crossing Sandford, McAdam, Van Brunt and Barrett streets, and south 11 degrees 48 minutes east 225 feet to the southeast corner of said Parcel No. 796, at the northeast corner of before mentioned Section No. 9, in the centre of Morton street; thence along the centre line of said street; thence along the centre line of said parcel and partly along the northerly line of said section south 78 degrees 1 minute west 541.8 feet, crossing before mentioned Sedgwick avenue, to the point of intersection of said centre line of Morton street with the centre line of Columbus avenue; thence along the centre line of said avenue north 11 degrees 50 minutes west 250.1 feet to the point of intersection of same with the centre line of Barrett street; thence along the centre line of said street south 78 degrees 1 minute west 187.4 feet to the point of intersection of same with the centre line of Pleasant place; thence along the centre line of Pleasant place and still continuing along the southerly line of Parcel No. 796 and the northerly line of Section No. 9, south 17 degrees 45 minutes west 136.3 feet to the point or place of beginning.

The fee is to be acquired by The City of New York in all the real estate, Parcels Nos. 696 to 7