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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, June 1, 1908:

Wednesday, June 3—2:30 P. M.—Room 305.—Order No. 459.—INTERBOROUGH RAPID TRANSIT CO.—“Escalators at 155th Street and Eighth Avenue.”—Commissioner Eustis.

Thursday, June 4—2:30 P. M.—Room 310.—Order No. 299.—NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.—“Overhead High Tension System.”—John H. O’Brien, Commissioner.—Commissioner Eustis.

2:30 P. M.—Room 305.—Order No. 205.—All electric light and power companies.—“General investigation of rates and contracts.”—Commissioner Maltbie.

Friday, June 5—2 P. M.—Chairman Willcox’s Room.—Orders Nos. 501 and 502.—MANHATTAN RAILWAY CO.—“Application for permission to issue bonds.”—Chairman Willcox.

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

PROCEEDINGS OF THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

FRIDAY, MAY 29, 1908.

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

Present—Chairman William R. Willcox, Commissioners Edward M. Bassett, Milo R. Maltbie.

(1) On motion, the record of the proceedings of the Commission for May 22, 1908, as printed in the CITY RECORD for May 28, 1908, was approved.

(2) The Secretary presented the following notice of issue of corporate stock from N. Taylor Phillips, Deputy Comptroller, Department of Finance, which was ordered filed:

May 23, 1908.

DEAR SIR—At a meeting of the Board of Estimate and Apportionment, held May 15th, 1908, the Comptroller was authorized to issue Corporate Stock, to the amount of \$204,825.18 which was approved by the Mayor..... 190.

I beg to advise you that in accordance with the above authorization, an account has been established upon our records from which all vouchers properly chargeable against this authorization should be drawn, entitled Rapid Transit Construction Fund—Manhattan—Bronx (Sub-Title 7).

(3) The Secretary presented the following communication from the Secretary of the Sinking Fund Commissioners, which was ordered filed:

DEPARTMENT OF FINANCE—CITY OF NEW YORK. }
May 25, 1908. }

Public Service Commission, 154 Nassau Street, City:

GENTLEMEN—If there are any matters you desire the Commissioners of the Sinking Fund to pass on before the summer vacation sets in, it will be necessary for you to make application at once, so that they can be looked into and reported on before the last meeting. Otherwise they will have to go over until Fall.

Very truly yours,

(Signed) N. TAYLOR PHILLIPS,
Secretary, Commissioners of the Sinking Fund.

(4) The Secretary presented a communication, dated May 29, 1908, from the Counsel to the Commission, transmitting two proposed forms of resolutions in regard to securing the approval of the Commissioners of the Sinking Fund for the sale of buildings on land acquired or to be acquired. The following resolution was thereupon moved and duly seconded:

Whereas, The Public Service Commission for the First District, having deemed it to be necessary and proper that The City of New York should acquire certain parcels of property situated in The City of New York, Borough of Manhattan, required for the construction, maintenance and operation of a part of the Brooklyn Loop Lines of the Rapid Transit Railroad to be constructed in part by the Degnon Contracting Company, in pursuance of a contract bearing date the 9th day of May, 1907, made between it and The City of New York, acting by the Board of Rapid Transit Railroad Commissioners, and in part by the Cranford Company, in pursuance of a contract bearing date May 27, 1907, made between it and The City of New York, acting by the Board of Rapid Transit Railroad Commissioners, and in part by the Bradley Contracting Company, in pursuance of a contract known as 9-0-4, bearing date the 27th day of June, 1907, made between it and The City of New York, acting by the Board of Rapid Transit Railroad Commissioners, and in part by the Bradley Contracting Company, in pursuance of a contract known as 9-0-1, bearing date June 27, 1907, made between it and The City of New York, acting by the Board of Rapid Transit Railroad Commissioners, which said parcels of property consist of certain lots known as Lot No. 17, Nos. 133, 135, and 137 Centre Street and 112 and 114 White Street; Lot No. 14, Nos. 139, 141 and 143 Centre Street; Lot No. 11, Nos. 145, 147 and 149 Centre Street and Nos. 105, 107 and 109 Walker Street; Lot Nos. 26, 27 and 28, Nos. 151, 153 and 155 Centre Street, Nos. 106 and 108 Walker Street and No. 240 Canal Street; Lot No. 36, corner of Centre and LaFayette Streets; Lot No. 1, No. 166 Centre Street; Lot No. 19, Nos. 157, 159, 161 and 163 Centre Street and No. 239 Canal Street; Lot No. 16, Nos. 193, 195 and 197 Centre Street; Lot No. 14, Nos. 191 and 201 Centre Street and No. 1 Howard Street; Lot No. 9, No. 156 Elizabeth Street; Lot No. 8, No. 154 Elizabeth Street; Lot No. 31, Nos. 170 and 170½ Bowery; Lot No. 32, No. 168 Bowery; Lot No. 29, No. 174 Bowery; Lot No. 28, No. 176 Bowery; Lot No. 11, No. 162 Elizabeth Street; Lot No. 12, No. 164 Elizabeth Street; Lot No. 4, Nos. 7, 9 and 11 Cleveland Place; Lot No. 1, Nos. 3 and 5 Cleveland Place; Lot No. 43, Nos. 1 Cleveland Place and 404 Broome Street; Lot No. 42, No. 402 Broome Street; Lot No. 41, No. 400 Broome Street; Lot No. 40, No. 398 Broome Street; Lot No. 39, No. 306 Broome Street; Lot No. 33, No. 185 Mulberry Street; Lot Nos. 31 and 32, Nos. 187 and 189 Mulberry Street; and a certain Plot X, situate on the south side of Delancey Street Extension between Cleveland Place and Mulberry Street.

And the Commission having acquired certain of said parcels of property or easements therein at private sale and having, for the purpose of acquiring said other parcels of property, duly made maps or plans and memoranda specifying and defining said parcels of property so to be acquired and having duly certified, filed and transmitted the several copies of the said maps or plans and having duly directed the Corporation Counsel to take legal proceedings to acquire said parcels of property, or certain easements therein, for The City of New York, which said easements include the right to tear down the buildings erected thereon or certain parts thereof, and the said Corporation Counsel having thereupon duly taken legal proceedings to acquire said “parcels of property” on said easements therein which said proceedings are now pending; and

Whereas, Certain of said property so acquired, or to be acquired as aforesaid, is or will be unnecessary for Rapid Transit purposes, to wit, the buildings erected on said parcels of property, or certain parts of said buildings, which, in order to construct said Brooklyn Loop Lines, must be torn down and the materials thereof removed and for that purpose the Commission desires to sell said buildings, or certain parts thereof, as soon as all of said parcels of property on which the same are erected shall be acquired, on condition that the same be torn down and the materials thereof removed; and

Whereas, On the 26th day of May, 1908, the Commission received from the Commissioners of the Sinking Fund of The City of New York the following communication, to wit:

DEPARTMENT OF FINANCE—CITY OF NEW YORK. }
May 25, 1908. }

Public Service Commission, 154 Nassau Street, City:

GENTLEMEN—If there are any matters you desire the Commissioners of the Sinking Fund to pass on before the summer vacation sets in, it will be necessary for you to make application at once, so that they can be looked into and reported on before the last meeting. Otherwise they will have to go over until Fall.

Very truly yours,

(Signed) N. TAYLOR PHILLIPS,
Secretary, Commissioners of the Sinking Fund.

and

Whereas, The proposed sale of said buildings, or certain parts thereof, erected on said parcels of property is to be made subject to the approval of the Commissioners of the Sinking Fund of The City of New York, as required by law, and said parcels of property cannot be acquired and the sale of the buildings or parts thereof erected thereon cannot be had and the request for said approval be made in time to be acted on by said Commissioners of the Sinking Fund at their last meeting before the summer vacation; and

Whereas, To prevent great delay in the completion of the said Brooklyn Loop Lines of the Rapid Transit Railroad it is necessary to have said buildings, or certain parts thereof, sold and torn down as speedily as possible; now, therefore, it is

Resolved, That the approval of the Commissioners of the Sinking Fund of The City of New York for the sale of said buildings, or certain parts thereof, be and the same hereby is requested, in advance of the sale thereof, on condition that said buildings be sold at public auction, after public advertisement for a period of fifteen days in the CITY RECORD, the proceeds thereof to be paid to the Comptroller of The City of New York, to be applied as provided by law.

Ayes—Commissioners Willcox, Bassett, Maltbie.

Nays—None.

Carried.

The following resolution was also moved and duly seconded:

Whereas, The Public Service Commission for the First District on May 26, 1908, duly passed the following resolution, to wit:

"Whereas, The Public Service Commission for the First District having deemed it to be necessary and proper that The City of New York should acquire certain parcels of property situated in the City of New York, Borough of Manhattan, required for the construction, maintenance and operation of a part of the Brooklyn Loop Lines of the Rapid Transit Railroad to be constructed by the Degnon Contracting Company in pursuance of a contract bearing date the 6th day of May, 1907, made between it and The City of New York, acting by the Board of Rapid Transit Railroad Commissioners, said parcels of property consisting of certain lots known as Lot No. 3, No. 142 Centre Street; Lot No. 4, No. 144 Centre Street; Lot No. 5, Nos. 146, 148 and 150 Centre Street and Nos. 111, 113 and 115 Walker Street; Lot No. 7, No. 117 Walker Street and Lot Nos. 8 and 9, Nos. 119 and 121 Walker Street; and the Commission having for the purpose of acquiring said parcels of property duly made maps or plans and a memorandum specifying and defining said parcels of property so to be acquired, and having duly certified, filed and transmitted the several copies of said maps or plans, and having duly directed the Corporation Counsel to take legal proceedings to acquire said parcels of property for The City of New York, and said Corporation Counsel having thereupon duly taken legal proceedings to acquire the same and such proceedings having been duly had that on the 13th day of April, 1908, an order was duly made and entered at a Special Term of the Supreme Court, in and for the County of New York, appointing three disinterested freholders, residents of The City of New York, as commissioners of appraisal to ascertain and appraise the compensation to be made to the owners of said parcels of property, and fixing the time and place for the first meeting of the commissioners, and said commissioners having duly taken and subscribed the oath required by the Twelfth Article of the Constitution of the State of New York, and having forthwith filed the same in the office of the Clerk of the County of New York, and the City of New York having thereupon become seized and possessed in fee or absolute ownership of all of said parcels of property; and

Whereas, Certain of said property, so acquired as aforesaid, has become unnecessary for rapid transit purposes, to wit, the buildings erected on said parcels of property, which in order to construct said Brooklyn Loop Lines must be torn down and the materials thereof removed, and for that purpose the Commission desires to sell said buildings, on condition that the same be torn down and the materials thereof removed; now therefore, it is

Resolved, That said buildings erected on said parcels of property and the appurtenances thereto be sold at public auction, subject to the approval of the Commissioners of the Sinking Fund of The City of New York; and it is further

Resolved, That notice of said sale be published in the CITY RECORD daily for a period of fifteen days, said notice being in the form hereto annexed, which the Chairman and Secretary are hereby directed to execute."

Whereas, On the 26th day of May, 1908, the Commission received from the Commissioners of the Sinking Fund of The City of New York the following communication, to wit:

"DEPARTMENT OF FINANCE—CITY OF NEW YORK, }
May 25, 1908.

Public Service Commission, No. 154 Nassau Street, City:

GENTLEMEN—If there are any matters you desire the Commissioners of the Sinking Fund to pass on before the summer vacation sets in, it will be necessary for you to make application at once, so that they can be looked into and reported on before the last meeting. Otherwise they will have to go over until Fall.

Very truly yours,

(Signed) N. TAYLOR PHILLIPS,
Secretary, Commissioners of the Sinking Fund."

and

Whereas, The proposed sale of said buildings directed in said resolution of the Commission is to be made subject to the approval of the Commissioners of the Sinking Fund of The City of New York, and in all probability the said sale cannot be had and the request for said approval be made in time to be acted on by said Commissioners of the Sinking Fund at their last meeting before the summer vacation; and

Whereas, In order to prevent great delay in the completion of the Brooklyn Loop Lines of the Rapid Transit Railroad, it is necessary to have said buildings sold and torn down as speedily as possible;

Now, therefore, it is

Resolved, That the approval of the Commissioners of the Sinking Fund of The City of New York for the sale of said buildings be and the same hereby is requested in advance of the sale thereof, on condition that said buildings be sold at public auction after advertisement for a period of fifteen days in the CITY RECORD, the proceeds thereof to be paid to the Comptroller of The City of New York, to be applied as provided by law.

Ayes—Commissioners Willcox, Bassett, Maltbie.

Nays—None.

Carried.

(5)

2090 The Secretary presented a communication dated May 27th, 1908, from the President of the Borough of Brooklyn, transmitting a report of R. W. Creuzbaur, Consulting Engineer of Public Works in regard to using the Brooklyn Bridge as a connection between elevated lines in Brooklyn and subway lines in Manhattan. The papers were referred to the Committee on the Manhattan part of the Brooklyn Loop Lines.

(6)

O-536 Commissioner Maltbie presented the following opinion in the matter of the service upon the Kingsbridge surface line of the Third Avenue Railroad Company:

STATE OF NEW YORK—PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

In the Matter
of

The Hearing on the Motion of the Commission on the Question of Improvements in and Addition to the Service of the Third Avenue Railroad Company and of Frederick W. Whitridge, as Receiver of said Company.

Kingsbridge Surface Line.
Order for hearing (No. 435).

OPINION.

The question of the adequacy of service upon the Kingsbridge surface line has been before the Commission for some time and several inspections have been made by the Transportation Bureau. When the matter was first taken up it was found that the New York City Railway Company was using the line for the experimental running of the pay-as-you-enter cars, which were to be used upon the Madison Avenue line. Owing to the lack of adequate facilities at the Kingsbridge car barn and the delays due to the breaking in of the pay-as-you-enter cars, the service on the Kingsbridge line was very much interrupted, but in order that the cars should be working smoothly when they were placed upon the Madison Avenue line, it seemed necessary that the motormen should be taught how to handle them and that the cars should be broken in before they were actually put into use. Consequently, no order was issued at that time.

After the pay-as-you-enter cars were taken off the line, observations were continued and an order for a hearing was issued, hearings duly held and evidence taken. At these hearings residents of this portion of the city appeared and complained regarding the inadequacy of the service at certain hours and the irregularity with which the cars were operated. Evidence was also presented by the inspectors of the Commission.

When our observations were first undertaken the Kingsbridge line extended from 125th Street and Eighth Avenue westerly over 125th Street, Manhattan Street, Amsterdam Avenue and Broadway to the Harlem Ship Canal. It seemed clear at the very beginning that the service would be greatly improved if the southerly terminus of the line were changed from 125th Street and Eighth Avenue to First Avenue and 125th Street. This change was suggested to the company some time ago, was soon adopted by them and since it has been in operation has been found to work with great satisfaction to the public and to the company.

The evidence taken at the hearings shows that the service is adequate most of the time, except that it is very irregular and that upon Saturdays, Sundays and Holidays the number of cars run is not sufficiently increased to handle the crowds which go to that section of the city for recreation.

I have directed, therefore, that an order be prepared which shall not require that a uniform schedule be maintained throughout the week and upon Sundays, but that an elastic standard be fixed which will allow the company to operate few cars when few cars are needed and yet will require the company to operate a larger number when the demands make their operation necessary. The inspectors have noted that the times of maximum demand recur with considerable regularity, and it will be possible for the manager, by using the ordinary means of observation, to anticipate the demands and operate sufficient cars to adequately handle the traffic. As regards regularity, there is opportunity for great improvement.

New York, May 27th, 1908.

FINAL ORDER (No. 536).

Thereupon on motion of Commissioner Maltbie duly seconded, a Final Order (No. 536) was adopted, ordering and directing the Third Avenue Railroad Company and Frederick W. Whitridge, its Receiver,

(1) to route cars from 125th Street and East River to the northerly terminus of said line instead of from 125th Street and Eighth Avenue;

(2) to operate daily including Sundays except between the hours of 2 A. M. and 5 A. M. over every point of said Kingsbridge Line between 125th Street and East River and the northerly terminus of the line, a sufficient number of cars in each direction past any point of observation to provide during every fifteen minute period of the day and night a number of seats at least ten per cent. in excess of the number of passengers at that point, the number of cars passing any point to be, however, never less than six (6) in each direction except between the hours of 2 A. M. and 5 A. M.

(3) to institute said changes, improvements and additions by or before the 10th day of June, 1908.

O-537

FINAL ORDER (No. 537).

On motion duly seconded, a Final Order (No. 537) was adopted directing

(1) that the Staten Island Rapid Transit Railway Company remove its freight business now being conducted at the freight yard just east of Bay Street and opposite Townsend Avenue, Clifton, to the yard located east of Bay Street and about 150 feet north of Vanderbilt Avenue and extending therefrom north about 575 feet;

(2) that the movement of the locomotives from the locomotive storage yard opposite Simonson Avenue, Clifton, into and out of service be discontinued across Bay Street as far as it may be practicable to do so, by introducing said locomotives into service from the northern end of the yard.

Said order to take effect on June 30, 1908 and to continue in force for a period of two years from the date of the taking effect of the same.

(8)

O-538

FINAL ORDER (No. 538).

On motion by Commissioner Eustis, duly seconded, a Final Order (No. 538) was adopted, directing the New York Central and Hudson River Railroad Company to operate on its Harlem Division daily, except Sundays and holidays, at least the following trains:

Northbound.

At least to the northern boundary of the City of New York, scheduled to leave Grand Central Station within five minutes of the following hours:

12:50 A. M., making all stops within the City of New York except at 183rd Street;

5:24 A. M., making all stops within the City of New York, except at 183rd Street;

7:02 A. M., making all stops within the City of New York;

8:24 A. M., making all stops within the City of New York;

9:35 A. M., making all stops within the City of New York, except Morrisania, Claremont Park and 183rd Street;

10:50 A. M., making all stops within the City of New York;

12:05 P. M., making all stops within the City of New York;

12:27 P. M., Saturdays only, stops Melrose, Tremont, Botanical Gardens and all stations north within the City of New York;

1:36 P. M., making all stops within the City of New York;

2:36 P. M., making all stops within the City of New York, except Morrisania, Claremont Park, and 183rd Street;

3:40 P. M., making all stops within the City of New York;

4:20 P. M., stops Tremont, Botanical Gardens and all stations north, within the City of New York;

5:11 P. M., making all stops within the City of New York;

5:38 P. M., making all stops within the City of New York;

6:08 P. M., making all stops within the City of New York;

6:20 P. M., making all stops within the City of New York; except 183rd Street;

6:37 P. M., making all stops within the City of New York, except 183rd Street;

6:58 P. M., stops at Botanical Gardens and all stations north, within the City of New York;

7:30 P. M., making all stops within the City of New York, except 183rd Street;

8:35 P. M., making all stops within the City of New York, except 183rd Street;

9:35 P. M., making all stops within the City of New York, except 183rd Street;

10:35 P. M., making all stops within the City of New York, except 183rd Street;

11:35 P. M., making all stops within the City of New York, except 183rd Street;

Southbound.

Scheduled to arrive at Grand Central Station within five minutes of the following hours:

6:34 A. M., making all stops within the City of New York, except at 183rd Street;

7:04 A. M., making all stops within the City of New York;

7:27 A. M., making all stops to Tremont, except 183rd St.;

7:58 A. M., making all stops to Botanical Gardens;

8:10 A. M., making all stops within the City of New York;

8:13 A. M., making all stops to Woodlawn;

8:43 A. M., making all stops within the City of New York;

9:23 A. M., making all stops within the City of New York;

10:04 A. M., making all stops within the City of New York, except at 183rd Street;

11:32 A. M., making all stops within the City of New York, except at 183rd Street;

1:03 P. M., making all stops within the City of New York, except at 183rd Street;

1:52 P. M., making all stops within the City of New York, except Morrisania, Claremont Park, and 183rd St.

3:04 P. M., making all stops within the City of New York, except at 183rd Street;

4:03 P. M., making all stops within the City of New York, except at 183rd Street;

5:05 P. M., making all stops within the City of New York;

6:04 P. M., making all stops within the City of New York;

6:31 P. M., making all stops to Tremont, except Fordham and 183rd Street;

7:15 P. M., making all stops within the City of New York, except at 183rd Street;

7:42 P. M., making all stops to Botanical Gardens;

8:04 P. M., making all stops within the City of New York, except 183rd Street;

9:04 P. M., making all stops within the City of New York, except 183rd Street;

10:34 P. M., making all stops within the City of New York, except 183rd Street;

11:29 P. M., making all stops to Botanical Gardens, in addition Tremont and Melrose;

12:31 P. M., making all stops within the City of New York; except 183rd Street;

Said order to take effect when the new schedule goes into effect but not later than June 20, 1908, and to continue in full force and effect for a period of one year from and after the date of its taking effect, unless sooner modified or changed by order of the Commission.

(9)

O-539

COMPLAINT ORDER (No. 539).

On motion by Commissioner Bassett, duly seconded, a Complaint Order (No. 539) was adopted for satisfaction or answer within ten days by the Nassau Electric Railroad Company in the matter of the complaint of Tracy Grey with respect to the condition of cars and methods of transferring passengers on the Fifth Avenue Surface line.

(10)

EXTENSION ORDER (No. 540).

On motion by Commissioner Maltbie, duly seconded, an Extension Order (No. 540) was adopted, extending to June 15th the time of the Interborough Rapid Transit Company to file reports with respect to the number of car motors, car bodies, and car trucks operated by it, in compliance with Order No. 437.

(11)

COMPLAINT ORDER (No. 541).

On motion by Commissioner Bassett, duly seconded, a Complaint Order (No. 541) was adopted for satisfaction or answer within ten days by the Brooklyn Union Elevated Railroad Company in the matter of the complaint of A. Ziegler and I. Baer with respect to the unprotected condition of the Van Siclen Avenue Station of the City Line.

(12)

DISMISSAL ORDER (No. 542).

On motion by Commissioner Bassett, duly seconded, a Dismissal Order (No. 542) was adopted in the matter of the complaint of Leonard Rose against the Coney Island and Brooklyn Railroad Company regarding alleged inadequate service upon Covert Avenue and Stanhope Street lines of said Company.

(13)

Commissioner Bassett presented the following report in the matter of the hearing on motion of the Commission on the question of fixing a date for the completion by the Long Island Electric Railway Company of the construction of an overhead crossing over the tracks of the Long Island Railroad Company at the Jamaica and Hempstead Turnpike, Borough of Queens:

In the Matter

of

The Hearing on the Motion of the Commission on the Question of fixing a date for the Completion of the Long Island Electric Railway Company for the construction of an overhead crossing on the tracks of the Long Island Railroad Company at the Jamaica and Hempstead Turnpike, Borough of Queens.

REPORT.

In February, 1905, the Long Island Electric Railway Company, a street surface railroad, filed with the Board of Railroad Commissioners, under Section 68 of the Railroad Law, an application for a determination whether their street surface railroad should cross over or under or at grade of the tracks of the Long Island Railroad Company at the Jamaica and Hempstead Turnpike.

In June, 1905, the Board of Railroad Commissioners approved of a temporary grade crossing, but made no determination as to the ultimate separation of grades. At the end of the year permission was given by the same Board for the continuation of the grade crossing to June 1, 1908.

The Long Island Electric Railway Company now asks for further permission to continue the grade crossing for one year, and on the hearing amended their application by asking an extension for two years. After examination of the papers and after testimony taken on the hearing, I am of the opinion that the proceeding before the Board of Railroad Commissioners was never finally determined, as no final provision was ever made for the grade of the new street railroad. That Board did not say that until June 1, 1908 the tracks should cross at grade, and after that date should be elevated or depressed; but the final grade of the track was left undetermined and this application is, by consent of the applicant company, and the consent of the Long Island Railroad Company, whose track is to be crossed, to be considered a continuation of the old application.

From the testimony of our own inspectors and that of the engineers of the two railroad Companies, it would seem that this crossing is most carefully protected, and I believe that until it is possible to separate the grade of the Jamaica and Hempstead Turnpike from the grade of the Long Island Railroad, or at least until traffic on that highway is much heavier than at present, the Long Island Electric Railway Company should be allowed to remain on the highway and cross at grade.

I therefore submit herewith an order reciting the continuation of the proceeding and granting, in the meanwhile, permission to the Company to continue to cross at grade.

FINAL ORDER (No. 543).

Thereupon on motion of Commissioner Bassett, duly seconded, a Final Order (No. 543) was adopted directing:

(1) That pending a final determination by this Commission as to the ultimate grade of the tracks of the Long Island Electric Railway Company at the grade crossing of the Jamaica and Hempstead Turnpike with the Long Island Railroad Company, and pending the separation of the grades of the Jamaica and Hempstead Turnpike and the tracks of the Long Island Railroad Company, in the Borough of Queens, but in no event to exceed a period of two years from the date of the making and filing of this order, permission is granted the Long Island Electric Railway Company to maintain its present crossing with the tracks of the Long Island Railroad Company at the Jamaica and Hempstead Turnpike, Borough of Queens, City of New York;

(2) That this permission shall cease and determine upon the separation of the grades of the Jamaica and Hempstead Turnpike and the Long Island Railroad Company, and that in the event of such separation of grades the tracks of the Long Island Electric Railway Company shall follow the grade of the Jamaica and Hempstead Turnpike;

(3) That this permission shall cease and determine upon a final determination of the Public Service Commission for the First District in this proceeding after a hearing duly had, upon ten days' notice to the Long Island Electric Railway Company and to the Long Island Railroad Company on or before June 1st, 1910;

Said order to take effect immediately and to continue in force until June 1st, 1910.

(14)

Commissioner Maltbie presented the following opinion in the matter of the hearing on motion of the Commission on the question of repairs, improvements and additions to equipment and appliances, including rolling stock, of the New York City Railway Company and of Adrian H. Joline and Douglas Robinson as Receivers of said Company:

In the Matter

of

The Hearing on the Motion of the Commission on the Question of Repairs, Improvements, and Additions to Equipment and Appliances, including Rolling Stock, of the New York City Railway Company and of Adrian H. Joline and Douglas Robinson, as Receivers of said Company, in the particulars hereinafter set forth.

Overhauling Closed Cars, etc., Order for Hearing (No. 466).

OPINION.

Several weeks ago the Commission adopted an order directing the Receivers of the New York City Railway Company to overhaul and repair all of their open cars by the end of this month. At that time no action was taken relative to the closed cars, as it was considered more necessary that the cars to be used during the summer should be put in first class operating condition prior to the opening of the summer season when the closed cars would go out of use and the open cars come into use. With this work well under way the Commission took up the subject of overhauling and repairing the closed cars. At these hearings evidence was presented which showed that Receivers would be able to begin work upon the closed cars on the 1st of June

O-540

or shortly thereafter and that six (6) long cars and four (4) short cars could be turned out daily upon an average from and after the middle of June. At the rate of ten (10) a day the Receivers will have overhauled and repaired nearly all of the closed cars by the end of the fall. Our engineers have endeavored to work out a plan whereby all of them would be ready for use by the time open cars must be taken out of service, but owing to the lack of shop facilities, due to loss by fire, and to the impossibility of reconstructing the shops in time to operate them to their full capacity upon the whole of this work, it does not seem possible that the Receivers will be able to very greatly increase above ten (10), the average number turned out per day. It is possible that some unforeseen circumstance may interfere with the maintenance of this average, but the order as drawn allows a certain amount of leeway and if anything unforeseen should arise, the Receivers may ask for a rehearing and the order can be modified if necessary.

New York, May 29, 1908.

Thereupon on motion of Commissioner Maltbie, a Final Order (No. 544) was adopted directing:

(1) That the closed cars and closed car equipments of said New York City Railway Company or of said Adrian H. Joline and Douglas Robinson, as Receivers of said Company, receive a thorough inspection, and that said closed cars and closed car equipments be thoroughly overhauled and repaired so that when completed said closed cars and closed car equipments shall be in a first-class operating and substantially new condition, having safe, proper, and adequate car bodies, headlights, pilot fenders, wiring, brasses, commutators, field coils, armature windings, trucks, brakes, controllers, automatic circuit breakers, resistances, axle gear wheels, armature pinions and car wheels;

(2) That said New York City Railway Company, and its said Receivers, turn out, so overhauled and repaired, on or before the 1st day of July, 1908, not fewer than one hundred of said closed cars and closed car equipments, and that thereafter they turn out, so overhauled and repaired, the remaining closed cars and closed car equipments at the rate of not fewer than one hundred every ten working days until all of said closed cars and closed car equipments shall have been turned out so overhauled and repaired;

(3) That the New York City Railway Company, or its said Receivers, notify the Commission daily in writing, in a form to be prescribed by the Commission, of the number of said closed cars and closed car equipments so turned out as aforesaid, giving the identification numbers thereof, and stating when and where the same are to be tested.

(15)

The Secretary presented a communication, dated May 23, 1908, from the Receivers of the New York City Railway Company, in regard to Order No. 403 of the Commission calling for transcripts of certain "run-in" books of said Company, together with the reply of the Commission thereto, dated May 27, 1908, and a further communication from said Company, dated May 27, 1908, which were ordered filed and were as follows:

NEW YORK CITY RAILWAY COMPANY,
621 BROADWAY,
NEW YORK, May 23rd, 1908.

To the Honorable the Public Service Commission for the First District, No. 154 Nassau Street, New York City:

DEAR SIRS—We notice in one of the newspapers a statement to the effect that at a meeting of your Board held yesterday your counsel was directed to apply to the Supreme Court for a writ of mandamus compelling obedience to your Order No. 403 issued on April 7th, 1908, by the terms of which, among other things, the New York City Railway Company or its Receivers were directed to "furnish and forward daily to the Commission a transcript of the daily entries in the so-called "run-in" book or books, showing, among other things, which of said cars are out of order."

Assuming this statement to be correct, we beg to advise you that the contemplated proceeding is quite unnecessary on your part, as we have not refused, nor is it our intention to refuse the production of any records or transcripts of records to which you may be entitled. In our letter of April 13th, 1908, acknowledging receipt of said Order No. 403, you were advised by us that we should be able to fulfill its requirements subject to certain enumerated contingencies.

We have sent no transcripts of records covering the subject of "run-in" cars for the reason that we have no record precisely answering the description in your Order. In view of the fact that there had been some informal discussion of the subject with representatives of your Board we had assumed (perhaps unwarrantably) that we should hear from you further on the matter in case it was deemed essential. The nearest approach we have to a record answering the description of your Order consists of certain sheets or slips signed daily by the motormen at the conclusion of their trips. Transcripts of these will be sent you daily if you wish, although it will involve considerable clerical work which seems to us unnecessarily burdensome, and it is only fair to state that such transcripts in our judgment will not accurately give information of the character which we assume from the context of your order is desired by you.

Yours very truly,

(Signed) ADRIAN H. JOLINE,
(Signed) DOUGLAS ROBINSON,
Receivers.

May 27th, 1908.

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

DEAR SIRS—I am directed by the Commission to reply as follows to your letter of May 23rd:

It is true that upon last Friday the Commission directed counsel to apply to the court for a writ of mandamus compelling obedience to Order No. 403 of the Commission, and to proceed to collect penalties for violation. The resolution was as follows:

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.

This action was taken in view of the following facts: Upon April 7th the Commission adopted an order relating principally to the overhauling and repairing of the open cars operated upon the lines of the New York City Railway Company. One of the sections in this order was:

Ordered, That from and after April 13, 1908, the said New York City Railway Company, for its said Receivers, furnish and forward daily to the Commission a transcript of the daily entries in the so-called "run-in" book or books, showing, among other things, which of said cars are out of order.

This order was adopted after two hearings had been held, one upon March 24th and the other upon April 3rd, at which hearings Mr. Oren Root appeared, at the request of Commissioner Maltbie, and testified regarding the matters then being considered. At the last hearing he was asked by Commissioner Maltbie, who presided, whether he knew of any reason why "copies of the entries in the 'run-in' book should not be furnished the Commission" (page 51 of the record). Mr. Root replied: "That is a matter which the receivers are considering and I prefer not to answer it while it is under consideration by them," which clearly shows that you were advised of the terms of the proposed order relating to this subject. The discussion between the Commissioner and Mr. Root continued, and it appeared that Mr. Root thought the furnishing of such information to the Commission "would be very detrimental to the working forces in the car houses," but he was not able to explain to the satisfaction of the Commissioner in what way it would be detrimental. Nowhere

in the evidence does it appear that there was any misunderstanding as to the precise records referred to by the language of the order. Mr. Root specifically stated that he knew of no other reason why transcripts should not be furnished and admitted that the records were kept. Further, when Mr. McLimont was examining your property, "run-in" books were being kept, and the records of the Commission now contain transcripts of these books for the month of October. If you are not now keeping them you must very recently have changed your practice.

Mr. McLimont, the electrical engineer of the Commission, testified that the transcripts from the "run-in" books would furnish valuable information to the Commission and that by no other means could the Commission so promptly be informed as to the operations of the companies and the condition of the equipment as by such daily reports. Mr. McLimont also testified that he had operated a number of street railways, and as an operating man he knew of no reason why copies of the entries in the "run-in" book should not be furnished to the Commission. At a preceding hearing in another case Mr. Maher, general manager for the receiver of the Third Avenue Railway Company, testified that he knew of no reason why copies of the entries of the "run-in" books should not be furnished, and in compliance with other orders adopted by the Commission where the precise language is used as adopted in Order No. 403, reports are being made to us daily from several other companies in New York City.

Order No. 403, which has been disobeyed, was adopted April 7th, 1908. No request for a re-hearing upon this order was received from you, and under date of April 13th, you wrote stating that Order No. 403 would be accepted and obeyed, subject to certain contingencies, but not one of these relate apparently to the "run-in" book or books.

Whether the transcripts of the entries in the "run-in" books will give us the information which we desire can be determined when they have been furnished, and of course this is a matter to be decided by the Commission. But the Commission has found that the transcripts furnished by other companies have been of great value. If there is any question as to the form to be used by you, the Commission will gladly discuss this with you. But when over a month has elapsed, the failure to obey an order seems to warrant some definite action. The Commission expects that its orders will be obeyed.

Very truly yours,
TRAVIS H. WHITNEY, Secretary.

NEW YORK CITY RAILWAY COMPANY,
LESSEE METROPOLITAN STREET RAILWAY SYSTEM,
621 BROADWAY,
NEW YORK, May 28th, 1908.

To the Honorable The Public Service Commission for the First District, 154 Nassau Street, New York City:

DEAR SIRS—We have your letter of the 27th inst., in reply to our letter to you of May 25th, relative to compliance with your Order No. 403 under date of April 7th, 1908. Your letter has a magisterial tone which it seems to us is wholly unwarranted by the circumstances. Whatever may have been said by Mr. Root when attending at the request of your Board at any of your hearings, we do not understand that he made any statements inconsistent with what we said in our letter, namely, that no books are kept by us which technically answer the description of your Order No. 403. There has been no change since the Receivership in the character of our records regarding cars disabled or out of repairs, and since your Mr. McLimont found on the occasion of his visit in October last that "run-in" books were kept, it will doubtless be possible for him readily to identify such of our records as he deems to answer that description. If you will have him call at the place where he saw such records and point them out to our representative we will see that you are furnished with transcripts thereof as desired.

While no doubt you expect your orders to be obeyed, as you state, these expectations can hardly be fulfilled in instances where they affect business involving the keeping of voluminous records, unless those orders are expressed in such clear and definite terms that there can be no difficulty in ascertaining precisely what they require.

Yours very truly,
(Signed) ADRIAN H. JOLINE,
(Signed) DOUGLAS ROBINSON,
Receivers.

(16) O-504 The Secretary presented a communication from J. F. Calderwood, Vice-President and General Manager of the Brooklyn Heights Railroad Company, under date of May 26th, 1908, containing a notification to the effect that said Company accepts and will obey the terms of Final Order No. 504 with respect to service on Flatbush Avenue Line.

(17) The Secretary stated that the following communication had been sent by the Chairman to the Board of Aldermen:

May 28th, 1908.

Hon. PATRICK F. McGOWAN, President, Board of Aldermen, City Hall, New York:

DEAR SIR—In reply to the resolution adopted by the Board of Aldermen, requesting the Public Service Commission to order the New York City Railway Company to refrain from storing cars on the Lexington Avenue line from 116th Street to 129th Street, I beg to state that the matter has been considered by the Commission.

Investigation has developed the following facts: Within the past year or so the New York City Railway Company has lost, by fire, a number of large car barns, which has greatly decreased the capacity of their barns for storing cars. Certain of them are now being rebuilt, and because of this re-construction it is difficult to use any large portion of the sites for storage purposes. It has become necessary, therefore, to adopt other means and the Commission has made several suggestions, particularly in the direction of the utilization of vacant blocks. But owing to the fact that the surface cars are operated by underground conduit, a large amount of construction work would be necessary for the utilization of such vacant lots as storage yards. If the cars were overhead trolleys, this would be a simple and easy matter, but as these cars must be used every day, the vacant lots could not be adequately equipped to handle all of the cars very much before the barns themselves will have been reconstructed.

Furthermore, the Commission has directed the receivers to overhaul and repair every one of their cars, amounting to upwards of 2,000 in all. This work has required the employment of a large number of men and a great increase in their shop facilities for repairing and painting the car bodies and the overhauling of the electrical equipments. Much of the space in the car houses which ordinarily might be used for storage has been converted, therefore, into shops.

The Commission has also ordered the companies to operate a larger number of cars than they have been running, which has necessitated the storing of the cars during the night where they can be run out when needed in the morning, and makes it impossible to remove the cars any great distance from the lines upon which they are being used.

The total result of these facts is that it has been necessary for the company to store many of their cars in the streets. We have had this in mind for some time and would gladly have issued an order requiring the adoption of some other method, but it seems impossible to repair the cars as rapidly as the public desires, to operate as many cars as we think should be operated to meet the demands of the public—and the number is being increased from week to week—without temporarily storing cars in streets. The Commission feels positive that when the Board of Aldermen understands the conditions, they will agree with the Commission that it is preferable, temporarily, to undergo the inconvenience due to storing of cars in the streets rather than to interfere with the work of overhauling the cars and to make necessary the operation of a less number from day to day. I wish to assure you that as soon as it is possible to order the companies to cease using the streets for storage purposes, this will be done.

Very respectfully,
(Signed) W. R. WILLCOX, Chairman.

(18) The Secretary stated that the following communication had been sent by the Chairman to the Commissioner of Bridges:

NEW YORK, May 27, 1908.

Mr. J. W. STEVENSON, Commissioner, Department of Bridges, Nos. 13 to 21 Park Row, New York City:

DEAR SIR—It seems important to the Commission that provision should be made in the new Manhattan terminal of the Brooklyn Bridge for eight-car trains or even ten-car trains, if possible. We understand that it will be your endeavor to make room for long trains in this terminal.

Enclosed find copy of a report that was approved by the Commission and filed on May 26th, 1908.

Yours very truly,
(Signed) W. R. WILLCOX, Chairman.

(19) 1373 The Secretary presented the following communication from the Interborough Rapid Transit Company with regard to the so-called Steinway Tunnel, which, on motion, was referred to the Committee of the Whole:

INTERBOROUGH RAPID TRANSIT COMPANY,
13-21 PARK ROW,
NEW YORK, May 26th, 1908.

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

DEAR SIR—On February 27th last the Chairman of the Executive Committee of this Company wrote you calling your attention to the status of the tunnel railroad of the New York & Long Island Railroad Company extending from 42nd Street and Fourth Avenue in the Borough of Manhattan under 42nd Street to the East River, and under the East River and private property to Fourth Street, Long Island City, and under Fourth Street to East Avenue, and making several suggestions as to the method of dealing with that railroad.

The proposition did not receive any practical consideration by your Board because under the then existing law it was without jurisdiction in the premises. As the Governor has now signed the so-called "Frawley Bill", amending the Rapid Transit Law by adding a new section, known as 34-f, to the act, empowering your Commission, with the approval of the Board of Estimate and Apportionment, to purchase such a line of railway and to make contracts with respect to its maintenance and operation, I beg to renew the suggestions embodied in the letter of February 27th, 1908, above referred to, and to state that if the general proposition embodied in that letter commands itself to the judgment of your Board this company would be happy to take up with you the consideration of the details and the means of carrying it out.

Yours very respectfully,
(Signed) E. P. BRYAN, President.

The letter of February 27 will be found in Minutes of Proceedings, 1908, page 474.

BROOKLYN LOOP LINES—PURCHASE OF REAL ESTATE.

(20) 2092 The Secretary presented a communication dated May 28th, 1908, from the Counsel to the Commission, transmitting a proposed resolution in connection with the offer of the Rossiter Realty Company to purchase certain real estate on Centre and Walker Streets. The following resolution was thereupon moved and duly seconded:

Whereas, On the 18th day of February, 1908, the Commission, in behalf of The City of New York, duly entered into a certain contract with the Rossiter Realty Company, the owner of certain real property situated on the southwest corner of Walker and Centre Streets and known as Nos. 145, 147 and 149 Centre Street and Nos. 105, 107 and 109 Walker Street, Borough of Manhattan, City of New York, for the purchase of said real property in fee simple, subject, however, to certain leases, for the sum of One Hundred and Seventy Thousand Dollars (\$170,000.00), and

Whereas, It is necessary for the purpose of construction of a part of the Brooklyn Loop Lines that said leases be cancelled or extinguished, to the end that the building situated on the said property may be torn down, and

Whereas, The said Rossiter Realty Company is willing to purchase said leases and to convey to The City of New York the absolute fee of said real property free of all encumbrances, for the further sum of Four Thousand Four Hundred and Seventy Dollars (\$4,470), making in all the sum of One Hundred and Seventy-four Thousand Four Hundred and Seventy Dollars (\$174,470.00), and

Whereas, The Corporation Counsel of The City of New York approves of said additional payment and the purchase of said real property free and clear of all encumbrances for the sum of One Hundred and Seventy-four Thousand Four Hundred and Seventy Dollars (\$174,470),

Now, therefore, it is

Resolved, That said offer of said Rossiter Realty Company to purchase said leases and to convey to The City of New York the absolute fee of said real property free of all encumbrances, for the further sum of Four Thousand Four Hundred and Seventy Dollars (\$4,470.00), making in all the sum of One Hundred and Seventy-four Thousand Four Hundred and Seventy Dollars (\$174,470.00), be and the same hereby is accepted, and that the Chairman and Secretary of the Commission be and they hereby are authorized and directed to execute, under the seal of the Commission and in behalf of The City of New York, any and all papers in modification of and supplementary to said contract necessary to carry this resolution into effect.

Ayes—Commissioners Willcox, Bassett, Maltbie.

Nays—None.

Carried.

(21) O-384-A Commissioner Bassett submitted a report of a hearing held under Order No. 384-A, covering service on the DeKalb Avenue line of the Coney Island and Brooklyn Railroad Company, that he would consider the testimony indicated that it would be unreasonable to require the cars of said Company to operate through side streets instead of Fulton Street and that the operation of open cars now furnished sufficient seating capacity. The report was approved and ordered filed.

(22) 3357 The Secretary presented a communication dated May 25, 1908, from Prof. Franklin W. Hooper, Director of the Brooklyn Institute of Arts and Sciences, 502 Fulton Street, Brooklyn, protesting against the construction of a subway through Ashland Place at a distance less than ten feet from the foundation walls of the Academy of Music Building, and asking for a hearing in the matter. The communication was ordered filed.

(23) 2921 The Secretary presented a communication dated May 26, 1908, from Judson G. Wall, President of Prospect Heights Citizens Association of Brooklyn, urging the immediate construction of the subway to the Willink entrance of Prospect Park, which was ordered filed.

(24) On motion, duly seconded, it was
Resolved, That during the absence on leave of Henry B. Seaman, Chief Engineer, from May 28 to July 5, 1908, the Commission hereby designate George S. Rice, Engineer of Subway Construction, to be Acting Chief Engineer with full power to take any action which the Chief Engineer, if present, might be empowered to take.

Ayes—Commissioners Willcox, Bassett, Maltbie.

Nays—None.

Carried.

(25) The following resolution was moved and duly seconded:
Resolved, That Dr. Cary T. Hutchinson be employed to test the different types of electric meters used within the district, and to report whether any or all of said types, defining definitely each type, are capable of properly registering current, and if said meters are in the condition in which they are usually set, at a total expense not to exceed \$2,000.00.

Ayes—Commissioners Willcox, Bassett, Maltbie.

Nays—None.

Carried.

(26)

On motion, duly seconded, it was

Resolved, That this Commission hereby makes the following appointment, approves the following leave of absence, and, due to lack of work, approves the following suspensions:

	Monthly Salary.	Take Effect.
Provisional Appointment:		
Harry W. Schulman, Junior Engineering Draughtsman.....	\$75.00	June 16, 1908
Leave of Absence on Account of Illness:		
S. Shapiro, Transit inspector, two weeks, from June 1st, 1908.....		
Suspensions:		
Thaddeus A. Judson, Cement Tester, appointed December 1, 1900.....	June 1, 1908	
Benjamin Maurice, Inspector of Steel, appointed August 8, 1902.....	June 1, 1908	

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

(27)

The Secretary presented the following vouchers, the bills of which had been duly approved by Chairman Willcox, as Committee on Audit for the month of May, whereupon, on motion, duly seconded, it was

Resolved, That the vouchers enumerated below be approved by the Commission and forwarded to the Comptroller of the City of New York for payment:

Voucher No.	In Favor of	Services or Material	Amount
1092	New York American.....	Advertising invitations to contractors to construct 4th Ave. Route, Brooklyn Sections, Nassau to Willoughby Sts. and Willoughby St. to Ashland Place, Bills Apr. 6 (2), 1908.	\$1,290.00
1093	The New York Herald Company.....	Advertising invitations to contractors to construct 4th Ave. Route, Brooklyn Sections, Nassau to Willoughby Sts. and 10th to 27th Sts., Bills Apr. 6 (2), 1908.....	972.29
1094	New York Press Co. Ltd.....	Advertising invitations to contractors to construct 4th Ave. Route, Brooklyn Sections, Nassau to Willoughby Sts. and Sackett to 10th Sts., Bills Apr. 23 (2), 1908.....	1,032.00
1095	The Sun.....	Advertising invitations to contractors to construct 4th Ave. Route, Brooklyn Sections, Willoughby St. to Ashland Pl. and Fulton to Sackett Sts., Bills May 21 (2), 1908.....	1,039.20
1096	The New York Times.....	Advertising invitations to contractors to construct 4th Ave. Route, Brooklyn Sections, Fulton to Sackett Sts. and 27th to 43rd Sts., Bills Apr. 6 (2), 1908.....	1,058.40
1097	The Tribune Association....	Advertising invitations to contractors to construct 4th Ave. Route, Brooklyn Sections, Nassau to Willoughby Sts. and Sackett to 10th Sts., Bills Apr. 6 (2), 1908.....	1,164.00
1098	The World.....	Advertising invitations to contractors to construct 4th Ave. Route—Bklyn Sections, Willoughby St. to Ashland Pl. and 10th to 27th Sts., Bills Apr. 6 (2), 1908.....	1,005.90
1099	The Globe & Commercial Advertiser.....	Advertising invitations to contractors to construct 4th Ave. Route—Bklyn Sections, Willoughby St. to Ashland Pl. and Fulton to Sackett Sts., Bills Apr. 23 (2), 1908.....	1,132.80
1100	Mail & Express Co.....	Advertising invitations to contractors to construct 4th Ave. Route—Bklyn Sections, Sackett to 10th Sts. and 10th to 27th Sts., Bills Apr. 6 (2), 1908.....	1,087.20
1101	The Evening Post.....	Advertising invitations to contractors to construct 4th Ave. Route—Bklyn Sections, Fulton to Sackett Sts. and Sackett to 10th Sts., Bills Apr. 7 (2), 1908.....	1,003.20
1102	The Brooklyn Daily Eagle.....	Advertising invitations to contractors to construct 4th Ave. Route—Bklyn Sections, Nassau to Willoughby Sts. and 10th to 27th Sts., Bills Apr. 6 (2), 1908.....	439.68
1103	The Brooklyn Citizen.....	Advertising invitations to contractors to construct 4th Ave. Route—Bklyn Sections Willoughby St. to Ashland Pl. and 27th to 43rd Sts., Bills Apr. 6 (2), 1908.....	448.32
1104	Brooklyn Daily Times.....	Advertising invitations to contractors to construct 4th Ave. Route—Bklyn Sections, Sackett to 10th Sts. and 27th to 43rd Sts., Bills Apr. 6, 24, 1908.....	404.16
1105	The Brooklyn Union Publishing Company.....	Advertising invitations to contractors to construct 4th Ave. Route—Bklyn Sections, Fulton to Sackett Sts. and 27th to 43rd Sts., Bills Apr. 6 (2), 1908.....	444.48
Total.....			\$12,521.63

The following payrolls were approved by Chairman Willcox:—

1089	Inspectors of Masonry.....	Week ending May 20, 1908.....	\$1,361.48
1090	Gas Meter Testers.....	Week ending May 20, 1908.....	72.00
1136	Office Staff.....	Month ending May 31, 1908.....	5,854.98
1137	Law Department.....	Month ending May 31, 1908.....	3,106.66
1138	Bureau of Statistics and Accounts.....	Month ending May 31, 1908.....	1,430.00
1139	Bureau of Gas and Electricity.....	Month ending May 31, 1908.....	2,013.33
1140	Bureau of Franchises.....	Month ending May 31, 1908.....	825.00
1141	Chief Engineer's Staff.....	Month ending May 31, 1908.....	1,634.99
1142	Transportation Bureau.....	Month ending May 31, 1908.....	7,179.15
1143	Bureau of Subway Construction.....	Month ending May 31, 1908.....	32,351.47
Total.....			\$57,290.09

The following payrolls were approved by Commissioner Bassett as Acting Chairman:—

1106	Inspectors of Masonry.....	Week ending May 27, 1908.....	1,387.53
1107	Gas Meter Testers.....	Week ending May 27, 1908.....	73.50
Total.....			\$57,290.09

To the State Comptroller, approved by Chairman Willcox:—

1144	Salaries of Commissioners, Counsel and Secretary....	Month ending May 31, 1908.....	\$7,583.33
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Ayes—Commissioners Willcox, Bassett, Maltbie.
Nays—None.
Carried.

TRAVIS H. WHITNEY, SECRETARY.

POLICE DEPARTMENT.

Sanitary Company (Boiler Squad), }
May 22, 1908. }

Hon. THEODORE A. BINGHAM, Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 410 of the Laws of 1882 as amended, the following report will show the names of the persons to whom licenses were issued, class of license and location for the same, during the twenty-four hours ending 12 midnight, May 22, 1908:

First Class.

William Kavanagh, No. 195 Broadway.
Thomas O'Brien, No. 540 West Fifty-eighth street.
William McAvoy, foot East Houston street.
Joseph St. Pierre, No. 117 Hudson street.
Frederick Senff, No. 1117 Washington avenue, Brooklyn.
Otto C. Schilling, Henry street R. B., Brooklyn.

Second Class.

Chas. G. Cunningham, foot East One Hundred and Forty-first street.
Albert Rushwood, No. 35 Great Jones street.
Joseph Schule, No. 501 First avenue.
John Sainsbury, No. 265 Central Park West.
Thomas Hopkins, No. 391 Leonard street, Brooklyn.
John Short, No. 450 Greenpoint avenue, Brooklyn.
Chas. Clark, Division street and Vernon avenue, Brooklyn.
Andrew Fox, Myrtle and Wyckoff avenues, Brooklyn.
John Hanek, Myrtle and Wyckoff avenues, Brooklyn.
C. Jacobson, No. 63 Front street, Brooklyn.

Third Class.

Edwin Austin, No. 1448 Broadway.
William Crothers, No. 200 West Eighty-sixth street.
Thomas Conlon, Clifton, Staten Island.
John J. Darcey, No. 112 West Seventy-second street.
Joseph Duer, No. 226 Fourth avenue.
Joseph S. Doran, Pier 13, North River.
William Ehlers, Eighty-ninth street and Avenue A.
Thomas Gleason, No. 203 West Fifty-fourth street.
Amer C. Hughes, No. 215 West Thirty-third street.
James S. Lawson, Tottenville, Staten Island.
Peter W. Johnson, No. 513 Broadway.
Albert Orben, No. 620 West Twenty-fifth street.
Frank M. Paulsen, New Dorp, Staten Island.
Urgene Loewenton, No. 1191 Fifth avenue.
Joseph Mannion, No. 5 Sylvan place.
William McCarthy, No. 539 West One Hundred and Eleventh street.
William H. McNamara, Twenty-sixth street and Eleventh avenue.
Howard McDonald, No. 5 Sylvan place.
Alexander Nealis, One Hundred and Forty-third street and Brook avenue.
Joseph J. Scally, One Hundred and Thirtieth street and Twelfth avenue.
William J. Stump, No. 516 West Twenty-fifth street.
Peter D. Voorhees, No. 27 Pine street.
William Wegener, foot East One Hundred and Fifteenth street.
George Zimmer, Second avenue and One Hundred and Twenty-fifth street.
Edw. Penchue, Flushing and Front streets, Brooklyn.
Jacob Baker, No. 110 Wall street, Brooklyn.
Owen Harris, No. 407 Hamilton avenue, Brooklyn.
Luis Funk, Sixth avenue and Twelfth street, Brooklyn.
Wm. H. Belcker, No. 143 Liberty street, Brooklyn.
Chas. Shattuck, No. 190 Montague street, Brooklyn.
Frank Harth, Harrison place and Bogart street, Brooklyn.
Robert T. Bradbie, No. 309 Fulton street, Brooklyn.
Francis Currie, No. 444 Graham avenue, Brooklyn.
J. Peter Mangels, No. 544 Fulton street, Brooklyn.

Respectfully submitted,

HENRY BREEN, Lieutenant-in-Command.

POLICE DEPARTMENT.

Sanitary Company (Boiler Squad), }
May 23, 1908. }

Hon. THEODORE A. BINGHAM, Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 410 of the Laws of 1882 as amended, the following report will show the names of the persons to whom licenses were issued, class of license and location for the same, during the twenty-four hours ending 12 midnight, May 23, 1908:

First Class.

George Massie, No. 90 West Broadway.
C. Straub, foot Blackwell street, Brooklyn.
William Van Buren, Brighton Beach, Brooklyn.

Patrick O'Rourke, Ninth avenue and Broadway, Brooklyn.

Richard A. Niven, No. 33 Furman street, Brooklyn.

Second Class.

Thomas Allison, No. 617 West Forty-seventh street.
James Coghlan, No. 497 Pearl street.
John J. Goff, No. 257 West Fortieth street.
Patrick Mullen, No. 209 West Fifteenth street.
Joseph S. Garwood, Twelfth street and Gowanus Canal, Brooklyn.
Richard Rutter, Seaside and Remsen avenues, Rockaway Beach.
Joseph Ergasser, No. 1034 Dean street, Brooklyn.
Joseph L. Webster, Pleasant avenue and Long Island Railroad, Brooklyn.
Herbert J. Hartman, No. 103 Linden street, Brooklyn.
T. W. Jackson, Twelfth street, and Hamilton avenue, Brooklyn.
James Tedford, No. 77 Hope street, Brooklyn.

Third Class.

Thomas Day, No. 65 West Forty-fifth street.
William A. Furnia, Westchester and Pugsley avenues.
Frederick L. Kinsey, No. 357 West street.
George W. Mott, No. 197 Greene street.
John T. Brown, Pleasant Plains, Staten Island.
Edmond Elmendorf, No. 84 William street.
Henry Pries, No. 69 East Ninety-second street.
Franz Scheibenstock, No. 5 East One Hundred and Thirty-seventh street.
John J. Thurwood, No. 886 East One Hundred and Thirty-fourth street.
Daniel L. Whalen, No. 242 West Seventy-fourth street.
Louis Hansen, Fifty-second street and First avenue, Brooklyn.
Wm. Brown, No. 24 Broadway, Brooklyn.
Wm. J. Foley, Room No. 19 Municipal Building, Brooklyn.
Michael Costello, No. 94 Lawrence street, Brooklyn.
Joseph Miller, No. 240 India street, Brooklyn.
Antonio Allegri, Flushing avenue, Brooklyn.
Chas. Banzert, Central avenue and Long Island Railroad, Brooklyn.
J. F. McBeath, Sheridan walk, Brooklyn.
John J. McCarthy, No. 27 Boerum place, Brooklyn.
Robt. Carlin, foot Sixty-seventh street, Brooklyn.
Thomas Mattimore, No. 45 Columbia street, Brooklyn.

Special.

Frank C. Cogan, No. 186 New York avenue, Rosebank, Staten Island.

Respectfully submitted,

HENRY BREEN, Lieutenant-in-Command.

BOARD OF ESTIMATE AND APPORTIONMENT.

(PUBLIC IMPROVEMENT MATTERS.)

Minutes of meeting of Board of Estimate and Apportionment, City of New York, held in Room 16, City Hall, Friday, May 15, 1908.

The Board met in pursuance of an adjournment.

Present—George B. McClellan, Mayor; Herman A. Metz, Comptroller; Patrick F. McGowan, President, Board of Aldermen; John F. Ahearn, President, Borough of Manhattan; Bird S. Coler, President, Borough of Brooklyn; Louis F. Haffen, President, Borough of The Bronx; Lawrence Gresser, President, Borough of Queens, and George Cromwell, President, Borough of Richmond.

The Mayor, Hon. Geo. B. McClellan, presided.

After considering Franchise and Financial Matters, the Board proceeded to the consideration of the following Public Improvement Matters:

VESTING TITLE TO LANDS REQUIRED FOR THE APPROACH TO THE MANHATTAN BRIDGE, MANHATTAN.

The Comptroller asked unanimous consent for the present consideration of a resolution changing the date of vesting title to the lands within the blocks bounded by Chrystie, Forsyth, Canal and Bayard streets, and the Bowery, Chrystie, Canal and Bayard streets, Borough of Manhattan, required for the approach to the Manhattan Bridge.

No objection being made, the following resolution was presented:

Whereas, The Board of Estimate and Apportionment, at a meeting held on the 1st day of May, 1908, adopted a resolution amending the resolution adopted by said Board on October 4, 1907, relating to the vesting of title in The City of New York to the lands required for the Manhattan approach to the Manhattan Bridge, so as to provide that the title to such portion of said lands as did not vest in The City of New York on the 8th day of October, 1907, pursuant to said resolution of October 4, 1907, should vest in said City of New York on July 1, 1908, instead of on May 2, 1908, as provided by the said resolution of October 4, 1907; and

Whereas, The Board of Estimate and Apportionment deems it for the public interest that title to that portion of the lands required for the Manhattan approach to the Manhattan Bridge which did not vest in The City of New York on the 8th day of October, 1907, pursuant to said resolution of October 4, 1907, shall vest in The City of New York on the 1st day of June, 1908, instead of the 1st day of July, 1908; therefore be it

Resolved, That the said resolution adopted by the Board of Estimate and Apportionment on the 1st day of May, 1908, be and the same is hereby amended so as to read as follows:

“Resolved, That the resolution adopted by the Board of Estimate and Apportionment on October 4, 1907, vesting title in The City of New York on October 8, 1907, to a portion of the lands required for the Manhattan approach to the Manhattan Bridge and providing that title to the remainder of the land required therefor should vest in The City of New York on May 2, 1908, be and the same hereby is amended so as to read as follows:

“Whereas, The Board of Estimate and Apportionment did heretofore, on the 23d day of November, 1906, adopt resolutions authorizing the acquisition of the fee of the lands selected by the Commissioner of Bridges as an approach to the Manhattan Bridge, lying between Monroe street and the Bowery, in the Borough of Manhattan, and more particularly shown on the map filed by the Commissioner of Bridges in the office of the Register of the City and County of New York on the 20th day of February, 1905; and

“Whereas, The Commissioners of Estimate and Appraisal have been appointed by the Supreme Court in proceedings to acquire title to the said property, and the oaths of said Commissioners of Estimate and Appraisal were duly filed, as required by law, on the 26th day of February, 1907; therefore be it

“Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of the Greater New York Charter as amended, direct that upon the 8th day of October, 1907, the title to each and every piece or parcel of land shown upon the map filed by the Commissioner of Bridges in the office of the Register of the County of New York on the 20th day of February, 1905, except so much of said lands and such parcels thereof shown upon said map as are included within the block bounded by Chrystie, Forsyth, Canal and Bayard streets, and excepting that portion of the block bounded by the Bowery, Chrystie, Canal and Bayard streets, known and designated as Lots Nos. 1, 2, 3, 4, 6, 7, 8, 9, 11, 32, 33, 35, 36, 37, 38, 39, 40, 41, 44, 45, 46, 47 and 48, in Block 290, section 1, on the tax maps of the Borough of Manhattan, City of New York, shall be vested in The City of New York; and that on the 1st day of June, 1908, title shall vest in The City of New York to so much of said lands and such parcels thereof shown upon said map as are included within the block bounded by Chrystie, Forsyth, Canal and Bayard streets, and to so much of said lands included within the block bounded by the Bowery, Chrystie, Canal and Bayard streets as are known and designated as Lots Nos. 1, 2, 3, 4, 6, 7, 8, 9, 11, 32, 33, 35, 36, 37, 38, 39, 40, 41, 44, 45, 46, 47 and 48, in Block 290, section 1, on the tax maps of the Borough of Manhattan, City of New York.”

Which was adopted by the following vote:

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

PLANS FOR THE SUPERSTRUCTURE OF THE VIADUCT TO BE BUILT ACROSS THE “SUNNYSIDE YARD” ON THE LINE OF THOMSON AVENUE, QUEENS.

The President of the Borough of Queens, to whom on May 8, 1908, was referred the plans for the superstructure of the viaduct to be built across the “Sunnyside Yard,” on the line of Thomson avenue, Borough of Queens, asked unanimous consent for the present consideration of his report in the matter.

No objection being made, the following report was presented and referred to the Chief Engineer.

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS.
LONG ISLAND CITY, May 15, 1908.

Board of Estimate and Apportionment, City of New York:

GENTLEMEN—In the matter of the plans for the Thomson avenue crossing over the Sunnyside Yard, referred to me at your meeting on Friday last, I have the honor to report: That accompanying please find a general report made by Mr. Erlandsen, the Bridge Engineer, to whom I referred the matter for an expert opinion. I am pleased to say that his report is favorable. The only suggestion made therein which,

to my mind, would warrant making any change is in connection with the arrangement of the structure at this time for the installation of trolley tracks.

I believe the plans should be altered so as to allow the placing of tracks, when the same become necessary, with the least possible interference of the traffic across the structure.

Yours respectfully,
LAWRENCE GRESSER,
President of the Borough of Queens.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS,
BUREAU OF HIGHWAYS, ENGINEER'S OFFICE.
LONG ISLAND CITY, NEW YORK, May 14, 1908.

Hon. LAWRENCE GRESSER, President of the Borough of Queens:

DEAR SIR—I submit below the result of my examination of the drawings of the superstructure of the Thomson Avenue Viaduct.

The plans submitted consist of seven (7) sheets. The first one (No. 502) is a general drawing of the Thomson Avenue Viaduct, and the remaining six sheets (Nos. 503, 504, 505, 517, 544 and 548) show most of the typical details, but not all. Thomson Avenue Viaduct as submitted is an extremely complicated skew structure, of which it is almost correct to say that no two pieces are alike. Many sheets in addition to those submitted are therefore required to show the entire structure, and inasmuch as the agreement with the City requires that “all plans be submitted to and approved by the Board of Estimate and Apportionment before the construction is commenced,” it would probably be just as well if the complete set were submitted for approval.

The drawings submitted cover only the steel superstructure and the electric light poles. The masonry plans were submitted and approved almost a year ago, and the masonry itself is almost completed. Any suggestion involving change of design is therefore out of the question, though it would seem from the brief examination that it has been possible to make in the limited time available, that there is a simpler and more economical design. The protection piers, all concrete, the paving and the pipes, although shown in a general way, are not intended to be covered by the drawings submitted, and additional drawings will be submitted later on covering them.

The superstructure as submitted has been very carefully designed, in accordance with the latest edition (1901) of Cooper's Specifications for Steel Highway and Electric Railway Bridges and Viaducts, Class A1, the only change from Cooper's specifications being that the pavement is carried on reinforced concrete instead of being carried on plain concrete and buckle plates. This change is in accordance with the best practice. The material of which the superstructure is to be made is medium steel. This information should appear on one of the drawings.

The structure consists of fourteen deck girder spans of varying lengths and depths, supported on columns which are placed in rows generally parallel with the tracks. The girders in spans 1, 2, 13 and 14, at the two ends of the structure, are imbedded in concrete to protect them from corrosion by the gases from the steam locomotives which will run under these girders. The remaining spans are not so protected because it is expected that only electric locomotives will run under these spans. The question, however, is not very vital, as the steam locomotive is soon likely to be a thing of the past.

Although the structure as submitted has been designed to carry a trolley car on any part of the roadway, no provision has been made for carrying the tracks. This is not in accordance with the practice in this vicinity. The Blackwells Island Bridge, for example, has been designed to carry four elevated railway tracks and four trolley tracks, and complete provision has been made for these tracks, although no franchise has been granted to any railway company to cross the bridge. It is therefore recommended that the plans be altered to provide stringers for two standard gauge trolley tracks placed in the middle of the roadway twelve feet apart, centre to centre of tracks. This change, if made now, will require chiefly a redistribution of material. But if made after the completion of the structure the change will involve the destruction or rebuilding of a considerable portion of the structure, under much difficulty and expense and at great inconvenience to the traveling public.

These tracks should be designed for a train of two cars, as it is a common occurrence for a disabled or dead car to be placed in a train with the next live car.

The information contained in this report, other than that obtainable from the drawings submitted, was furnished by Mr. Alfred Noble, who kindly placed a complete set of the plans at my disposal.

Respectfully,
OSCAR ERLANDSEN.

The President of the Board of Aldermen moved that when the Board adjourns, it adjourn to meet on Friday, May 22, 1908, at 10:30 o'clock a.m.

Which motion was adopted.

The Board then adjourned, to meet on Friday, May 22, 1908.

JOSEPH HAAG, Secretary.

BOARD OF ESTIMATE AND APPORTIONMENT.

(PUBLIC IMPROVEMENT MATTERS.)

Minutes of meeting of the Board of Estimate and Apportionment, City of New York, held in Room 16, City Hall, Friday, May 22, 1908.

The Board met in pursuance of an adjournment.

Present—George B. McClellan, Mayor; Herman A. Metz, Comptroller; Patrick F. McGowan, President of the Board of Aldermen; John F. Ahearn, President of the Borough of Manhattan; Bird S. Coler, President of the Borough of Brooklyn; Louis F. Haffen, President of the Borough of The Bronx; Lawrence Gresser, President of the Borough of Queens, and George Cromwell, President of the Borough of Richmond.

The Mayor, Hon. George B. McClellan, presided.

The minutes of meetings held May 1 and May 8, 1908, were approved as printed.

LANDS FOR THE EXTENSION OF THE CITY'S WATER SUPPLY.

In the matter of approving maps showing lands in Hempstead, Nassau County, New York, required by The City of New York for the purpose of extending the 72-inch steel pipe line from Clear Stream eastwardly to a point near Wantagh, affidavits of publication were presented showing that the matter had been duly advertised.

Mr. Leo Fishel, representing the Village of Freeport, Long Island, appeared and asked permission to file his objections.

No objection being made, the following was presented and placed on file:

In the Matter
of

The hearing before the Board of Estimate and Apportionment of The City of New York relative to the taking of certain lands in the County of Nassau for water supply in The City of New York.

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

The Village of Freeport, a municipal corporation in the County of Nassau, New York, doth hereby protest against the acquiring of lands by The City of New York

for water supply in the said Village of Freeport, and doth further object and protest to the courses and distances for said water supply as shown on the filed maps.

The specific objections by the Village of Freeport are as follows:

First—Objects to any land being taken in any part of the Village of Freeport by the said City of New York.

Second—Objects to taking any land in the Village of Freeport south of the Long Island Railroad tracks.

Third—Objects to taking any land in the Village of Freeport unless a binding agreement be entered into between the Village of Freeport and The City of New York to the effect that the said City of New York shall have no right to place wells or infiltration galleries in any part of said Village of Freeport.

Fourth—Objects to the taking or crossing of any of the streets or highways in the Village of Freeport by the said City of New York.

Fifth—Objects to the interfering by The City of New York in any manner with the water supply of the said Village of Freeport, its municipal water plant, or to any of its inhabitants.

Sixth—Objects to the taking of any land by The City of New York in any part of the Village of Freeport unless a binding agreement be entered into between the Village of Freeport and The City of New York to the effect that the land to be taken by The City of New York may be used as a street or boulevard and shall be kept open as such.

VILLAGE OF FREEPORT, Protestant.

By DANIEL MORRISON, President.

LEO FISHEL, Attorney for the Village of Freeport. Office and Post Office Address, No. 29A Railroad Avenue, Freeport, N. Y.

The following was presented and placed on file:

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

We, the undersigned, citizens and taxpayers of the Village of Rockville Centre, Nassau County, New York, do respectfully petition your Honorable Board that you modify the map or maps showing the lands between the Merrick road and Morris avenue in the Village of Rockville Centre, New York, proposed to be taken for the purpose of extending the 72-inch steel pipe line from Clear Stream eastwardly, so that the said City of New York shall acquire all of the land so proposed to be taken, subject to an easement for the public for road purposes, and so that the whole of said strip of land shall be and remain an open street and avenue forever.

The reason we make this petition is that the strip of land in question passes through the most thickly populated and best business section of the Village of Rockville Centre, and unless it may be used for a public street it will become a dumping ground, a resort for vagrants, and mar the appearance of the village, while if said strip is used as a public street it may be lighted and policed as the other streets of the village. If this strip may be so used as a public street we do not think the business interest of the village will suffer.

Dated May 6, 1908.

E. G. HARRINGTON, JR.,
HOWARD L. SNOW,
RALPH SEAMAN,
And Twenty-eight Others.

The Comptroller moved that the public hearing be postponed until June 19, 1908.

Which motion was adopted by the following vote:

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

CLOSING AND DISCONTINUING WILLIAM STREET AND NORTH WILLIAM STREET, MANHATTAN.

In the matter of the proposed closing and discontinuing of William street and North William street through that portion of their length crossing the land occupied by the Brooklyn Bridge, Borough of Manhattan, affidavit of publication was presented showing that the matter had been duly advertised.

Nobody appearing in favor of or in opposition to the proposed changes the hearing was closed.

The following resolutions were then adopted:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment on July 8, 1907, changing the map or plan of The City of New York by closing and discontinuing portions of William street and North William street, in the Borough of Manhattan, City of New York, be and the same is hereby rescinded.

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

Whereas, At a meeting of this Board, held on the 24th day of April, 1908, resolutions were adopted proposing to change the map or plan of The City of New York so as to close and discontinue that portion of William street and North William street lying within the limits of the land acquired for the Brooklyn Bridge, in the Borough of Manhattan, City of New York, and appointing a hearing at a meeting of this Board to be held on the 22d day of May, 1908, at 10:30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 22d day of May, 1908; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 22d day of May, 1908; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now therefore be it

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 to change the map or plan of The City of New York by closing and discontinuing that portion of William street and North William street lying within the limits of the land acquired for the Brooklyn Bridge, in the Borough of Manhattan, City of New York, does hereby favor the same so as to make the aforesaid changes as follows:

William Street.

Beginning at a point on the northerly line of William street distant 341.38 feet westerly from the intersection with the westerly line of Duane street, and running thence southeastwardly along the northeasterly line of the Brooklyn Bridge property to a point on the southerly line of William street, distant 326.72 feet westerly from the intersection with the southwesterly line of Duane street; thence westerly along the southerly line of William street a distance of 148.09 feet; thence northwestwardly along the southwesterly line of the Brooklyn Bridge property to a point on the northerly line of William street distant 147.64 feet westerly from the point of beginning; thence eastwardly along the northerly line of William street to the point or place of beginning.

North William Street.

Beginning at a point on the northwesterly line of North William street, distant 123.1 feet southwesterly from the intersection with the southwesterly line of Park row, and running thence southeastwardly along the northeasterly line of the Brooklyn Bridge property to a point on the southeasterly line of North William street, distant 193.33 feet southwesterly from the intersection with the southerly line of Park row; thence southwestwardly along the southeasterly line of North William street a distance of 142.01 feet; thence northwestwardly along the southwesterly line of the Brooklyn Bridge property to a point on the northwesterly line of North William street, distant 141.5 feet from the point of beginning; thence northeastwardly along the northwesterly line of North William street to the point or place of beginning.

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

LAYING OUT BROADWAY TERRACE, WEST ONE HUNDRED AND NINETY-THIRD STREET,

*WADSWORTH TERRACE, WEST ONE HUNDRED AND EIGHTY-EIGHTH STREET AND WEST ONE HUNDRED AND NINETIETH STREET, AND ESTABLISHING GRADES THEREIN, MANHATTAN.

In the matter of the proposed laying out of Broadway terrace, between Fairview avenue and West One Hundred and Ninety-third street; West One Hundred and Ninety-third street, between Broadway and Broadway terrace; Wadsworth terrace, between West One Hundred and Eighty-eighth street and Fairview avenue; West One Hundred and Eighty-eighth street, between Wadsworth terrace and Wadsworth avenue; West One Hundred and Ninetieth street, between Wadsworth terrace and Wadsworth avenue; and establishing grades therein, Borough of Manhattan, affidavit of publication was presented showing that the matter had been duly advertised.

Mr. John C. Shaw appeared before the Board and requested an adjournment.

The Comptroller moved that the hearing be postponed until June 19, 1908.

Which motion was adopted by the following vote:

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

ESTABLISHING GRADE OF IRVINE STREET, CHANGING GRADES OF BARRETTA STREET, MANIDA STREET, HUNTS POINT ROAD, FAILE STREET, GARRISON AVENUE AND SENECA AVENUE, THE BRONX.

In the matter of the proposed establishing of grade of Irvine street, between Seneca avenue and Garrison avenue; changing the grades of Barretta street, between Garrison avenue and Whitlock avenue; Manida street, between Lafayette avenue and Garrison avenue; Hunts Point road, between Seneca avenue and Whitlock avenue; Faile street, between Garrison avenue and Whitlock avenue; Garrison avenue, between Barretta street and Faile street, Seneca avenue, between Hunts Point road and Faile street, Borough of The Bronx, affidavit of publication was presented, showing that the matter had been duly advertised.

Nobody appearing in favor of or in opposition to the proposed changes, the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 24th day of April, 1908, resolutions were adopted proposing to change the map or plan of The City of New York so as to establish the grade of Irvine street, between Seneca avenue and Garrison avenue; and change the grades of Barretta street, between Garrison avenue and Whitlock avenue; Manida street, between Lafayette avenue and Garrison avenue; Hunts Point road, between Seneca avenue and Whitlock avenue; Faile street, between Garrison avenue and Whitlock avenue; Garrison avenue, between Barretta street and Faile street; and Seneca avenue, between Hunts Point road and Faile street, in the Borough of The Bronx, City of New York, and appointing a hearing at a meeting of this Board to be held on the 22d day of May, 1908, at 10:30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 22d day of May, 1908; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 22d day of May, 1908; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now, therefore, be it

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 to change the map or plan of The City of New York by establishing the grade of Irvine street, between Seneca avenue and Garrison avenue; and changing the grades of Barretta street, between Garrison avenue and Whitlock avenue; Manida street, between Lafayette avenue and Garrison avenue; Hunts Point road, between Seneca avenue and Whitlock avenue; Faile street, between Garrison avenue and Whitlock avenue; Garrison avenue, between Barretta street and Faile street; and Seneca avenue, between Hunts Point road and Faile street, in the Borough of The Bronx, City of New York, does hereby favor the same so as to make the aforesaid changes as follows:

ESTABLISHING GRADES.

Irvine Street.

1. The elevation at Seneca avenue to be 64.5 feet.
2. The elevation at Garrison avenue to be 53.8 feet.

CHANGE IN GRADE.

Barretta Street.

1. The elevation at Garrison avenue to be 59.0 feet, as heretofore established.
2. The elevation of the bridge over the New York, New Haven and Hartford Railroad to be 51.04 feet.
3. The elevation at Whitlock avenue to be 43.5 feet, as heretofore established.

Manida Street.

1. The elevation at Lafayette avenue to be as heretofore established.
2. The elevation at Garrison avenue to be 62.5 feet.

Hunts Point Road.

1. The elevation at Seneca avenue to be 68.0 feet, as heretofore established.
2. The elevation opposite the point of tangency in the westerly curb line southerly from Garrison avenue to be 62.0 feet.

3. The elevation opposite the point of tangency in the building line northwesternly from Garrison avenue to be 59.0 feet.
4. The elevation of the bridge over the New York, New Haven and Hartford Railroad to be 58.46 feet.
5. The elevation at Whitlock avenue to be 54.0 feet, as heretofore established.

Faile Street.

1. The elevation at Garrison avenue to be 46.0 feet, as heretofore established.
2. The elevation of the bridge over the New York, New Haven and Hartford Railroad to be 47.9 feet.
3. The elevation at Whitlock avenue to be 48.0 feet, as heretofore established.

Garrison Avenue.

1. The elevation at Barretto street to be 59.0 feet, as heretofore established.
2. The elevation at Manida street to be 62.5 feet.
3. The elevation opposite the point of tangency in the building line southwesterly from Hunts Point road to be 61.0 feet.
4. The elevation opposite the point of tangency in the building line northeasterly from Hunts Point road to be 60.0 feet.
5. The elevation at Irvine street to be 53.8 feet.
6. The elevation at Faile street to be 46.0 feet, as heretofore established.

Seneca Avenue.

1. The elevation at Hunts Point road to be 68.0 feet, as heretofore established.
2. The elevation at Irvine street to be 64.5 feet.
3. The elevation at Faile street to be 58.0 feet, as heretofore established.

All elevations refer to mean high-water datum as established in the Borough of The Bronx.

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

CHANGING THE LINES OF CABOT STREET AND LEGGETT AVENUE; DISCONTINUING OF A PORTION OF CABOT STREET; ESTABLISHING GRADES IN CABOT STREET, BARRY STREET AND DUPONT STREET; CHANGING GRADE OF EASTERN BOULEVARD, LEGGETT AVENUE, GARRISON AVENUE AND TRUXTON STREET, THE BRONX.

In the matter of the proposed change of line of Cabot street at the intersection with Leggett avenue, change of line of Leggett avenue at the intersection with Cabot street; discontinuing a portion of Cabot street; establishing grades in Cabot street, between the bulkhead line and Leggett avenue; Barry street, between Eastern boulevard and Leggett avenue; Dupont street, between Eastern boulevard and Leggett avenue; changing the grade of Eastern boulevard, between Craven street and Cabot street; Leggett avenue, between Barry street and Whitlock avenue; Garrison avenue, between Leggett avenue and Grinnell place; Truxton street, between the bulkhead line and Leggett avenue, Borough of The Bronx, affidavit of publication was presented showing that the matter had been duly advertised.

Nobody appearing in favor of or in opposition to the proposed changes, the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 24th day of April, 1908, resolutions were adopted proposing to change the map or plan of The City of New York so as to change the line of Cabot street at the intersection with Leggett avenue, and the line of Leggett avenue at the intersection with Cabot street; discontinue a portion of Cabot street; establish grades in Cabot street, between the bulkhead line and Leggett avenue; Barry street, between Eastern boulevard and Leggett avenue; Dupont street, between Eastern boulevard and Leggett avenue; change the grade of Eastern boulevard, between Craven street and Cabot street; Leggett avenue, between Barry street and Whitlock avenue; Garrison avenue, between Leggett avenue and Grinnell place; Truxton street, between the bulkhead line and Leggett avenue, in the Borough of The Bronx, City of New York, and appointing a hearing at a meeting of this Board to be held on the 22d day of May, 1908, at 10:30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 22d day of May, 1908; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 22d day of May, 1908; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now therefore be it

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 to change the map or plan of The City of New York by changing the line of Cabot street at the intersection with Leggett avenue, and the line of Leggett avenue at the intersection with Cabot street; discontinuing a portion of Cabot street; establishing grades in Cabot street, between the bulkhead line and Leggett avenue; Barry street, between Eastern boulevard and Leggett avenue; Dupont street, between Eastern boulevard and Leggett avenue; changing the grade of Eastern boulevard, between Craven street and Cabot street; Leggett avenue, between Barry street and Whitlock avenue; Garrison avenue, between Leggett avenue and Grinnell place; Truxton street, between the bulkhead line and Leggett avenue, in the Borough of The Bronx, City of New York, does hereby favor the same so as to make the aforesaid changes as follows:

CHANGE OF LINE*Cabot Street.*

The northwesterly line between Leggett avenue and the angle point southwesterly therefrom is to be 80 feet distant from and parallel with the southeasterly line as heretofore laid out.

Leggett Avenue.

The southwesterly line between Whitlock avenue and Cabot street is to be distant 100 feet southwesterly from and parallel with the northeasterly line as heretofore laid out.

That portion of Cabot street, as at present laid out, lying without the lines as hereinbefore described, is hereby discontinued.

ESTABLISHING GRADES*Cabot Street.*

1. The elevation at the bulkhead line of East River to be 6.0 feet.
2. The elevation at Eastern boulevard to be 13.0 feet.

3. The elevation at a point distant 800 feet northerly from the northerly curb intersection at Eastern boulevard to be 17.0 feet.
4. The elevation at the angle point southwesterly from Leggett avenue to be 25.0 feet.
5. The elevation at Leggett avenue to be 29.5 feet.

Barry Street.

1. The elevation at Eastern boulevard to be 12.0 feet.
2. The elevation at a point distant 650 feet northerly from the northerly curb intersection at Eastern boulevard to be 15.5 feet.
3. The elevation at Leggett avenue to be as hereinafter established.

Dupont Street.

1. The elevation at Eastern boulevard to be 12.0 feet.
2. The elevation opposite the southeasterly curb intersection, near Leggett avenue, to be 16.6 feet.
3. The elevation at Leggett avenue to be as heretofore established.

CHANGE IN GRADE.*Eastern Boulevard.*

1. The elevation at Craven street to be 9.6 feet, as heretofore established.
2. The elevation at Truxton street to be 11.0 feet.
3. The elevation at Dupont street to be 12.0 feet.
4. The elevation at a point midway between Dupont street and Barry street to be 13.0 feet.
5. The elevation at Barry street to be 12.0 feet.
6. The elevation at Cabot street to be 13.0 feet.

Leggett Avenue.

1. The elevation at Barry street to be 19.7 feet, as heretofore established.
2. The elevation at Garrison avenue to be 29.5 feet.
3. The elevation opposite the intersection of the northwesterly end of the bridge over the New York, New Haven and Hartford Railroad with the southwesterly line, to be 29.5 feet, as heretofore established.

Garrison Avenue.

1. The elevation at Leggett avenue to be 29.5 feet.
2. The elevation at Grinnell place to be 26.0 feet, as heretofore established.

Truxton Street.

1. The elevation at the bulkhead line to be 6.0 feet, as heretofore established.
2. The elevation at Eastern boulevard to be 11.0 feet.
3. The elevation at Leggett avenue to be 13.0 feet, as heretofore established.

Note—All elevations refer to mean high water datum as established in the Borough of The Bronx.

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

OPENING AND EXTENDING AVENUE P, BROOKLYN.

In the matter of fixing an area of assessment for the proposed opening and extending of Avenue P, from Ocean avenue to Coney Island avenue, and from Coney Island avenue to Gravesend avenue, Borough of Brooklyn, affidavits of publication were presented, showing that the matter had been duly advertised.

The railroad companies were duly notified.

Nobody appearing in favor of or in opposition to the proposed area of assessment, the hearing was closed.

The following resolutions were then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 970 of the Greater New York Charter as amended, deems it for the public interest that the title, for the uses and to the extent thereof as herein mentioned, to the lands and premises required for the opening and extending of Avenue P, from Ocean avenue to Coney Island avenue, and from Coney Island avenue to Gravesend avenue, in the Borough of Brooklyn, City of New York, should be acquired by The City of New York.

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

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest so to do, hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court for the appointment of Commissioners of Estimate and of one Commissioner of Assessment, and to take the necessary proceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Avenue P, from Ocean avenue to Coney Island avenue, and from Coney Island avenue to Gravesend avenue, in the Borough of Brooklyn, City of New York.

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

Whereas, It appears from the affidavits of the Supervisor of the City Record and the publishers of the corporation newspapers that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the lands required for this improvement that the Board of Estimate and Apportionment would consider a proposed area of assessment as therein described and would give a public hearing thereon upon the 22d day of May, 1908; and

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

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

Bounded on the north by a line midway between Avenue O and Avenue P; on the east by a line midway between Ocean avenue and East Twenty-first street; on the south by a line midway between Avenue P and Avenue Q, and on the west by a line midway between Gravesend avenue and West street.

Resolved, That in the opinion of the Board of Estimate and Apportionment it is necessary to carry Avenue P, between Ocean avenue and Coney Island avenue, and

between Coney Island avenue and Gravesend avenue, across the Brooklyn and Brighton Beach Railroad and the Long Island Railroad.

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

In the Board of Estimate and Apportionment of The City of New York.

Whereas, The Board of Estimate and Apportionment of The City of New York, by a resolution adopted on this the 22d day of May, 1908, initiated proceedings in the name of The City of New York to acquire title for the use of the public to the lands, tenements and hereditaments required for the purpose of opening Avenue P, between Ocean avenue and Gravesend avenue, in the Borough of Brooklyn, City of New York; and

Whereas, the said Avenue P was proposed to be opened across the tracks of the Long Island Railroad and of the Brooklyn and Brighton Beach Railroad; and

Whereas, In pursuance of section 61 of the Railroad Law, a notice was served on the railroad companies and a hearing was had thereon before the Board of Estimate and Apportionment on the aforesaid date; and

Whereas, The resolution adopted by the said Board established a necessity that the said Avenue P shall cross the tracks of the Long Island Railroad and of the Brooklyn and Brighton Beach Railroad as aforesaid; and

Whereas, Section 61 of the Railroad Law provides that application shall be made to the Board of Railroad Commissioners to determine whether Avenue P shall pass over or under said railroads, or at grade; and

Whereas, By chapter 429 of the Laws of 1907, the Board of Railroad Commissioners has been abolished and all the powers and duties of said Board are devolved upon and are to be exercised and performed by the Public Service Commission;

Resolved, That The City of New York, acting by and through its Board of Estimate and Apportionment, and in pursuance of the said chapter 429 of the Laws of 1907 and section 61 of the Railroad Law, hereby makes application to the Public Service Commission of the First District to determine whether Avenue P shall pass over or under or at grade of the tracks of the said Long Island Railroad and of the Brooklyn and Brighton Beach Railroad, and also the grade of the street at the railroads, and requests that the said Public Service Commission of the First District appoint a time and place for a hearing in relation thereto, and that a notice of the time and place of such hearing be served upon the Secretary of the Board of Estimate and Apportionment; and be it further

Resolved, That the Board of Estimate and Apportionment recommends to the Public Service Commission that the present grade for the said street remain unchanged and that it shall pass under the tracks of the Long Island Railroad and of the Brooklyn and Brighton Beach Railroad, and also that the construction of the crossing be not ordered until such time as the Board of Estimate and Apportionment shall advise that it is necessary.

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

OPENING AND EXTENDING AVENUE K, BROOKLYN.

In the matter of fixing an area of assessment for the proposed opening and extending of Avenue K, from Ocean parkway to East Sixteenth street, excluding the lands occupied by the tracks of the Brooklyn and Brighton Beach Railroad and the Long Island Railroad, Borough of Brooklyn, affidavits of publication were presented showing that the matter had been duly advertised.

Nobody appearing in favor of or in opposition to the proposed area of assessment, the hearing was closed.

The following resolutions were then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 970 of the Greater New York Charter, as amended, deems it for the public interest that the title, for the uses and to the extent thereof as herein mentioned, to the lands and premises required for the opening and extending of Avenue K, from Ocean parkway to East Sixteenth street, excluding the lands occupied by the tracks of the Brooklyn and Brighton Beach Railroad and the Long Island Railroad, in the Borough of Brooklyn, City of New York, should be acquired by The City of New York.

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

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest so to do, hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment, and to take the necessary proceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Avenue K, from Ocean parkway to East Sixteenth street, excluding the lands occupied by the tracks of the Brooklyn and Brighton Beach Railroad and the Long Island Railroad, in the Borough of Brooklyn, City of New York.

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

Whereas, It appears from the affidavits of the Supervisor of the City Record and the publishers of the corporation newspapers that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the lands required for this improvement that the Board of Estimate and Apportionment would consider a proposed area of assessment as therein described and would give a public hearing thereon upon the 22d day of May, 1908; and

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

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

Bounded on the north by a line midway between Avenue J and Avenue K, and by the prolongation of the said line; on the east by a line midway between East Sixteenth street and East Seventeenth street, and by the prolongation of the said line; on the south by a line midway between Avenue K and Avenue L, and by the pro-

longation of the said line, and on the west by a line distant 100 feet westerly from and parallel with the westerly line of Ocean parkway, the said distance being measured at right angles to the line of Ocean parkway.

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

OPENING AND EXTENDING HENDRIX STREET, BROOKLYN.

In the matter of fixing an area of assessment for the proposed opening and extending of Hendrix street, from New Lots avenue to Fairfield avenue, Borough of Brooklyn, affidavits of publication were presented showing that the matter had been duly advertised.

Nobody appearing in favor of or in opposition to the proposed area of assessment, the hearing was closed.

On motion of the President of the Borough of Brooklyn, the matter was referred to the Chief Engineer of the Board to report on the advisability of combining this proceeding with the proceeding heretofore authorized for acquiring title to Hendrix street, from Dumont avenue to New Lots road.

OPENING AND EXTENDING TWENTY-FIFTH AVENUE, BROOKLYN.

In the matter of fixing an area of assessment for the proposed opening and extending of Twenty-fifth avenue, from Stillwell avenue to the northerly line of the land of Ehardt Schmidt, Borough of Brooklyn, affidavits of publication were presented showing that the matter had been duly advertised.

Nobody appearing in favor of or in opposition to the proposed area of assessment, the hearing was closed.

The following resolutions were then adopted:

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

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

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest so to do, hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment, and to take the necessary proceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Twenty-fifth avenue, from Stillwell avenue to the northerly line of the land of Ehardt Schmidt, in the Borough of Brooklyn, City of New York.

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

Whereas, It appears from the affidavits of the Supervisor of the City Record and the publishers of the corporation newspapers that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the lands required for this improvement that the Board of Estimate and Apportionment would consider a proposed area of assessment as therein described and would give a public hearing thereon upon the 22d day of May, 1908; and

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

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

Beginning at a point on the westerly line of Stillwell avenue where it is intersected by a line midway between Twenty-fourth avenue and Twenty-fifth avenue, and running thence eastwardly at right angles to Stillwell avenue a distance of 200 feet; thence southwardly and parallel with Stillwell avenue to the intersection with a line at right angles to Stillwell avenue and passing through a point on its westerly side where it is intersected by a line midway between Twenty-fifth avenue and Twenty-sixth avenue; thence westwardly at right angles to Stillwell avenue to the westerly line of Stillwell avenue; thence southwestwardly along the said line midway between Twenty-fifth avenue and Twenty-sixth avenue to the northerly line of the land now or late of Ehardt Schmidt; thence northwestwardly along the said northerly line of the land now or late of Ehardt Schmidt to the intersection with a line midway between Twenty-fourth avenue and Twenty-fifth avenue; thence northeastwardly along the said line midway between Twenty-fourth avenue and Twenty-fifth avenue to the point of beginning.

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

OPENING AND EXTENDING ELEVENTH AVENUE AND TWELFTH AVENUE, BROOKLYN.

In the matter of fixing an area of assessment for the proposed opening and extending of Eleventh avenue, from Kouwenhoven lane to Fifty-ninth street; Twelfth avenue, from Sixty-fifth street to Seventy-third street, and Twelfth avenue, from West street to Sixtieth street (excluding the land in Twelfth avenue, from West street to Sixtieth street, occupied by the tracks of the Prospect Park and Coney Island Railroad, and the Brooklyn, Bath and West End Railroad), Borough of Brooklyn, affidavits of publication were presented, showing that the matter had been duly advertised.

After hearing Mr. Keyes, representing the Weir estate in opposition to the proposed area of assessment, nobody else appearing, the hearing was closed.

The following resolutions were then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 970 of the Greater New York Charter, as amended, deems it for the public interest that the title, for the uses and to the extent thereof as herein mentioned, to the lands and premises required for the opening and extending of Eleventh avenue, from Kouwenhoven lane to Fifty-ninth street; Twelfth avenue, from Sixty-fifth street to Seventy-third street, and Twelfth avenue,

from West street to Sixtieth street (excluding the land in Twelfth avenue from West street to Sixtieth street occupied by the tracks of the Prospect Park and Coney Island Railroad, and of the Brooklyn, Bath and West End Railroad), in the Borough of Brooklyn, City of New York, should be acquired by The City of New York.

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

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest so to do, hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court for the appointment of Commissioners of Estimate and of one Commissioner of Assessment, and to take the necessary proceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Eleventh avenue, from Kouwenhoven lane to Fifty-ninth street; Twelfth avenue, from Sixty-fifth street to Seventy-third street, and Twelfth avenue, from West street to Sixtieth street (excluding the land in Twelfth avenue from West street to Sixtieth street occupied by the tracks of the Prospect Park and Coney Island Railroad, and of the Brooklyn, Bath and West End Railroad), in the Borough of Brooklyn, City of New York.

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

Whereas, It appears from the affidavits of the Supervisor of the City Record and the publishers of the corporation newspapers that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the lands required for this improvement that the Board of Estimate and Apportionment would consider a proposed area of assessment as therein described and would give a public hearing thereon upon the 22d day of May, 1908; and

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

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

1. Beginning at a point on the westerly line of West street midway between Fort Hamilton avenue and Minna street, and running thence eastwardly at right angles to the line of West street to the intersection with a line midway between Gravesend avenue and West street; thence southwardly along said line midway between Gravesend avenue and West street to the intersection with a line at right angles to West street, and passing through a point on its westerly side midway between Tehama street and Clara street; thence westwardly along the said line at right angles to West street to its westerly side; thence westwardly along a line midway between Tehama street and Clara street and the prolongation thereof, to the intersection with a line midway between Twelfth avenue and Thirteenth avenue; thence southwardly along the said line midway between Twelfth avenue and Thirteenth avenue to the intersection with a line midway between Sixtieth street and Sixty-first street; thence northwardly along the said line midway between Sixtieth street and Sixty-first street to the intersection with a line midway between Eleventh avenue and Twelfth avenue; thence northeastwardly along the said line midway between Eleventh avenue and Twelfth avenue to a line midway between Fifty-ninth street and Sixtieth street; thence northwardly along the said line midway between Fifty-ninth street and Sixtieth street to the intersection with a line midway between Tenth avenue and Eleventh avenue; thence northeastwardly along the said line midway between Tenth avenue and Eleventh avenue to the intersection with a line midway between Fifty-sixth street and Fifty-seventh street; thence southeastwardly along the said line midway between Fifty-sixth street and Fifty-seventh street to the intersection with a line midway between Eleventh avenue and Twelfth avenue; thence northeastwardly along the said line midway between Eleventh avenue and Twelfth avenue, and the prolongation thereof, to the intersection with a line midway between Fort Hamilton avenue and Minna street; thence eastwardly along the said line midway between Fort Hamilton avenue and Minna street to the point or place of beginning.

2. Bounded on the northeast by a line midway between Sixty-fourth street and Sixty-fifth street; on the southeast by a line midway between Twelfth avenue and Thirteenth avenue; on the southwest by a line midway between Seventy-third street and Seventy-fourth street, and on the northwest by a line midway between Eleventh avenue and Twelfth avenue.

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

OPENING AND EXTENDING GLOVER STREET (GRACE AVENUE), THE BRONX.

In the matter of fixing an area of assessment for the proposed opening and extending of Glover street (Grace avenue), from Castle Hill avenue to Westchester avenue, and Doris street (or avenue), from Glebe avenue to Westchester avenue, Borough of The Bronx, affidavit of publication was presented, showing that the matter had been duly advertised.

Nobody appearing in favor of or in opposition to the proposed area of assessment, the hearing was closed.

The following resolutions were then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 970 of the Greater New York Charter, as amended, deems it for the public interest that the title, for the uses and to the extent thereof as herein mentioned, to the lands and premises required for the opening and extending of Glover street (Grace avenue), from Castle Hill avenue to Westchester avenue, and Doris street (or avenue), from Glebe avenue to Westchester avenue, in the Borough of The Bronx, City of New York, should be acquired by The City of New York.

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

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest so to do, hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court for the appointment of Commissioners of Estimate and of one Commissioner of Assessment, and to take the necessary proceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Glover street (Grace avenue), from Castle Hill avenue to

Westchester avenue, and Doris street (or avenue), from Glebe avenue to Westchester avenue, in the Borough of The Bronx, City of New York.

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

Whereas, It appears from the affidavit of the Supervisor of the City Record that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the lands required for this improvement that the Board of Estimate and Apportionment would consider a proposed area of assessment as therein described and would give a public hearing thereon upon the 22d day of May, 1908; and

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

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

Beginning at a point on the northwesterly line of Westchester avenue where it is intersected by the line bisecting the angle formed by the intersection of the prolongations of the centre line of Glebe avenue as laid out southerly from Glover street and the centre line of Doris street, and running thence northwardly along the said bisecting line to the intersection with a line distant 100 feet southwesterly from and parallel with the southwesterly line of Doris street, the said distance being measured at right angles to the line of Doris street; thence northwardly along the said line parallel with Doris street and the prolongation thereof to the intersection with a line distant 100 feet westerly from and parallel with the westerly line of Glebe avenue, the said distance being measured at right angles to the line of Glebe avenue; thence northwardly along the said line parallel with Glebe avenue to the intersection with a line distant 100 feet southwesterly from and parallel with the southwesterly line of Glover street, the said distance being measured at right angles to the line of Glover street; thence northwardly along the said line parallel with Glover street to the intersection with the easterly line of Castle Hill avenue; thence westwardly at right angles to the line of Castle Hill avenue, a distance of 200 feet; thence northwardly and parallel with Castle Hill avenue to the intersection with a line at right angles to the line of Castle Hill avenue, and passing through a point on its westerly side where it is intersected by the prolongation of a line midway between Glover street and Parker street; thence eastwardly along the said line at right angles to Castle Hill avenue to its westerly side; thence southeastwardly along the said line midway between Glover street and Parker street, and the prolongation thereof, to a point distant 100 feet southeasterly from the southeasterly line of Westchester avenue; thence southwestwardly and parallel with Westchester avenue to the intersection with a line at right angles to Westchester avenue, and passing through the point of beginning; thence northwardly along the said line at right angles to Westchester avenue to the point or place of beginning.

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

OPENING AND EXTENDING EAST TWO HUNDRED AND SEVENTEENTH STREET, THE BRONX.

In the matter of fixing an area of assessment for the proposed opening and extending of East Two Hundred and Seventeenth street, from White Plains road (avenue) to Oakley street (avenue), formerly Ash avenue, Borough of The Bronx, affidavit of publication was presented, showing that the matter had been duly advertised.

Nobody appearing in favor of or in opposition to the proposed area of assessment, the hearing was closed.

The following resolutions were then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 970 of the Greater New York Charter, as amended, deems it for the public interest that the title, for the uses and to the extent thereof as herein mentioned, to the lands and premises required for the opening and extending of East Two Hundred and Seventeenth street from White Plains road (avenue) to Oakley street (avenue), formerly Ash avenue, in the Borough of The Bronx, City of New York, should be acquired by The City of New York.

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

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest so to do, hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court for the appointment of Commissioners of Estimate and of one Commissioner of Assessment, and to take the necessary proceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending East Two Hundred and Seventeenth street from White Plains road (avenue) to Oakley street (avenue), formerly Ash avenue, in the Borough of The Bronx, City of New York.

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

Whereas, It appears from the affidavit of the Supervisor of the City Record that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the lands required for this improvement that the Board of Estimate and Apportionment would consider a proposed area of assessment as therein described and would give a public hearing thereon upon the 22d day of May, 1908; and

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

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

Bounded on the north by a line always midway between East Two Hundred and Seventeenth street and East Two Hundred and Eighteenth street, and by the pro-

longation of the said line; on the southeast by a line distant 100 feet southeasterly from and parallel with the southeasterly line of Oakley street, the said distance being measured at right angles to the line of Oakley street; on the south by a line always midway between East Two Hundred and Sixteenth street and East Two Hundred and Seventeenth street, and by the prolongations of the said line; and on the west by a line always distant 100 feet westerly from and parallel with the westerly line of White Plains road, the said distance being measured at right angles to the line of White Plains road.

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

RELIEF FROM ASSESSMENT FOR REGULATING, GRADING AND PAVING PROSPECT AVENUE, BETWEEN FORT HAMILTON AVENUE AND ELEVENTH AVENUE, BROOKLYN.

The following communication from the President of the Borough of Brooklyn and report of the Chief Engineer were presented, and, on motion of the President of the Borough of Brooklyn, the matter was laid over for two weeks.

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,
BROOKLYN, March 24, 1908.

Mr. WILLIAM M. LAWRENCE, Assistant Secretary, Board of Estimate and Apportionment:

DEAR SIR—You wrote me on February 19 relative to Calendar No. 35 transmitting matters and papers in connection with the regulating and paving of Prospect avenue, between Eleventh and Fort Hamilton avenues. This matter was transmitted by me for report to the Chief Engineer of the Bureau of Highways. I send you herewith the report on this matter addressed to the Commissioner of Public Works on September 12, 1907, by the Acting Chief Engineer and Superintendent of Highways, and copy of report addressed to me by W. R. Tenney, Assistant Engineer of the Bureau of Highways, on August 27, 1907.

I approve of the conclusions expressed in the Chief Engineer's report.

Yours very truly,

BIRD S. COLER,
President of the Borough.

REPORT No. 5782.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
April 7, 1908.

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

SIR—At a meeting of the Board of Estimate and Apportionment held on February 14 last, the petition of William R. Kummel and four others was presented, requesting that relief from assessment be granted in the proceedings for regulating, grading and paving Prospect avenue, between Fort Hamilton avenue and Eleventh avenue, in the Borough of Brooklyn.

In reporting upon this application it was shown that the City would, under the provisions of the resolutions which have been adopted authorizing the improvements, be called upon to assume 20 per cent. of the cost, and that an additional 10 per cent. would be borne by the City for the reason that a portion of the property has been assessed more than one-half its valuation as shown upon the books of the Department of Taxes and Assessments. It was recommended that the petition be denied.

The matter was referred to the President of the Borough of Brooklyn for consideration, and under date of March 24, 1908, he has forwarded a communication accompanied by and concurring in a report submitted to him by the Chief Engineer of the Highway Bureau. In this report the history of the improvement is reviewed, and the conclusion is reached that the property benefited has already been treated liberally.

I would, therefore, again recommend that the petition be denied.

Respectfully,

NELSON P. LEWIS, Chief Engineer

RELIEF FROM ASSESSMENT FOR ACQUIRING TITLE TO SPUYSEN DUYVIL ROAD, BETWEEN SPUYSEN DUYVIL PARKWAY, NEAR SPUYSEN DUYVIL DEPOT AND WEST TWO HUNDRED AND THIRTIETH STREET, THE BRONX.

The following petitions of Clarence C. Ferris and J. J. McKelvey, and report of the Chief Engineer were presented:

CLARENCE C. FERRIS,
ATTORNEY AND COUNSELLOR AT LAW,
MILLS BUILDING, NO. 35 WALL STREET,
NEW YORK, February 28, 1908.

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

DEAR SIR—Herewith I enclose to you for submission to the Board the petition of the Spuyten Duyvil Real Estate Company and others relative to the assessment for the opening of Spuyten Duyvil road, in the Borough of The Bronx.

Yours very respectfully,

CLARENCE C. FERRIS.

In the Matter
of

The application of the Mayor, Aldermen and Commonalty of The City of New York relative to acquiring title (wherever the same has not been heretofore acquired), to Spuyten Duyvil road, from the Spuyten Duyvil parkway, near the Spuyten Duyvil Depot, to the junction of Riverdale avenue and West Two Hundred and Thirtieth street, in the Twenty-fourth Ward of The City of New York.

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

The petition of the Spuyten Duyvil Real Estate Company and others whose names and properties are shown on Schedule A, hereto annexed, respectfully shows:

That the above entitled proceeding for the acquiring of title to the lands, etc., required for the opening of Spuyten Duyvil road was instituted by the Corporation of The City of New York by application made to the Supreme Court for the appointment of Commissioners of Estimate and Assessment in June, 1897; that thereupon Edward B. Whitney, Louis F. Seaford and Charles V. Halley, were appointed Commissioners of Estimate and Assessment and duly proceeded with their duties with reference to the taking of the lands required for the opening of the Spuyten Duyvil road up to the 23d day of June, 1903, when eleven special orders were made by the Supreme Court directing the said Commissioners to estimate and award the damages which had accrued to Caroline Weigel and others, the petitioners obtaining said orders, by reason of the abandonment, discontinuance and closing of the Old Kingsbridge road, to which the said Spuyten Duyvil road was contiguous and for which it was substantially a substitute street on the map of The City of New York.

On the 18th day of May, 1904, the said Commissioners made their report to the Supreme Court, in which they made awards for land taken, also other awards for the closing of Old Kingsbridge road and assessed about 20 per cent. of the entire costs and expenses of the proceeding upon the property which they deemed to be benefited,

and left the remaining 80 per cent., approximately, as a deficiency for The City of New York to pay.

The opinion of the said Commissioners upon the question of the amount which they thought they could properly assess for benefit upon the lands in the locality is hereto annexed, marked "Schedule B," and made a part of this petition. The order appointing the said Commissioners had directed them to assess the total amount of the awards and costs and expenses of the proceeding upon the property benefited.

A motion was made by property owners to confirm said report in the Supreme Court before Mr. Justice Blanchard, but was opposed by The City of New York on the ground that the Commissioners had failed to obey the order of the Court directing them to assess the entire expense of the proceeding upon the property benefited; and said motion to confirm the report was thereupon denied by Mr. Justice Blanchard, who appointed Hon. Ernest Hall, John Knoepfle and Pierre G. Carroll, Esqs., Commissioners to make a new report.

On or about the 23d day of January, 1908, the said last named Commissioners made and filed their preliminary report in the premises, wherein they make awards for land taken amounting to \$39,317.51, and awards for closing Old Kingsbridge road amounting to \$42,153.30, making a total of \$81,460.81.

The assessment in the said preliminary report amounts to \$115,250.52, and is extended over the entire territory from Spuyten Duyvil Creek northerly to a line 100 feet north of Two Hundred and Thirty-sixth street, and from the Hudson River easterly to a line 100 feet east of the easterly side of Broadway, in Kingsbridge.

Upon information and belief that the surplus in said tentative assessment over the awards is necessary to cover other awards and increases of awards which must necessarily or justly be made, also the expenses of the said two Commissions and of the Bureau of Street Openings.

That said total assessment is far greater in amount than the total benefit derived from the property within the area of assessment, and that each and every assessment upon your petitioners' property as shown in "Schedule A," hereto annexed, is greater than the benefit derived by any of your petitioners with respect to their said several properties from the said proceeding.

That the portion of the Spuyten Duyvil road acquired in said proceeding starts from the Spuyten Duyvil station, under the proposed Henry Hudson Memorial Bridge, and first runs southerly and then northeasterly around the southerly and easterly sides of the Spuyten Duyvil Hill, following throughout about one-third of its course the Old Kingsbridge road, and during the remainder of its course runs parallel to and on an average of 150 feet westerly from the said old road to Kingsbridge, where it meets Riverdale avenue and West Two Hundred and Thirtieth street, which last named street is the existing thoroughfare between Spuyten Duyvil Hill and the territory in The City of New York easterly and southerly therefrom.

That the Spuyten Duyvil Hill by the construction of the Henry Hudson Memorial Bridge carrying the Riverside drive across the Spuyten Duyvil Creek will become one of the most important portions of the city for the purposes of recreation and sightseeing, and the said Spuyten Duyvil road will be the principal and easiest means of approach to the Henry Hudson Memorial Bridge, from the subway station at Broadway and Two Hundred and Thirtieth street, and from all that part of the city which lies to the east and south of the Spuyten Duyvil district.

That for the above and other reasons the acquisition of the said Spuyten Duyvil road is a general public improvement and of general benefit to the entire City of New York, and upon information and belief that approximately 85 per cent. of the expense of said improvement should be assumed by The City of New York.

Wherefore, your petitioners pray that a resolution may be passed placing 85 per cent. of the expense of acquiring title to Spuyten Duyvil road from the Spuyten Duyvil parkway to the junction of Riverdale avenue and West Two Hundred and Thirtieth street, upon The City of New York, and that your petitioners may have such further or different relief as may be just and proper.

Dated New York, February 24, 1908.

CLARENCE C. FERRIS,
Attorney for Petitioners,
No. 35 Wall street, New York City.

March 5, 1908.

Hon. GEORGE B. McCLELLAN, Mayor of The City of New York, City Hall, New York City:

DEAR SIR—I am forwarding herewith petition entitled "In the matter of the application of the Mayor, etc., relative to acquiring title (wherever the same has not been acquired) to Spuyten Duyvil road, etc."

This petition is forwarded for the purpose of presentation to the Board of Estimate and Apportionment, and will, I trust, receive the early consideration of that Board.

Yours very truly,

J. J. MCKELVEY.

In the Matter
of

The application of the Mayor, Aldermen and Commonalty of The City of New York relative to acquiring title (wherever the same has not been heretofore acquired) to Spuyten Duyvil road, from the Spuyten Duyvil parkway near the Spuyten Duyvil depot, to the junction of Riverdale avenue and West Two Hundred and Thirtieth street, in the Twenty-fourth Ward of The City of New York.

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

The petition of the Estate of Isaac G. Johnson and the other property owners, whose names and the designation of whose properties are subscribed to this petition, respectfully shows:

That the proceeding above entitled for the acquiring of title to Spuyten Duyvil road was instituted in June, 1897. That certain Commissioners of Estimate and Assessment were appointed and proceeded with the taking of testimony relative to the matters concerned in said proceeding. That although title to said land acquired for the said street was vested in the City upon the 14th day of January, 1898, the said proceedings were prolonged and continued from year to year, until May, 1904, at which time said Commissioners made their report to the Supreme Court, setting forth their awards for the land taken and for damages for the closing of a contiguous street, and also fixing the assessments for benefit.

That by the said report the Commissioners assessed only a small proportion, approximately twenty per cent. (20%), of the total amount required for the payment of the awards, damages and expenses, upon property for benefit received, leaving the balance for the City to pay.

That upon the opposition of the City to the terms of said report the Court refused to confirm said report and sent the matter back for rehearing and appointed for that purpose three (3) Commissioners, consisting of Ernest Hall, John Knoepfle and Pierre G. Carroll, Esq. Said Commissioners were appointed on or about the 23d day of January, 1905. They proceeded with their duties, and on or about the 23d day of January, 1908, filed their preliminary report, in and by which they make awards, amounting in the aggregate to \$81,460.81.

That said Commissioners to provide funds for the said awards and for the payment of the expenses of the proceeding have fixed assessments, amounting in the aggregate to \$115,250.52. The greater proportion of which assessments are proposed to be levied upon property in the immediate vicinity of the said road, although nominal assessments are extended throughout a considerably larger district.

That the subscribers to this petition are assessed to an aggregate amount of \$47,601.43.

That the said assessments are, your petitioners submit, collectively and individually, greatly in excess of any possible benefit which has or will accrue to their property from the opening of the said Spuyten Duyvil road, and they present to your Board the grounds set forth below as good and sufficient reasons why they should

be relieved from the hardship of incurring assessments of the amount and character proposed to be fixed.

First—Through no fault of your petitioners these proceedings have been, from their beginning in 1897 (a period of nearly eleven (11) years), delayed, postponed and strung out to an extent wholly unwarranted and unjustifiable.

This allegation is made without necessarily imputing any personal inattention or neglect on the part of any individual Commissioner, who has been concerned with this proceeding, but the mere statement of the fact that a proceeding of this character, involving as it does awards of only \$39,317.51 for land taken and \$42,153.30 for closing damages, and covering only fifty-four separate damage parcels, as to which testimony was receivable, should consume eleven (11) years of time, is sufficient to justify the conclusion that something is so radically wrong in the system or the method of carrying it out as to inflict unjustifiable hardship upon the property owners affected, and that while such system exists and remains a part of our municipal machinery, for the opening of streets, no single set of property owners, who happen to be grievously injured by the occurrence of all possible delays in their case, should be compelled to alone stand the exorbitant expense brought about thereby, but that such expense should be borne by the City at large. In this case the Commissioners add \$34,000, or nearly one-half (½) of the total awards to cover the expenses of the proceeding. It is neither fair nor just that this should be borne by the few property owners whose assessments have been enormously increased, for the purpose of continuing this proceeding over a period of eleven (11) years.

Second—Title to the lands acquired by this proceeding was vested something over ten (10) years ago, and the street was laid down upon the map; the property owners have had no benefit whatever from the street during this period of ten (10) years. Development has been arrested by the uncertainty as to when the proceeding would be brought to a close and the street made available, and not only the interests of the abutting property owners but practically all of those upon whom the substantial assessments fall, have suffered from stagnation. The growth of the district, from a real estate standpoint, the improvements which are supposed to follow the opening of a street, have all been arrested and held in abeyance for a decade. The property owners could not use the land concerned in this proceeding for private purposes, nor could they have had the use of it as a street. It has simply stood during all this time as a barrier between their property and any progress.

Under these conditions, to saddle them with the expense of the prolonging of these proceedings, to the extent of nearly \$35,000, seems almost a travesty on justice.

Third—The street in question, for much of its length, parallels, or is contiguous to an old street known as old Kingsbridge road. This street provided and provides to-day facilities for travel back and forth through the identical district served by the proposed new street. By reason of the existence of easements granted to the respective owners of the property abutting on said street, which property in many cases has a frontage also on Spuyten Duyvil road, the said old street, known as old Kingsbridge road, cannot be closed, so far as these private easements of right-of-way are concerned, as these pertain to various pieces of property, extending along practically the entire length of the old Kingsbridge road. As a practical matter the said old street or road has been and will continue to be open and in use by any one wishing to travel through said district, and in view of this condition the opening of the said new street brought substantially no benefit whatever to the property along which it passed, and in the case of much of said property, on account of the precipitous character of the ground, if actually regulated and graded, would injure it much more than any possible benefit by reason of the property acquiring an additional frontage. As a street, therefore, of local benefit, for which the cost should be met entirely by local assessment, Spuyten Duyvil road has no standing whatever.

The only justification which can be found for its opening is that it has the character of a connecting link, binding together different sections of the City, or providing means of access for through traffic from general points of business or other interests. As such the Spuyten Duyvil road has some claim to existence, in that it will serve to put the Harlem and Kingsbridge valley into touch with the Hudson River and with the proposed Hudson Memorial Bridge, connecting the northern end of Manhattan Island with Spuyten Duyvil, but from this aspect the assessment for the opening of the street should not be assessed locally, as has been done in the present case, but the City should assume a larger portion, if not all, of the expense of the opening of the road.

Based upon the above grounds, your petitioners respectfully pray that your Board may pass such resolution as may be necessary and proper for the purpose of the payment by the City at large of a proportion of the expense of these proceedings, which in your petitioners' judgment should be at least seventy-five per cent. (75%) and might justifiably be more, and that your petitioners may have such other and further relief as may be just and proper.

Dated New York, March 1, 1908.

PETITIONERS,

By J. J. MCKELVEY, Attorney.

WM. H. YALE, Block 3407, Lots Nos. 128, 181,
By HOGAN & HUMPHREY, Attorneys.

REPORT No. 5822.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,

May 1, 1908.

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

SIR—Herewith are transmitted the petitions of Clarence C. Ferris, bearing date of February 28, 1908, and of J. J. McKelvey, bearing date of March 5, 1908, relative to the assessment for the acquisition of title to Spuyten Duyvil road, between Spuyten Duyvil parkway, near Spuyten Duyvil depot, and West Two Hundred and Thirtieth street, in the Borough of The Bronx. The former petition requests the adoption of a resolution providing for placing 85 per cent. of the cost of the proceeding upon The City of New York, while in the latter one relief is asked for to the extent of 75 per cent.

Proceedings for acquiring title to Spuyten Duyvil road between the limits described were authorized by the Board of Street Openings on March 1, 1897, and title to the land was vested in the City on January 14, 1898. Six years after the Commissioners had been appointed they were directed by an order of the Supreme Court to include in the proceeding the damages sustained by owners of property by reason of the closing and discontinuance of the old Kingsbridge road through that portion of its length where it fell outside of the lines of the Spuyten Duyvil road, as laid out upon the map. The report of the Commission was made to the Court on May 18, 1904, and provided for placing 80 per cent. of the cost of the proceeding upon The City of New York, it being contended that only 20 per cent. of the benefit could be chargeable against property in the vicinity. The confirmation of this report was objected to by the representative of the City upon the ground that the entire expense should be assessed upon the property benefited, and as a result of this objection a new Commission was appointed. A preliminary report has recently been prepared, and this is objected to by the petitioners, who claim that the street will be of general use as one of the principal means of approach to the Hudson Memorial Bridge, and should therefore be made in part a charge against the public.

The preliminary report of the Commissioners of Estimate and Assessment referred to by the petitioners and which was filed on January 23, 1908, shows the following:

Awards proposed for property located within the lines of Spuyten Duyvil

road	\$42,732.39
Damages for closing old Kingsbridge road	42,153.30
Interest and costs	34,992.32

Assessment on area of benefit..... \$119,878.01

The area of assessment fixed by the Commissioners is bounded on the north by a line 100 feet north of West Two Hundred and Thirty-sixth street, on the east by a line 100 feet east of Broadway, on the south by the Spuyten Duyvil Creek and the Harlem Ship Canal, and on the west by the New York Central Railroad, this area including about 550 parcels; the assessments on each parcel range from thirteen cents to \$4,276.26. It is proposed to assess the abutting property within a distance of from about 100 feet to 200 feet on each side of the Spuyten Duyvil road, a total of about

\$56,400, or approximately 47 per cent. of the total assessment. The assessment placed upon property within the lines of that portion of the old Kingsbridge road which is to be discontinued is \$6,430.47, of which amount \$5,070.58 or approximately 4 per cent. of the total is charged to the City, it evidently being held that the fee of the street is here owned by the public.

The petitions are made on behalf of 57 property owners who have been assessed a total of \$64,903.18. Of this number 25 have been granted awards aggregating \$57.275, or nearly 50 per cent. of the total amount to be raised.

The street as laid out upon the City map has a width ranging from 50 feet to 70 feet, and probably averaging less than 60 feet. By reason of this narrow width it does not seem reasonable to assume that it will ever become a highway of great importance, and its elevation and position do not, in my judgment, warrant the claim that it will be utilized as one of the principal means of approach to the Hudson Memorial Bridge. The examination which has been made of this case indicates that the area of benefit which has been fixed by the Commission has been a liberal one and includes the entire territory in which benefit could be established.

Under these conditions I would recommend that both petitions be denied.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

Mr. A. H. Favour, representing Clarence C. Ferris, appeared before the Board and requested an adjournment, which request was denied.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby denies the petitions of Clarence C. Ferris, bearing date of February 28, 1908, and of J. J. McKelvey, bearing date of March 5, 1908, for a reduction of the assessment for the acquisition of title to Spuyten Duyvil road, between Spuyten Duyvil Parkway, near Spuyten Duyvil Depot, and West Two Hundred and Thirtieth street, in the Borough of The Bronx.

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

CHANGE IN LINE OF RIVERSIDE DRIVE, BETWEEN WEST ONE HUNDRED AND FIFTY-FIFTH STREET AND DYCKMAN STREET; LAYING OUT AN EXTENSION OF RIVERSIDE DRIVE TO THE HUDSON MEMORIAL BRIDGE; AND LAYING OUT A PUBLIC PARK ADJOINING THE DRIVE THROUGH ITS ENTIRE LENGTH, MANHATTAN.

The following report of the Chief Engineer was presented:

REPORT No. 5894.

BOARD OF ESTIMATE AND APPORTIONMENT, |
OFFICE OF THE CHIEF ENGINEER, |
May 19, 1908. |

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

SIR—At a meeting of the Board of Estimate and Apportionment held on April 24, 1908, plans were submitted by the President of the Borough of Manhattan showing an extension and change in line of the Riverside drive, between West One Hundred and Fifty-fifth street and the Hudson Memorial Bridge, together with adjacent lands evidently intended to be acquired as a part of the improvement and for the protection of the drive. These plans were referred to your Engineer for examination and report.

The map covers an area having a length of about 3½ miles, including a section about 1,000 feet long north of the northerly terminal of the drive and adjoining the Hudson Memorial Bridge. The land described as required for protection includes a very large area located on the westerly side of the drive, and between it and the New York Central and Hudson River Railroad. This area has a total length of about 12,000 feet, extending along the entire length of the drive, excepting only Fort Washington Park and a tract adjoining Dyckman Viaduct.

The plan for the Riverside drive provides for removing the sharp angles at West One Hundred and Fifty-fifth street and West One Hundred and Fifty-eighth street, the line of the street being deflected at West One Hundred and Fifty-fifth street in such a way as to meet the old line about 200 feet north of West One Hundred and Fifty-eighth street. From this point northwardly to a point about 500 feet north of Chittenden avenue the new street adjoins the old one on its westerly side and in some sections includes a portion of the old street, while in others it is wholly outside of it. The plan shows that it is intended to include in the street land within the lines of the present Fort Washington Park having a width ranging from about 70 feet to about 112 feet and extending through the entire length of the park.

North of Chittenden avenue the line as shown is carried over the old drive to meet Fort Washington avenue about 1,000 feet south of the extreme northerly end of the latter street, a portion of which and almost all of an adjoining park being included within the new street.

The viaduct over Dyckman Valley is to begin near the northerly end of Fort Washington avenue, and is to have a length of about 1,650 feet; this viaduct is to have an elevation of 160 feet.

North of the northerly end of the viaduct the street appears to be located on the westerly slope of the Inwood Hill, and it meets the site laid out for the Hudson Memorial Bridge at its southwesterly corner, it evidently being the intention to provide another connection between the bridge and Broadway by laying out a street to follow the easterly slope of the Inwood Hill, meeting the bridge lands at the southwesterly corner opposite the connection with the Riverside drive.

The street as shown generally has a width of 100 feet, but is widened across the Dyckman Valley to 188 feet, the average width being about 110 feet.

From West One Hundred and Fifty-eighth street to West One Hundred and Sixty-fifth street a commercial high level street has heretofore been laid out, but the grades have not been legally fixed. This street is shown as perpetuated, but grades for it are not provided by the map now submitted. The old drive is also shown as being retained between these limits, and generally at a higher elevation than the new street. There does not appear to be any occasion for such a generous provision of street area as would result if the old drive is retained and the new one provided, and the retention of all of these streets would involve a very large expense for the construction of the retaining walls which would be needed.

Between West One Hundred and Sixty-fifth street and a point about 500 feet north of Chittenden avenue a large portion of the width of the old drive is to be set aside for use as a commercial street and at an elevation generally higher than the new Riverside drive, excepting at the extreme northerly end of this section, where the grade of the commercial street is dropped to pass under the new street and to join the old drive, which it follows from this point northwardly. A few small parcels are required to form this street, but most of the land is already owned by the City.

The protecting lands are evidently intended to serve as public parks, and in the accompanying description they are so designated. These lands have a width ranging from about 130 feet to about 600 feet, and averaging about 300 feet. Their inclusion in the improvement would undoubtedly add greatly to the beauty of the drive, but would seriously reduce the area on which an assessment could be levied for defraying the cost of the improvement.

The map indicates that about 450 lots, each 25 feet by 100 feet, would be required for the Riverside drive, and that about 1,440 lots would be taken for the commercial streets and for the new parks. The assessed valuation of land where it has been subdivided in this vicinity appears to range from about \$3,000 to about \$5,000 per lot; assuming that the average assessed value is \$4,000 a lot, it would appear that the value of the land to be acquired for the drive would be about \$1,800,000, while that for the parks would aggregate \$5,760,000, making a total assessed valuation of the land needed for the improvement of \$7,560,000. It seems probable that these values are somewhat high for the land located along the steep slopes which are included in the plan, but there are about 50 buildings which would have to be purchased and which have an assessed valuation of about \$400,000, and I believe it probable that the total cost of acquiring the land would approximate the amount indicated as the present assessed valuation.

The lines and grades now proposed for the drive are at many points a decided improvement over those previously adopted, and if the plan were carried out it seems probable that the drive would become one of the finest boulevards of this character ever constructed. In view, however, of the fact that the old street has already been acquired and that at least one change has already been made in its lines at a very great cost, it would seem doubtful if the treatment suggested under the present plan could be carried out without unduly assessing property in the vicinity.

I am of the opinion that the desired result could be, to a very large extent, accomplished by more closely adhering to the original lines of the street, but would recommend that a public hearing be given on the plan for the purpose of obtaining the views of owners of property in the vicinity, it being understood that a very substantial part of the cost of the improvement would be met by levying an assessment for benefit.

Respectfully,
NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by changing the line of Riverside Drive from West One Hundred and Fifty-fifth street to a point distant about 200 feet northerly from Fort Washington avenue; extending Riverside Drive northerly to the Henry Hudson Memorial Bridge; changing the line of Fort Washington avenue at its northerly end, laying out a commercial street from West One Hundred and Sixty-fifth street to a point about 2,000 feet southerly from Dyckman street, and establishing and adjusting grades for the same; also laying out a succession of public parks adjoining Riverside Drive and located between West One Hundred and Fifty-fifth street and the Harlem River Ship Canal, in the Borough of Manhattan, City of New York, more particularly described as follows:

Riverside Drive, between One Hundred and Fifty-fifth street and the Henry Hudson Memorial Bridge, Fort Washington avenue at its northerly end, where it adjoins the Riverside Drive, the adjoining commercial street between West One Hundred and Sixty-fifth street and a point about 2,000 feet southerly from Dyckman street, and the grades for each, together with a succession of public parks, are to be as shown on a map prepared by the President of the Borough of Manhattan, entitled: "Map, plan and profile of the extension of Riverside Drive and the lands protecting the same, also the adjustment of the lines and grades of the old and new drive from the northerly line of West One Hundred and Fifty-fifth street to the land of the 'Henry Hudson Memorial Bridge' over the Harlem River, in the Twelfth Ward, Borough of Manhattan, City of New York."

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 19th 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 for ten days continuously, Sundays and legal holidays excepted, prior to the 19th day of June, 1908.

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

CHANGE IN LINE OF MARGINAL STREETS ADJOINING THE MANHATTAN BRIDGE NORTH OF EAST BROADWAY, MANHATTAN.

The following communication from the Commissioner of Bridges and report of the Chief Engineer were presented; and, on motion, the matter was referred to the President of the Borough of Manhattan.

CITY OF NEW YORK—DEPARTMENT OF BRIDGES,
Nos. 13-21 PARK ROW,
Manhattan, N. Y., March 3, 1908.

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

GENTLEMEN—In connection with the construction of the Manhattan approach of the Manhattan Bridge it is necessary to close certain streets and to open new ones between East Broadway and the Bowery, more specifically as shown on map 38/62 herewith transmitted.

This matter having before been brought to the attention of your Honorable Board, certain resolutions appertaining thereto were adopted by you on November 23, 1906. Subsequent to this date, however, and on March 22, 1907, you approved a map or plan which had been prepared by the Engineer of Street Openings of the Borough of Manhattan, providing for the laying out of certain marginal streets in the Borough of Manhattan and adjacent to the Manhattan Bridge. This resolution of March 22, 1907, as I understand, had the effect of superseding the action taken on November 23, 1906, and provided marginal streets not only to the north of East Broadway, where they are requisite and necessary in order to permit the construction of the bridge, but also to the south of East Broadway, where, so far as bridge construction is concerned, they are neither required nor necessary. I am informed that as yet no map has been filed showing the change of the City map or plan as provided either in the resolution of November 23, 1906, or in the resolution of March 22, 1907.

It is very necessary that at this time the matter of putting into effect the changes of the City map or plan, in so far as the marginal streets to the north of East Broadway are concerned, be definitely fixed and determined, otherwise delay in construction of the bridge approach, contract for which has already been let, and inconvenience to public traffic may result.

I transmit, therefore, for your consideration, the map, 38/62, showing such changes in the City map or plan as are necessary for the construction of the Manhattan Bridge.

Respectfully,
J. W. STEVENSON, Commissioner of Bridges.

REPORT No. 5897.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER.
May 18, 1908.

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

SIR—At the meeting of the Board of Estimate and Apportionment held on March 27, 1908, a report was submitted calling attention to the conditions now existing in connection with the laying out and acquisition of streets for the Manhattan approach to the Manhattan Bridge. No action was taken, but the matter was referred to the Comptroller for the reason that the course suggested involved the rescission of resolutions already adopted providing for the acquisition of certain lands. The Comptroller subsequently presented the matter to the Board, and it was then referred to the Corporation Counsel.

I have discussed the situation with the Commissioner of Bridges, and there appears to be a pressing necessity for prompt action in order that there may be no delay in the construction of the Manhattan Bridge approaches and the provisions of streets to take the places of those which will necessarily be closed. The situation is as follows:

On November 23, 1906, the Board of Estimate and Apportionment adopted plans submitted by the Bridge Commissioner showing the land needed for the bridge ap-

proaches and also certain streets to be closed and other streets to be laid out in place thereof, and on the same date the Board authorized proceedings to acquire title to the lands required for the structural approach, these proceedings being based upon a plan filed by the Commissioner of Bridges in the office of the Register of New York County on February 20, 1905, and the proceedings being taken under section 1436 and subsequent sections of the Charter. This proceeding did not include the acquisition of lands needed for streets.

On March 22, 1907, the Board approved a plan showing modifications of the street plan adopted on November 23, 1906, and including the laying out of marginal streets along the entire bridge structure as far south as the Manhattan anchorage. The maps for this change were never filed. The construction of the bridge approaches is now in progress, and will involve the obstruction of the streets discontinued and closed by the map adopted on November 23, 1906, but no steps have yet been taken to acquire the new streets which are to be substituted for those which are closed. The Commissioner of Bridges has prepared another plan, which is herewith submitted, showing the streets which will be required as substitutes for those closed, but omitting the marginal streets alongside of the bridge structure between East Broadway and the Manhattan anchorage. This omission will, I believe, seem wise to the Board in view of the large expense which will be saved.

In order that the proceedings to acquire title may be begun before the courts adjourn for the summer, I beg to recommend that a hearing on the plan now submitted be fixed for June 5, and that the new plan be adopted, and also that proceedings to acquire title to these new streets be authorized immediately. If the Board approves of this course resolutions for the acquisition of title will be presented on the date of the hearing.

Respectfully,
NELSON P. LEWIS, Chief Engineer.

LAYING OUT A PUBLIC PARK TO BE BOUNDED BY PACIFIC STREET, EMMETT STREET, AMITY STREET AND COLUMBIA STREET, BROOKLYN.

The following resolution of the Local Board of the Heights District, Borough of Brooklyn, and report of the Chief Engineer were presented and, on motion, the matter was referred to the President of the Borough of Brooklyn:

In the Local Board of the Heights District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now, therefore, it is

Resolved, by the Local Board of the Heights District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby recommend to the Board of Estimate and Apportionment an alteration in the map or plan of The City of New York by locating and laying out as a public playground the property bounded by Columbia street, Pacific street, Amity street and Emmett street, in the Sixth Ward, Borough of Brooklyn, City of New York, as shown on the accompanying map and more particularly described as follows:

Beginning at the intersection of the northern line of Amity street with the eastern line of Columbia street as the same are laid out on the map of the city;

1. Thence northerly along the eastern line of Columbia street 200.0 feet to the southern line of Pacific street;

2. Thence easterly along the southern line of Pacific street 190.0 feet to the western line of Emmett street;

3. Thence southerly along the western line of Emmett street 200.0 feet to the northern line of Amity street;

4. Thence westerly along the northern line of Amity street 190.0 feet to the point of beginning.

Note—These dimensions are approximate.

And it is hereby

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

Adopted by the Local Board of the Heights District on the 12th day of December, 1907, Commissioner Dunne and Aldermen Downing, Lawlor and Wafer voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Resolution forwarded to the Board of Estimate and Apportionment, without the signature of the President of the Borough, as a recommendation of the Local Board.

REPORT No. 5817.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 1, 1908.

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

SIR—Herewith is transmitted a resolution of the Local Board of the Heights District, Borough of Brooklyn, adopted on December 12, 1907, recommending a change in the City map by laying out a public playground in the block bounded by Pacific street, Emmett street, Amity street and Columbia street.

No provision is made by law for the inclusion of playgrounds upon the City map, but it is evident that the intent of the resolution is to provide for the creation of a public park. The block described is rectangular in shape, having a length of 200 feet and a width of 190 feet. It is located in a section almost wholly built up and very thickly populated. The assessed valuation of the property is \$51,750, of which \$25,075 is charged to land and the remaining \$26,675 to buildings.

The project is one to be commended, providing that it is understood that the cost of the improvement would be borne by the property which would be benefited.

Believing it to be the policy of the Board not to lay out additional public parks unless it is clearly intended to have the same purchased at once and paid for by the property owners, I would recommend that the resolution be referred back to the President of the Borough, to be withheld until after a resolution shall have been adopted by the Local Board initiating proceedings for the acquisition of title. In this connection it might be pertinent to point out that the area of assessment which would be fixed under the suggestions heretofore made for the treatment of similar cases would be bounded approximately as follows:

On the north by a line 100 feet north of Atlantic avenue; on the east by a line midway between Hicks street and Henry street; on the south by a line midway between Warren street and Baltic street, and on the west by a line 400 feet west of Columbia street.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

LAYING OUT AN EXTENSION OF FLATBUSH AVENUE, FROM ITS PRESENT SOUTHERLY TERMINUS TO THE SOUTHERLY SHORE OF BARREN ISLAND, IN JAMAICA BAY, BROOKLYN.

The following resolution of the Local Board of New Lots District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the New Lots District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now, therefore, it is

Resolved, by the Local Board of the New Lots District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby recommend to the Board of Estimate and Apportionment an alteration in the map or plan of The City of New York by locating and laying out Flatbush avenue for a width of 100 feet from its present southern terminus to the southern high-water line of Barren Island, in the Thirty-second Ward, Borough of Brooklyn, City of New York, as shown on the accompanying map and more particularly described as follows:

The eastern and western lines of Flatbush avenue, as herewith laid out, are straight prolongations southerly from the eastern prolongation of the northern line of Avenue V to the southern high-water line of Barren Island; and it is hereby

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

Adopted by the Local Board of the New Lots District on the 30th day of March, 1908, Commissioner Dunne and Aldermen Grimm and Martyn voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Resolution forwarded to the Board of Estimate and Apportionment, without the signature of the President of the Borough, as a recommendation of the Local Board.

REPORT No. 5898.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 15, 1908.

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

SIR—The accompanying resolution adopted by the Local Board of the New Lots District, Borough of Brooklyn, on March 30, 1908, recommends a change in the map of the City by laying out an extension of Flatbush avenue from its present southerly terminus to the southerly high water line of Barren Island, in Jamaica Bay.

This extension was asked for by a petition signed by E. D. Page, E. I. Eldert and H. S. Page. As presented, it provided for a street whose terminus would be at a certain definite point on Barren Island, which would involve a deflection in the present lines of Flatbush avenue. The plan as submitted provides for a prolongation of the present lines without a deflection, making the street 100 feet in width and extending across the marshes, islands and the shallow waters of Jamaica Bay for a distance of about 14,000 feet. The plan submitted is little more than a sketch, as a definite location of the street will require careful surveys, consuming considerable time. This project of extending Flatbush avenue has been referred to in several reports which have already been submitted to the Board. It was also included in the plans of the City Improvement Commission, and in commenting upon these plans in a report to the Board under date of September 26, 1907, I made the following statement:

"The report also recommends the extension of Flatbush avenue from its present terminus across the shallow waters, the meadows and the islands of Jamaica Bay to Rockaway Point. This would involve the erection of a long bridge across the portion of Jamaica Bay known as Rockaway Inlet, which would be an expensive if not difficult undertaking. The street will undoubtedly be extended at some time, but it is probable that access to Rockaway Point will be by means of a ferry service from the end of this street, so that the present extension may be considered as running only to the open waters of Rockaway Inlet. Both the majority and the minority reports of the Jamaica Bay Improvement Commission indicate the belief that this extension will be made, and the majority report indicates a probable subdivision by streets of the meadows on both sides. The acquisition and construction of the street in the immediate future will undoubtedly stimulate a further development of these meadows. The present assessed value of the land required for this purpose, so far as it can be determined on account of the lack of subdivision, is only \$27,000. As the distance is fully three miles, it is quite evident that the assessed value is little, if any, guide to the probable cost of acquiring the property, nearly all of the land over which it would pass being meadows and islands not now in use and assessed at a nominal value, but the cost of which would be very much greater if the City attempted to acquire it. Any estimate of the cost of its acquisition, therefore, is merely a rough guess. I should say that the expense would be not less than \$250,000."

The assessed value, as estimated by the Topographical Engineer of the Borough of Brooklyn, is \$20,000. I believe, as already stated, that this extension is inevitable, that it can be done more economically at the present time, and that it will be of such general local benefit that the entire cost should be assessed.

It has been the practice of this office for some time past not to present to the Board plans for the laying out of streets unless they included the establishment of grades, but, in view of the fact that this proposed extension of Flatbush avenue is located upon the meadows and marsh lands of Jamaica Bay, while no plan for intersecting streets has yet been considered, it is impracticable to fix grades at the present time, and it is believed proper to make an exception in this case.

Attention is also called to the fact that bulkhead lines have not been established except one line shown upon the town survey map at the foot of the present Flatbush avenue. The proposed extension of the street will cross a number of waterways, some of which are undoubtedly navigable, and there may be doubt as to the powers of the Board of Estimate and Apportionment to lay out streets across such navigable waterways. It is therefore recommended that before final adoption the plan be submitted to the Commissioner of Docks and Ferries, with the request that he determine what, if any, portions of the proposed street will cross navigable waterways, and that he present to the Commissioners of the Sinking Fund for adoption such bulkhead lines as may be necessary, with the understanding that the Board will exclude from the proposed plan any portions of the street crossing navigable waterways.

It is recommended that the Board fix a date for a public hearing.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by laying out an extension of Flatbush avenue, from its present southerly terminus to the southerly high water line of Barren Island, in Jamaica Bay, in the Borough of Brooklyn, City of New York, more particularly described as follows:

The lines of Flatbush avenue, between the bulkhead line as established by the Town Survey Commission and the southerly high water line of Barren Island are to be straight prolongations of the lines of Flatbush avenue as at present laid out north of the said bulkhead line.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 19th 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 19th day of June, 1908.

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

On motion, the plans were referred to the Commissioner of Docks and Ferries for the purpose of having proper bulkhead lines established, and streets omitted where they cross navigable waterways.

CHANGE IN LINE OF BAILEY AVENUE, BETWEEN WEST TWO HUNDRED AND THIRTY-EIGHTH STREET AND VAN CORTLANDT AVENUE; LAYING OUT AN UNNAMED STREET, BETWEEN BAILEY AVENUE AND ALBANY ROAD, NORTH OF WEST TWO HUNDRED AND THIRTY-EIGHTH STREET; AND EXTENDING CANNON PLACE, FROM WEST TWO HUNDRED AND THIRTY-EIGHTH STREET TO BAILEY AVENUE, THE BRONX.

The following communication from the President of the Borough of The Bronx and report of the Chief Engineer were presented, and, on motion, the matter was referred to the President of the Borough of The Bronx:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX,
NEW YORK, March 16, 1908.

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

DEAR SIR—Referring to your communication of February 3, 1908, I transmit here-with "Map or plan showing the change of lines and grades of Bailey avenue, from West Two Hundred and Thirty-eighth street to Van Cortlandt avenue; also connection of same with Albany road opposite unnamed 80-foot street; and the extension of Cannon place, from West Two Hundred and Thirty-eighth street to Bailey avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, dated March 13, 1908."

On January 31, 1908, the Board of Estimate and Apportionment referred this matter back to the President of the Borough of The Bronx, to have the map amended so as to exclude reference to the stairway, and for the purpose of either obtaining Local Board resolutions for acquiring title to the public place or for excluding it from the map.

The map herewith transmitted is to take the place of the former map, which was dated December 28, 1907, and omits the stairway and public place.

Yours truly,

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

REPORT No. 5890.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 9, 1908.

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

SIR—At a meeting of the Board of Estimate and Apportionment held on January 31, 1908, a map was presented by the President of the Borough of The Bronx providing for changing the lines of Bailey avenue, between West Two Hundred and Thirty-eighth street and Van Cortlandt avenue; for laying out an extension of Cannon place, between West Two Hundred and Thirty-eighth street and Bailey avenue; for laying out an unnamed street, between Bailey avenue and Albany road north of West Two Hundred and Thirty-eighth street; for reducing the width of West Two Hundred and Thirty-eighth street, between Cannon place and Bailey avenue; and for laying out a public place at the intersection of West Two Hundred and Thirty-eighth street, Bailey avenue and Cannon place, as extended.

The map change was referred back to the President of the Borough for reconsideration, with the suggestion that the public place be omitted from the map, unless a resolution was also presented providing for its acquisition and at the expense of the property benefited. It was also suggested that the sharp angle at the intersection of Bailey avenue with Cannon place, as extended, should be removed, and that so much of this area as was of a dimension which would make it unsuitable for private improvement should be included in the street system.

Under date of March 16, 1908, an amended map has been submitted by the President of the Borough. This map, however, does not remove the sharp angle already noted at the intersection of Bailey avenue and Cannon place. It is evident that if title to either Bailey avenue or Cannon place is acquired, the property at this intersection will be so seriously damaged that the cost of either proceeding would not be appreciably increased if a fee to the land was obtained at the same time.

I would therefore recommend that the map be again referred back to the President of the Borough with the suggestion that it should be further amended by the removal of this angle and as previously suggested.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

CHANGE IN GRADE OF WEST ONE HUNDRED AND NINETIETH STREET, BETWEEN JEROME AVENUE AND GRAND AVENUE, AND IN THE GRADE OF DAVIDSON AVENUE, BETWEEN A POINT 100 FEET SOUTH OF WEST ONE HUNDRED AND NINETIETH STREET AND WEST ONE HUNDRED AND NINETY-SECOND STREET, THE BRONX.

The following resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, and report of the Chief Engineer were presented, and, on motion, the matter was referred to the President of the Borough of The Bronx:

In the Local Board of Van Cortlandt, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Van Cortlandt, Twenty-fifth District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

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

For laying out on the map of The City of New York a change of grade on Davidson avenue, between West One Hundred and Ninety-second street and a point 100 feet south of West One Hundred and Ninetieth street; also on West One Hundred and Ninetieth street, between Grand avenue and Jerome avenue, as shown on map or plan entitled "Map or plan showing the changes of grades of Davidson avenue, from Fordham road to West One Hundred and Ninety-second street, and West One Hundred and Ninetieth street, from Grand avenue to Jerome avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, dated January 22, 1908," in the Borough of The Bronx, City of New York; and it is hereby

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

Adopted by the Local Board of Van Cortlandt, Twenty-fifth District, on the 30th day of January, 1908, Alderman Crowley, Alderman Hochdorffer, Alderman Handy and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GUMBLETON, Secretary to Local Board of Van Cortlandt, Twenty-fifth District.

Approved and certified this 31st day of January, 1908.

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

REPORT No. 5821.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 1, 1908.

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

SIR—Herewith is transmitted a resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, adopted on January 30, 1908, recommending a change in the City map by changing the grades of Davidson avenue, between West One Hundred and Ninety-second street and a point 100 feet south of West One Hundred and Ninetieth street, and in West One Hundred and Ninetieth street between Grand avenue and Jerome avenue.

The plan submitted with this resolution shows that it is intended to raise the established grade two feet at the intersection of West One Hundred and Ninetieth street with Davidson avenue, and to make the corresponding changes required in the grades of both of these streets. This change is requested by owners of property fronting upon West One Hundred and Ninetieth street, and the papers submitted indicate that it would make the established grade conform more closely with the improvements which have been made upon the street, these comprising three dwellings, and would at the same time balance the excavation and filling required for a grading improvement.

The grade heretofore established for Davidson avenue conforms more closely with the existing surface than do those now proposed, and under the latter a drainage pocket would be inserted in the block between Fordham road and West One Hundred and Ninetieth street.

All of the buildings on both of the streets are above the present and proposed grades, and if the change were made it is my belief that it would occasion no damage to any of them.

I would recommend, however, that the matter be referred back to the President of the Borough, with the suggestion that if the changes are desired they should be modified by removing the drainage pocket shown on the plan submitted.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

CLOSING AND DISCONTINUING EDGEWATER ROAD, BETWEEN TIFFANY STREET AND THE SHIP BASIN; EXTENDING BRYANT AVENUE AND COSTER STREET, FROM EDGEWATER ROAD TO THE BULKHEAD LINE, AND CHANGING THE LINES OF RYAWA AVENUE, BETWEEN BARRETTA STREET AND THE BULKHEAD LINE, BOROUGH OF THE BRONX.

The following resolution of the Local Board of the Morrisania District, Borough of The Bronx, and report of the Chief Engineer were presented, and, on motion, the matter was referred to the Commissioner of Docks and Ferries:

In Local Board of Morrisania, Twenty-second District.

Whereas, The Local Board of Morrisania, Twenty-fourth District, on August 2, 1906, recommended to the favorable consideration of the Board of Estimate and Apportionment the extension to the bulkhead line of Bryant street, Faile street, and Coster street; also the closing of Edgewater road, from Coster street to Bryant street, or the Ship Basin, also the widening of Coster street to 100 feet, and a public park within the boundaries of Coster street, Viele avenue, Tiffany street and the East River; and

Whereas, Under date of December 14, 1907, the Chief Engineer of the Board of Estimate and Apportionment reported in general on the laying out of public parks and acquiring title to the same, which report read in part as follows:

"Should the Board conclude to adopt the policy of treating proceedings for acquiring parks as assessable upon the property benefited, it would appear proper before considering such propositions, to require the presentation of a Local Board resolution providing for the purchase and without limitation as to the distribution of the expense. If this view is adopted I would recommend that the projects described in the accompanying list be referred to the Presidents of the interested Boroughs, each to be withheld until such time as a Local Board resolution has been adopted for acquiring it;" and

Whereas, At the meeting of the Board of Estimate and Apportionment held on the 20th day of December, 1907, the resolution adopted by the Local Board of Morrisania on August 2, 1906, and hereinbefore referred to was referred back to the President of the Borough of The Bronx; now therefore be it

Resolved, That the Local Board of Morrisania, Twenty-second District, does hereby recommend to the Board of Estimate and Apportionment, the closing and discontinuing of Edgewater road, from Tiffany street to the "Ship Basin;" and be it further

Resolved, That this Local Board does hereby also recommend the extension of Bryant street, Faile street, Coster street, Manida street and Ryawa avenue to the bulkhead line of the East River; and be it further

Resolved, That the Local Board resolution adopted on August 2, 1906, be and the same is hereby rescinded.

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

Adopted by the Local Board of Morrisania, Twenty-second District, on January 16, 1908, Alderman Brown and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GUMBLETON, Secretary.

Approved and certified this 30th day of March, 1908.

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

REPORT No. 5821.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 7, 1908.

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

SIR—Herewith is transmitted a resolution of the Local Board of the Morrisania District, Borough of The Bronx, adopted on January 16, 1908, recommending a change in the City map by laying out extensions of Bryant avenue, Faile street, Coster street, Manida street and Ryawa avenue to the bulkhead line, and for closing and discontinuing Edgewater road, between Tiffany street and the Ship Basin.

The map submitted with this resolution shows that Faile street, Manida street and Ryawa avenue have already been laid out to the bulkhead line, and that title to Manida street has been legally acquired. The object of the resolution is therefore to provide extensions for Bryant avenue and Faile street, having a length of about 250 feet in each case. The alignment of Ryawa avenue is intended to be changed through the short block between Barretto street and the East River and the angle heretofore shown at this point is to be omitted. Edgewater road, laid out as a marginal street approximately parallel with the bulkhead line, is to be discontinued.

The resolution is accompanied by a number of petitions advising that the waterfront in this vicinity is available for commercial purposes only, and that the present

location of Edgewater road is so close to the water-front that it will prevent the construction of large warehouses or buildings required for a development along the lines indicated. The petitioners also call attention to the fact that Edgewater road, between Tiffany street and the basin, does not form a continuous highway owing to the location of the basin, which intervenes between Bryant avenue and Edgewater road as laid out east of the basin, while the street west of Tiffany street has already been removed from the map.

If the petition were to be approved it would result in laying out a block of Bryant avenue, of Faile street and of Coster street, and having a length ranging from 800 feet to 1,100 feet, with an outlet only at one end. In my judgment it would be advisable to create cul-de-sacs of this character, but I see no reason why a new alignment of the Edgewater road through the three blocks between Bryant avenue and Manida street could not be made and in such a way as to leave the water-front available for such development as might be desired. The proposed discontinuance of Edgewater road, between Manida street and Tiffany street, is unobjectionable, as the street system here proposed affords ample means for circulation.

The ship basin referred to by the petitioners and indicated upon the final maps of the Borough does not appear to have been placed upon the City map by competent authority. The treatment of this basin is an important factor in the development of the street system in this vicinity, and before any change is made in the map I would recommend that the Dock Commissioner be requested to advise the Board as to whether the construction of this basin is included in the plans of his Department. In case a basin is to be located at this point I beg to suggest that his attention also be called to the desirability of formally submitting a plan to the Sinking Fund Commissioners for approval definitely fixing the lines to be followed.

Respectfully,
NELSON P. LEWIS, Chief Engineer.

AMENDMENT OF TENTATIVE MAP OF TERRITORY BOUNDED BY BEAR SWAMP ROAD, BRONX PARK EAST, BRONX AND PELHAM PARKWAY, HERING AVENUE, VAN NEST AVENUE, NEWPORT AVENUE AND THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD, THE BRONX.

The following report of the Chief Engineer was presented:

REPORT No. 5889.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 9, 1908.

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

SIR—Herewith is presented a map prepared by the President of the Borough of The Bronx, and bearing date of April 29, 1908, providing for an amendment of the tentative map of that portion of the Chester District bounded by Bear Swamp road, Bronx Park East, Bronx and Pelham parkway, Hering avenue, Van Nest avenue, Newport avenue and the New York, New Haven and Hartford Railroad.

Final plans for this section of The Bronx have not yet been prepared, and the street system shown upon the tentative map adopted on May 29, 1903, was amended on March 3, 1905, at the request of the property owners. Since the latter date a considerable portion of the property has been subdivided and sold, streets have been graded, and a system of sewers is under construction. In making these improvements the owners of the land have found it desirable to depart somewhat from the street lines originally proposed, and the map now presented is intended to legalize the changes made. These include a modification in the alignment of a number of streets meeting the Bronx and Pelham parkway just west of Williamsbridge road, a reduction in the width of Brady avenue and Pierce avenue from 80 feet to 60 feet, a slight change in the position of Morris Park avenue, and the creation of a marginal street adjoining the New York, New Haven and Hartford Railroad Company's land on the northerly side.

The area is already well supplied with wide streets, and I see no objection to the reduction proposed in the width of Brady and Pierce avenues. The other changes secure more direct connections for the proposed streets and are, in my judgment, desirable ones. The map shows a highway bridge on the line of Radcliff avenue over the tracks of the railroad, and foot bridges along the lines of Paulding avenue, Hone avenue, Lurting avenue and Haight avenue, which are not provided for under the railroad contract. Their inclusion upon the map at this time does not appear to be objectionable, although it should be understood that they would not be built until such time as the development of the territory would warrant the required expenditure.

I see no reason why the changes should not be made, and would recommend such action after a public hearing, with the understanding, however, that they represent the desires of all of the property interests affected.

Respectfully,
NELSON P. LEWIS, Chief Engineer

The following resolutions were then adopted:

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 tentative street system heretofore adopted lying within the area approximately bounded by New York, New Haven and Hartford Railroad, Bear Swamp road, Bronx Park East, Bronx and Pelham parkways, Hering avenue, Van Nest avenue and Eastchester road, in the Borough of The Bronx, City of New York, more particularly described as follows:

The tentative street system within the area bounded by New York, New Haven and Hartford Railroad, Bear Swamp road, Bronx Park East, Bronx and Pelham parkway, Hering avenue, Van Nest avenue and Eastchester road, as approved by the Board of Estimate and Apportionment on May 29, 1903, and as modified on March 3, 1905, is to be changed to conform with the tentative street system, shown on a map prepared by the President of the Borough of The Bronx, and dated April 29, 1908.

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 19th 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 for ten days continuously, Sundays and legal holidays excepted, prior to the 19th day of June, 1908.

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

REESTABLISHING JUNIPER SWAMP ROAD, BETWEEN JUNIPER AVENUE AND MOUNT OLIVET AVENUE, QUEENS.

The following resolution of the Local Board of the Newtown District, Borough of Queens, and report of the Chief Engineer were presented, and, on motion, the matter was referred to the Corporation Counsel.

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

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

To change that certain portion of the topographical map, dated and approved October 3, 1903, so as to lay out, establish and re-establish upon said map all that certain portion of Juniper Swamp road, running from Juniper avenue to Mount Olivet avenue, in an easterly and westerly direction, in the Second Ward of the Borough of Queens; and it is hereby further

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

Adopted by the Local Board of the Newtown District on the 13th day of April, 1908, Aldermen Quinn, Emener and Flanagan, and Lawrence Gresser, Commissioner of Public Works, voting in favor thereof.

Attest:

HERMAN RINGE, Secretary.

Approved this 13th day of April, 1908.

JOSEPH BERMEL,
President of the Borough of Queens.

REPORT No. 5891.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 9, 1908.

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

SIR—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on April 13, 1908, recommending that Juniper Swamp road, between Juniper avenue and Mount Olivet avenue be re-established upon the City map.

Juniper Swamp road is shown in dotted lines upon a tentative map of the Maspeth section, which was adopted by the Board of Estimate and Apportionment on November 13, 1903, as crossing the Lutheran Cemetery and leading from a point on Mount Olivet avenue just west of Metropolitan avenue to a point on Juniper avenue about opposite Marion avenue. No explanation appears on this map as to the meaning of the symbol used for its lines, although I think it would be understood that it was not intended to include it in the street system. This map also showed Elliot avenue as approximately following the line between Mount Olivet Cemetery and the Lutheran Cemetery, but at a subsequent date an opinion was received from the Corporation Counsel advising that the street had been illegally laid out across the cemetery lands, and that title to it could not be acquired.

On June 28, 1907, the final map of Section 29 was adopted by the Board of Estimate and Apportionment, including a small area at the southerly end of the Lutheran Cemetery, which was crossed by the Juniper Swamp road. The lines of the street are not shown on this map, and no note appears on it to clearly indicate that streets not shown were to be discontinued and closed.

The resolution is accompanied by a petition signed by property owners in the vicinity, and calls attention to the fact that certain portions of the Juniper Swamp road had been used as a public highway for more than fifty years, and that it was the only street connecting Juniper avenue and Mount Olivet avenue for a distance of about one and a half miles. The resolution is also accompanied by reports from the Engineer of the Topographical Bureau, showing that the street is referred to in conveyances dating as far back as 1844, and that the deed under which the Lutheran Cemetery Corporation acquired title to the adjoining property did not include the street. This report also indicates that the cemetery authorities have erected a fence around their property, shutting out the public from the use of the street; that interments have been, or are about to be made within the street lines, and that a mausoleum has been erected and a larger one is under construction, both encroaching upon the old street.

An examination of the map shows that the area bounded by Mount Olivet avenue, Fresh Pond road, Grand street, Juniper avenue and Metropolitan avenue, having a length of about one mile, and a width of nearly one-half mile, is wholly occupied by the Mount Olivet and Lutheran cemeteries, and, in my judgment, the complaint made by the petitioners that these cemeteries now deprive adjoining localities from a direct means of communication is a well founded one.

Before the change is considered by the Board, I would recommend that the Corporation Counsel be requested to advise whether the effect of the adoption of the maps referred to has been to discontinue and close this street and to part with the public easement, and if such is the case, whether it is possible to again restore the street to the map and to widen it or improve it.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

FINAL MAPS OF SECTIONS 1, 2, 13, 14, 15, 16, 30 AND 31, QUEENS.

The following communication from the President of the Borough of Queens and report of the Chief Engineer were presented:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS,
LONG ISLAND CITY, January 15, 1908.

Mr. JOSEPH HAAG, Secretary of the Board of Estimate and Apportionment, No. 277 Broadway:

DEAR SIR—By direction of President Bermel, I transmit herewith for final adoption by the Board of Estimate and Apportionment, Sections 1, 2, 13, 14, 15, 30 and 31 of the final maps of the Borough of Queens; also a list showing a number of omissions supplied and elevations of streets to be established along the County line.

In establishing these street elevations, Mr. Ward, of the Topographical Bureau in the Borough of Brooklyn, was consulted, and they have received his approval.

Respectfully yours,

HERMAN RINGE,
Secretary of the Borough of Queens.

REPORT No. 5895.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 19, 1908.

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

SIR—Herewith is transmitted a communication from the President of the Borough of Queens, through his Secretary, bearing date of January 15, 1908, requesting the adoption of final maps of Sections 1, 2, 13, 14, 15, 30 and 31 of the Borough of Queens. Since the date of this communication the final map of Section 16 has also been presented for consideration at the same time.

These eight maps comprise the westerly portion of the Maspeth section of the Borough, for most of which a tentative map was adopted by the Board of Estimate and Apportionment on November 13, 1903, and includes an area of about 1,625 acres, bounded approximately as follows: Annable avenue, Calvary Cemetery, Berlin avenue,

the Montauk Branch of the Long Island Railroad, Maspeth avenue, Clermont avenue, Mount Olivet avenue, Metropolitan avenue, Lee place, the Montauk Branch of the Long Island Railroad, Madison street, Fresh Pond road, Myrtle avenue, Cooper avenue, the Borough line, Newtown Creek, and Greenpoint avenue.

The final maps now submitted were all approved by the Board on June 28, 1907, but provision was not made for securing conformity with the various branches of the Long Island Railroad and with one of the lines of the Brooklyn Rapid Transit Company which is operated under a steam railroad franchise. Since this date a study has been made of the changes which may be properly carried out in the railroad lines for the purpose of permanently adjusting their position with reference to the street system, and the plans now submitted embody the results of the investigation.

Minor changes are made in the grades shown for several of the streets and in a few cases street names have been changed. Advantage is also taken of the opportunity to make a change in the lines of Ralph avenue, and Bleecker street, at their intersection with Forest avenue and in accordance with the recommendation previously made by the Board of Estimate and Apportionment as to the treatment to be given both of these streets. The new maps also show five public places having an aggregate area of 0.145 acres. These comprise small triangular areas located at street intersections and generally of dimensions too small to permit of their utilization for building.

The most important changes in street grade due to the readjustment to meet the railroads are located at Flushing avenue, where the present street grade is to be lowered about 6.5 feet, at Andrews avenue, where it is to be raised 7.6 feet, at Collins avenue, where it is to be lowered about 7 feet, at Eliot avenue, where it is to be lowered 4 feet, and at Nurje street, where it is to be lowered nearly to feet. With the exception of the one first noted all of the changes now proposed will apparently secure a street elevation more closely conforming with the topography than was the case under the grades heretofore adopted.

At the present time there are in use within the limits covered by these maps 32 grade crossings, one crossing where the street is carried over the railroad, and three crossings where the street passes under the railroad, making a total of 36 crossings. Under the plans now proposed 12 grade crossings will be retained, 34 crossings are provided where the street is carried beneath the railroad, and 7 crossings are arranged for where the street is carried over the railroad, resulting in a net gain of 17 crossings and a discontinuance of 20 grade crossings. It might be noted that the crossings now in use at six streets are to be permanently discontinued, while at seven other streets the proposed grades are such that the crossing now in use will have to be abandoned until such time as the railroad improvement is made.

The changes in the Montauk Division of the Long Island Railroad affect the entire length of the railroad within the limits of the map, with the exception of a very short section in the vicinity of Laurel Hill boulevard, where the grade crossing now in use is to be retained until such time as a high level bridge shall have been provided across Newtown Creek. Between Laurel Hill avenue and Flushing avenue the railroad is to be elevated sufficiently to permit of carrying it over Maspeth avenue, Grand avenue and Flushing avenue, while south of Flushing avenue the railroad is to be depressed sufficiently to permit of carrying it under all of the streets intersected. This plan prevents the construction of a crossing between Laurel Hill boulevard and Maspeth avenue, a distance of about 5,000 feet, excepting only one for foot traffic, which is to be carried in a subway to be provided in Hobson avenue. The adjacent area is here largely occupied by large manufacturing interests which would probably be seriously damaged in case the grades were to be changed.

The street grades proposed along the line of the Manhattan Beach Branch of the Long Island Railroad are intended to conform with those fixed in the franchise which has already been granted to the New York Connecting Railroad. This profile requires a lower elevation for many of the streets intersected than would otherwise be recommended, but I believe that these can be adjusted at a later date, when the study of the street system along the entire line of this railroad has been completed. Central avenue immediately adjoins the line of the New York Connecting Railroad on its southeasterly side, and it is probable that a portion of the land included within the street as now proposed will be required to permit of the construction of the railroad. The purchase line of the company has not yet been determined upon, but it has not seemed advisable for this reason to indefinitely delay the completion of the map.

The street grades along the line of the Bushwick Branch have been fixed with the understanding that the railroad will be elevated through almost its entire length, and sufficiently to give a minimum clearance of about 17 feet.

The Evergreens Branch crosses a large number of streets in the vicinity of the Borough line, approximately at the street grade. The present railroad grade is very steep, and the line is now but little used. It does not seem probable that the cost of elevating or depressing this line would be warranted, and it is proposed to make the necessary changes in both the railroad and street grade to harmonize them so that grade crossings are provided at each; these will be perpetuated until either the abandonment or complete improvement of the line shall have been determined upon.

The grades proposed along the line of the Lutheran Cemetery branch are based upon the elevation of this road as an extension of the elevated structure within the limits of the Borough of Brooklyn and with which it connects.

The railroad plans have been made after consultation with the Engineering Department of both of the companies affected, and the plans have been substantially agreed upon as representing the ultimate treatment of these roads when grade crossings are eliminated.

To make these plans binding upon both the railroad company and the City the law contemplates that the map should be submitted to the Public Service Commission before approval. A question has been raised as to the effect of the approval of the plan by the Public Service Commission, it being feared that this might result in forcing the actual construction upon the City and the railroad company prior to the time when it was really needed, or at a time when money was not available to meet the very large expense which would be occasioned. I believe, however, that the desired result of establishing grades so that they would not have to be changed when the railroad improvement was made, and at the same time binding the railroad companies to follow the intended grades when making improvements, could be brought about by an agreement between the Board of Estimate and Apportionment and each of the companies affected, under which the profiles forming the basis of these maps could be ratified by both. The Board of Estimate and Apportionment evidently could not by any agreement divest itself of the power conferred upon it by section 442 of the Charter to change the City map whenever it may deem public interest to require such change, and any agreement entered into would have to recognize this power. This could be done by making the grades binding upon the railroad companies so long as no changes are made in the street grades by the Board of Estimate and Apportionment, unless such changes were mutually agreed upon between the railroad company and the City. In fairness to the railroad companies, however, I believe that the agreement would have to be drawn in such a way as to release them from its terms in case grades were changed without their consent. The agreement could also be made to include a stipulation on the part of the railroad company not to oppose proceedings for acquiring title to streets crossing their lines, with the understanding that before a crossing were actually constructed the provisions of law existing at the time and governing such work should be fully complied with.

I would recommend the approval of the maps now submitted with the understanding that an informal notice will be served upon both the railroad companies of the proposed action, and I would also recommend that the Corporation Counsel be requested to prepare a form of agreement which may be entered into between the Board of Estimate and Apportionment acting on behalf of the City, and the Long Island Railroad Company and the Brooklyn Rapid Transit Company which would accomplish the results herein outlined.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the lines and grades of streets within the territory to be known as Sections 1, 2, 13, 14, 15, 16, 30 and 31 of the final maps, in the Borough of Queens, City of New York, more particularly described as follows:

Lines and grades of streets within the territory approximately bounded by the line between the Boroughs of Brooklyn and Queens, Bradley avenue, Greenpoint avenue,

Harold street, Anable avenue, Addison place, Bushwick and Newtown turnpike, Betts avenue, Newtown avenue, Berlin avenue, Long Island Railroad, Maspeth avenue, Vandecott avenue, Hill street, Pond place, Franklin street, Flushing avenue, Fresh Pond road, Mount Olivet avenue, Metropolitan avenue, Evans place, Montauk Division of the Long Island Railroad, Linden street, Fresh Pond road, Elm avenue, Grant street, Edsall avenue, Schley street, Myrtle avenue, Epsilon place, Union Field Cemetery and Vermont avenue, are to be as shown on the maps prepared by the President of the Borough of Queens and designated as Sections 1, 2, 13, 14, 15, 16, 30 and 31 of the final maps.

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 19th 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 for ten days continuously, Sundays and legal holidays excepted, prior to the 19th day of June, 1908.

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

On motion, the matter was referred to the Corporation Counsel to prepare form of agreement between the City and the railroad companies.

OPENING EAST THIRTY-EIGHTH STREET, BETWEEN CANARSIE LANE AND AVENUE K, FIFTY-FIRST STREET, BETWEEN SEVENTEENTH AVENUE AND WEST STREET, AND FIFTY-FOURTH STREET, BETWEEN FIFTEENTH AVENUE AND TWENTIETH AVENUE, EXCLUDING THE LAND OCCUPIED BY THE TRACKS OF THE LONG ISLAND RAILROAD, BROOKLYN.

The following resolutions of the Local Boards of the Flatbush and Bay Ridge Districts, Borough of Brooklyn, and report of the Chief Engineer were presented, and, on motion, the matter was referred to the President of the Borough of Brooklyn:

In the Local Board of the Flatbush District.

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing, had this 27th day of June, 1907, hereby initiates proceedings to open East Thirty-eighth street, from Canarsie lane to Avenue K, excepting the land occupied by the tracks of the Long Island Railroad; and it is hereby

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

Adopted by the Local Board of the Flatbush District on the 27th day of June, 1907, Commissioner Dunne and Aldermen Wentz, Ellery and Hann voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 19th day of July, 1907:

BIRD S. COLER,

President of the Borough of Brooklyn.

In the Local Board of the Bay Ridge District.

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing, had this 31st day of October, 1906, hereby initiates proceedings to open Fifty-first street, from Seventeenth avenue to West street, except the land occupied by the tracks of the Long Island Railroad; and it is hereby

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

Adopted by the Local Board of the Bay Ridge District on the 31st day of October, 1906, President Coler and Aldermen Linde and Potter voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 11th day of December, 1906.

BIRD S. COLER,

President of the Borough of Brooklyn.

In the Local Board of the Bay Ridge District.

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing, had this 31st day of October, 1906, hereby initiates proceedings to open Fifty-fourth street, from Fifteenth avenue to Twentieth avenue, except the land occupied by the tracks of the Long Island Railroad; and it is hereby

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

Adopted by the Local Board of the Bay Ridge District on the 31st day of October, 1906, President Coler and Aldermen Linde and Potter voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 12th day of December, 1906.

BIRD S. COLER,

President of the Borough of Brooklyn.

REPORT NO. 5774.

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

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

SIR—Herewith are transmitted three resolutions of the Local Boards of the Flatbush and Bay Ridge Districts, Borough of Brooklyn, initiating proceedings for the acquisition of title to the following streets:

East Thirty-eighth street, between Canarsie lane and Avenue K.

Fifty-first street, between Seventeenth avenue and West street.

Fifty-fourth street, between Fifteenth avenue and Twentieth avenue.

The resolution first referred to was adopted on June 27, 1907, and the other two on October 31, 1906.

Each of these resolutions excludes land occupied by the tracks of the Long Island Railroad. The grades which have been adopted for the streets at the railroad intersection are not adapted to the construction of a crossing, but if comparatively slight changes are made it would be possible to carry the railroad under the streets whenever the construction was required. It is assumed that the railroad lands have been omitted for the reason that a crossing is not desired at this time. In my judgment it would be unwise to acquire title to any of these streets with the expectation that they will ultimately be carried across the railroad unless grades to permit of the crossing were previously adopted, and in case it is not intended to provide crossings the City map should be changed by discontinuing those heretofore laid out.

Under the provisions of chapter 580 of the Laws of 1905 the grade of the Long Island Railroad is permanently fixed in connection with the improvement of the property which is now being carried out by the Brooklyn Grade Crossing Commission, and where the grade does not permit of a street crossing the latter can only be provided by a change in the street grade.

I would therefore recommend that the resolutions be referred back to the President of the Borough, with the suggestion that if it is intended to secure a railroad

crossing the grades should first be changed to permit of carrying the streets over the railroad, and that if a crossing is not desired the opening resolution should be preceded by a map change providing for the omission of the crossings, and in this case should be amended by excluding all of the lands owned by the railroad in addition to that occupied by the tracks.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

OPENING EIGHTY-FIRST STREET, BETWEEN FOURTEENTH AVENUE AND STILLWELL AVENUE, EXCLUDING THE LAND OCCUPIED BY THE TRACKS OF THE BROOKLYN, BATH AND WEST END RAILROAD, BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Bay Ridge District.

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing, had this 17th day of July, 1907, hereby initiates proceedings to open Eighty-first street, from Fourteenth avenue to Stillwell avenue, excepting the land occupied by the tracks of the Brooklyn, Bath and West End Railroad; and it is hereby

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

Adopted by the Local Board of the Bay Ridge District on the 17th day of July, 1907, Commissioner Dunne and Alderman Potter voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 31st day of July, 1907.

DESMOND DUNNE,

Acting President of the Borough of Brooklyn.

REPORT NO. 5780.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
April 6, 1908.

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

SIR—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on July 17, 1907, initiating proceedings for acquiring title to Eighty-first street between Fourteenth avenue and Stillwell avenue, excepting the land occupied by the tracks of the Brooklyn, Bath and West End Railroad.

This resolution affects a length of ten blocks, or about 8,000 feet of Eighty-first street, which has been laid out upon the map of the City to have a width of 60 feet. The street is not in use in the four blocks between Fourteenth avenue and New Utrecht avenue, but the roadway has been approximately graded through a portion, and is in use through all of the remaining distance, where several houses have been erected upon the abutting property on each side.

Eighty-first street is legally open westerly from Fourteenth avenue and Stillwell avenue is its easterly terminus.

I see no reason why the resolution should not be approved, and would recommend such action. It is also recommended that title to the land be acquired in fee that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited, and that a district of assessment be laid out to comprise the following area:

Beginning at a point on a line midway between Eightieth street and Eighty-first street distant 100 feet northwesterly from the northwesterly line of Fourteenth avenue, and running thence southeastwardly along the said line midway between Eightieth street and Eighty-first street to the intersection with the westerly line of Stillwell avenue; thence eastwardly at right angles to Stillwell avenue a distance of 200 feet; thence southwardly and parallel with Stillwell avenue to the intersection with a line at right angles to Stillwell avenue, and passing through a point on its easterly side where it is intersected by the prolongation of a line midway between Eighty-first street and Eighty-second street; thence westwardly along the said line at right angles to Stillwell avenue to its easterly side; thence northwestwardly along the said line midway between Eighty-first street and Eighty-second street and the prolongation of the said line to the intersection with a line parallel with Fourteenth avenue, and passing through the point of beginning; thence northeastwardly and parallel with Fourteenth avenue to the point or place of beginning.

I believe that there are no buildings upon the land to be acquired.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then 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 Eighty-first street, from Fourteenth avenue to Stillwell avenue, excepting the land occupied by the tracks of the Brooklyn, Bath and West End Railroad, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding:

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on a line midway between Eightieth street and Eighty-first street distant 100 feet northwesterly from the northwesterly line of Fourteenth avenue, and running thence southeastwardly along the said line midway between Eightieth street and Eighty-first street to the intersection with the westerly line of Stillwell avenue; thence eastwardly at right angles to Stillwell avenue a distance of 200 feet; thence southwardly and parallel with Stillwell avenue to the intersection with a line at right angles to Stillwell avenue, and passing through a point on its easterly side where it is intersected by the prolongation of a line midway between Eighty-first street and Eighty-second street; thence westwardly along the said line at right angles to Stillwell avenue to its easterly side; thence northwestwardly along the said line midway between Eighty-first street and Eighty-second street and the prolongation of the said line to the intersection with a line parallel with Fourteenth avenue, and passing through the point of beginning; thence northeastwardly and parallel with Fourteenth avenue to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 19th day of June, 1908, at 10:30 a.m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 19th day of June, 1908.

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

OPENING LENOX ROAD, BETWEEN NEW YORK AVENUE AND EAST NINETY-EIGHTH STREET,
BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Flatbush District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Flatbush District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, this 27th day of June, 1907, hereby initiates proceedings to open Lenox road, from New York avenue to East Ninety-eighth street; and it is hereby

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

Adopted by the Local Board of the Flatbush District on the 27th day of June, 1907.

Commissioner Dunne and Aldermen Wentz, Ellery and Hann voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 19th day of July, 1907.

BIRD S. COLER,

President of the Borough of Brooklyn.

REPORT No. 5808.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
April 27, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Appor-tionment:

SIR—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on June 27, 1907, initiating proceedings for acquiring title to Lenox road, from New York avenue to East Ninety-eighth street.

This resolution affects a length of thirty-two short blocks of Lenox road which has been laid out to have a width of 70 feet westerly from Remsen avenue and a width of 80 feet easterly therefrom. West of New York avenue the street has been fully improved and East Ninety-eighth street is its easterly terminus.

The street is in use through the three blocks between New York avenue and Canarsie road, and for about a block on each side of Albany avenue, between East Forty-fifth street and Schenectady avenue, and between Utica avenue and a point near East Fifty-sixth street the roadway has been graded and curbed. A few houses have been erected upon the abutting property.

I would recommend the approval of the resolution, that title to the land be acquired in fee, that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Beginning at a point on a line midway between Clarkson avenue and Lenox road distant 100 feet westerly from the westerly line of New York avenue, and running thence eastwardly along the said line midway between Clarkson avenue and Lenox road to the intersection with the prolongation of a line midway between Clarkson avenue and Lenox road as laid out east of Remsen avenue; thence northeastwardly along the said line midway between Clarkson avenue and Lenox road and the prolongation of the said line to a point distant 100 feet northeasterly from the northeasterly line of East Ninety-eighth street; thence southeasterly and parallel with East Ninety-eighth street to the intersection with the prolongation of a line midway between Lenox road and Linden avenue as laid out east of Remsen avenue; thence southwestwardly along the said line midway between Lenox road and Linden avenue and the prolongation of the said line to the intersection with a line midway between Lenox road and Linden avenue as laid out west of Remsen avenue; thence westwardly along the said line midway between Lenox road and Linden avenue to the intersection with a line parallel with New York avenue, and passing through the point of beginning; thence northwardly along the said line parallel with New York avenue to the point or place of beginning.

I believe that a few small buildings and greenhouses encroach upon the land to be acquired.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then 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 Lenox road, from New York avenue to East Ninety-eighth 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:

Beginning at a point on a line midway between Clarkson avenue and Lenox road distant 100 feet westerly from the westerly line of New York avenue, and running thence eastwardly along the said line midway between Clarkson avenue and Lenox road to the intersection with the prolongation of a line midway between Clarkson avenue and Lenox road as laid out east of Remsen avenue; thence northeastwardly along the said line midway between Clarkson avenue and Lenox road and the prolongation of the said line to a point distant 100 feet northeasterly from the northeasterly line of East Ninety-eighth street; thence southeasterly and parallel with East Ninety-eighth street to the intersection with the prolongation of a line midway between Lenox road and Linden avenue as laid out east of Remsen avenue; thence southwestwardly along the said line midway between Lenox road and Linden avenue and the prolongation of the said line to the intersection with a line midway between Lenox road and Linden avenue as laid out west of Remsen avenue; thence westwardly along the said line midway between Lenox road and Linden avenue to the intersection with a line parallel with New York avenue, and passing through the point of beginning; thence northwardly along the said line parallel with New York avenue to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City

Hall, on the 19th day of June, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 19th day of June, 1908.

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

OPENING ATKINS AVENUE, BETWEEN PITKIN AVENUE AND NEW LOTS AVENUE,
BROOKLYN.

The following resolution of the Local Board of the Bushwick District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Bushwick District.

Resolved, That the Local Board of the Bushwick District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing had this 24th day of July, 1907, hereby initiates proceedings to open Atkins avenue, from Pitkin avenue to New Lots avenue; and it is hereby

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

Adopted by the Local Board of the Bushwick District on the 24th day of July, 1907, Commissioner Dunne and Aldermen Rowcroft and Falk voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 12th day of August, 1907.

DESMOND DUNNE,

Acting President of the Borough of Brooklyn.

REPORT No. 5807.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
April 27, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Appor-tionment:

SIR—Herewith is transmitted a resolution of the Local Board of the Bushwick District, Borough of Brooklyn, adopted on July 24, 1907, initiating proceedings for acquiring title to Atkins avenue, from Pitkin avenue to New Lots avenue.

This street has been laid out to have a width of 60 feet, and the resolution affects four blocks of its length, or about 2,100 feet. A road is in use in the three northerly blocks, and several buildings, including a school house at the southwesterly corner of Belmont avenue, have been erected upon the abutting property. Atkins avenue is fully improved northerly from Pitkin avenue, and it is not deemed necessary at this time to extend the opening proceedings southwardly from New Lots avenue.

I would recommend the approval of the resolution; that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Beginning at a point on the prolongation of a line midway between Atkins avenue and Berriman street, as laid out northerly from New Lots avenue, where it intersects the southerly line of New Lots avenue, and running thence northwardly along the said line midway between Atkins avenue and Berriman street to a point distant 100 feet northerly from the northerly line of Pitkin avenue; thence eastwardly and parallel with Pitkin avenue to the intersection with a line midway between Montauk avenue and Atkins avenue; thence southwardly along the said line midway between Montauk avenue and Atkins avenue to the intersection with the northerly line of New Lots avenue; thence southwardly at right angles to the line of New Lots avenue to a point distant 100 feet southerly from its southerly line; thence westwardly and parallel with New Lots avenue to the intersection with a line at right angles to New Lots avenue, and passing through the point of beginning; thence northwardly along the said line at right angles to New Lots avenue to the point or place of beginning.

I believe that a small frame building at Dumont avenue encroaches upon the land to be acquired.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then 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 Atkins avenue, from Pitkin avenue to New Lots avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the prolongation of a line midway between Atkins avenue and Berriman street, as laid out northerly from New Lots avenue, where it intersects the southerly line of New Lots avenue, and running thence northwardly along the said line midway between Atkins avenue and Berriman street to a point distant 100 feet northerly from the northerly line of Pitkin avenue; thence eastwardly and parallel with Pitkin avenue to the intersection with a line midway between Montauk avenue and Atkins avenue; thence southwardly along the said line midway between Montauk avenue and Atkins avenue to the intersection with the northerly line of New Lots avenue; thence southwardly at right angles to the line of New Lots avenue to a point distant 100 feet southerly from its southerly line; thence westwardly and parallel with New Lots avenue to the intersection with a line at right angles to New Lots avenue, and passing through the point of beginning; thence northwardly along the said line at right angles to New Lots avenue to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 19th day of June, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 19th day of June, 1908.

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

OPENING MAGENTA STREET, BETWEEN CRESCENT STREET AND RAILROAD AVENUE,
BROOKLYN.

The following resolution of the Local Board of the Bushwick District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Bushwick District.

Resolved, That the Local Board of the Bushwick District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing

ing had this 6th day of June, 1906, hereby initiates proceedings to open Magenta street, from Crescent street to Railroad avenue; and it is hereby

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

Adopted by the Local Board of the Bushwick District on the 6th day of June, 1906, Commissioner Dunne and Alderman Rowcroft voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 15th day of June, 1906.

BIRD S. COLER,
President of the Borough of Brooklyn.

REPORT No. 5796.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
April 15, 1908.

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

SIR—Herewith is transmitted a resolution of the Local Board of the Bushwick District, Borough of Brooklyn, adopted on June 6, 1906, initiating proceedings for acquiring title to Magenta street, between Crescent street and Railroad avenue.

This resolution affects one block, or about 450 feet of Magenta street, which has been laid out to have a width of 50 feet. The roadway has been approximately graded, all of the subsurface structures seem to have been completed, and several houses have been erected upon the abutting property on each side of the street.

Railroad avenue is the easterly terminus of this section of Magenta street, while westerly from Crescent street the roadway has been asphalted.

The evidences of dedication to public use in this block, however, are not sufficient, in the opinion of the Corporation Counsel to justify improving the street without formal opening proceedings, and I would recommend the approval of the resolution now presented. I would also recommend that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out, to comprise the following area:

Bounded on the north by a line midway between Weldon street and Magenta street and by the prolongation of the said line; on the east by a line midway between Railroad avenue and Lincoln avenue; on the south by a line midway between Magenta street and Hill street and by the prolongation of the said line, and on the west by a line distant 100 feet westerly from and parallel with the westerly line of Crescent street, the said distance being measured at right angles to the line of Crescent street.

I believe that there are no buildings upon the land to be acquired.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then 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 Magenta street, from Crescent street to Railroad avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line midway between Weldon street and Magenta street and by the prolongation of the said line; on the east by a line midway between Railroad avenue and Lincoln avenue; on the south by a line midway between Magenta street and Hill street and by the prolongation of the said line; and on the west by a line distant 100 feet westerly from and parallel with the westerly line of Crescent street, the said distance being measured at right angles to the line of Crescent street.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 19th day of June, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 19th day of June, 1908.

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

OPENING EAST FIFTEENTH STREET (MARLBOROUGH ROAD), BETWEEN DITMAS AVENUE AND FOSTER AVENUE, BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Flatbush District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Flatbush District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby amend resolution of November 1, 1906, initiating proceedings to open East Fifteenth street (Marlborough road), between Beverley road and Foster avenue, by excluding from the provisions thereof the portions of said East Fifteenth street (Marlborough road) lying between Beverley road and Ditmas avenue, the amended resolution to read as follows:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after hearing had this 4th day of December, 1907, hereby initiates proceedings to open East Fifteenth street (Marlborough road), between Ditmas avenue and Foster avenue; and it is hereby

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

Adopted by the Local Board of the Flatbush District on the 4th day of December, 1907, Commissioner Dunne and Aldermen Wentz, Ellery and Hann voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 30th day of December, 1907.

BIRD S. COLER,
President of the Borough of Brooklyn.

REPORT No. 5800.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
April 27, 1908.

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

SIR—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on December 4, 1907, initiating proceedings for acquiring title to East Fifteenth street (Marlborough road), from Ditmas avenue to Foster avenue.

This resolution affects a length of two blocks or about 1,000 feet of East Fifteenth street which has been laid out to have a width of 60 feet. Foster avenue is the southerly terminus of this section of the street, and north of Ditmas avenue the Corporation Counsel has advised that the evidences of dedication are sufficient to permit of improving the street. For a distance of about 350 feet southerly from Ditmas avenue the roadway has been graded and curbed, the flagging has been laid and a few buildings have here been erected on the abutting property; southerly from this point the street is not in use.

The construction of a sewer in this street was authorized on December 22, 1902, easements having been granted for this purpose.

I would recommend the approval of the resolution, that title to the land be acquired in fee, that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out, to comprise the following area:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Ditmas avenue, the said distance being measured at right angles to the line of Ditmas avenue; on the east by a line midway between East Fifteenth street and East Sixteenth street and the prolongation of the said line; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Foster avenue, the said distance being measured at right angles to the line of Foster avenue; and on the west by a line midway between East Fourteenth street and East Fifteenth street and by the prolongation of the said line.

I believe that there are no buildings upon the land to be acquired.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of East Fifteenth street (Marlborough road), from Ditmas avenue to Foster avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Ditmas avenue, the said distance being measured at right angles to the line of Ditmas avenue; on the east by a line midway between East Fifteenth street and East Sixteenth street and the prolongation of the said line; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Foster avenue, the said distance being measured at right angles to the line of Foster avenue; and on the west by a line midway between East Fourteenth street and East Fifteenth street and by the prolongation of the said line.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 19th day of June, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 19th day of June, 1908.

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

OPENING WARWICK STREET, BETWEEN BELMONT AVENUE AND NEW LOTS ROAD, BROOKLYN.

The following resolution of the Local Board of the Bushwick District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Bushwick District.

Resolved, That the Local Board of the Bushwick District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing had this 15th day of May, 1907, hereby initiates proceedings to open Warwick street, from Belmont avenue to New Lots road; and it is hereby

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

Adopted by the Local Board of the Bushwick District on the 15th day of May, 1907, Commissioner Dunne and Alderman Bartscherer voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS Secretary.

Approved this 31st day of May, 1907.

BIRD S. COLER,
President of the Borough of Brooklyn.

REPORT No. 5810.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
April 27, 1908.

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

SIR—Herewith is transmitted a resolution of the Local Board of the Bushwick District, Borough of Brooklyn, adopted on May 15, 1907, initiating proceedings for acquiring title to Warwick street, from Belmont avenue to New Lots road.

The resolution affects five blocks, or a length of about 2,300 feet of Warwick street, which has been laid out to have a width of 50 feet. An unshaped roadway is in use through the entire length affected, and the abutting property on the easterly side has been largely improved between Belmont and Sutter avenues and between Blake and Dumont avenues; through the three remaining blocks several houses have been erected on the abutting property on each side. The sewer has been built and the water main has been provided for several blocks.

Northerly from Belmont avenue the street has been fully improved, and it is not deemed desirable at this time to extend the opening proceeding southerly from New Lots avenue.

I would recommend the approval of the resolution; that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited, and that a district of assessment be laid out, to comprise the following area:

Beginning at a point on the northerly line of New Lots road midway between Warwick street and Ashford street, running thence at right angles to the line of New

Lots road a distance of 170 feet; thence westwardly and parallel with New Lots road to the intersection with a line at right angles to New Lots road, and passing through a point on its northerly side midway between Jerome street and Warwick street; thence northwardly along the said line at right angles to New Lots road to its northerly side; thence northwardly along a line midway between Jerome street and Warwick street to a point distant 100 feet northerly from the northerly line of Belmont avenue; thence eastwardly and parallel with Belmont avenue to the intersection with a line midway between Warwick street and Ashford street; thence southwardly along the said line midway between Warwick street and Ashford street to the point or place of beginning.

I believe that there are no buildings upon the land to be acquired.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then 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 Warwick street, from Belmont avenue to New Lots road, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the northerly line of New Lots road midway between Warwick street and Ashford street, and running thence at right angles to the line of New Lots road a distance of 170 feet; thence westwardly and parallel with New Lots road to the intersection with a line at right angles to New Lots road and passing through a point on its northerly side midway between Jerome street and Warwick street; thence northwardly along the said line at right angles to New Lots road to its northerly side; thence northwardly along a line midway between Jerome street and Warwick street to a point distant 100 feet northerly from the northerly line of Belmont avenue; thence eastwardly and parallel with Belmont avenue to the intersection with a line midway between Warwick street and Ashford street; thence southwardly along the said line midway between Warwick street and Ashford street to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 19th day of June, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 19th day of June, 1908.

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

OPENING CANARSIE LANE, BETWEEN FLATBUSH AVENUE AND SCHENECTADY AVENUE, BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Flatbush District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now, therefore, it is

Resolved, By the Local Board of the Flatbush District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

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

To open Canarsie lane from Flatbush avenue to Schenectady avenue; and it is hereby

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

Adopted by the Local Board of the Flatbush District on the 12th day of December, 1907, Commissioner Dunne and Aldermen Wentz and Hann voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 30th day of December, 1907.

BIRD S. COLER, President of the Borough of Brooklyn.

REPORT No. 5831.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 5, 1908.

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

SIR—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on December 12, 1907, initiating proceedings for acquiring title to Canarsie lane, from Flatbush avenue to Schenectady avenue.

This resolution affects a length of 26 short blocks, or about 6,800 feet, of Canarsie lane which has recently been laid out to have a width of 60 feet; the limits described comprise the entire length of the street. An approximately graded road is in use through the entire distance, sidewalks have been partly laid, and a number of houses have been erected at intervals upon the abutting property on each side of the street. The street is a very old one and through a portion of its width there is evidently a substantial dedication to public use. Through nine blocks near its easterly end, it includes land of the Holy Cross Cemetery, located on the northerly side, and an opinion from the Corporation Counsel was presented at the meeting of the Board of Estimate and Apportionment held on December 14, 1906, advising that this land could properly be taken for highway purposes.

I would recommend the approval of the resolution; that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Beginning at a point on the prolongation of a line that is always distant 100 feet northerly from and parallel with the northerly line of Canarsie lane, the said distance being measured at right angles to Canarsie lane, where it is intersected by a line distant 100 feet westerly from and parallel with the westerly line of Flatbush avenue, the said distance being measured at right angles to the line of Flatbush avenue, and run-

ning thence eastwardly along the said line parallel with and always distant 100 feet from Canarsie lane to the intersection with the prolongation of a line midway between Brooklyn avenue and East Thirty-seventh street; thence northwardly along the prolongation of the said line midway between Brooklyn avenue and East Thirty-seventh street to the intersection with a line distant 150 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 and always distant 150 feet from Canarsie lane to the intersection with a line midway between Schenectady avenue and East Forty-eighth street; thence southwardly along the said line midway between Schenectady avenue and East Forty-eighth street to the intersection with a line passing through a point on the westerly line of Schenectady avenue midway between Clarendon road and Canarsie lane and a point on the westerly line of East Thirty-seventh street midway between Clarendon road and Canarsie lane; thence westwardly along the line thus fixed to the intersection with a line midway between Brooklyn avenue and East Thirty-seventh street; thence northwardly along the said line midway between Brooklyn avenue and East Thirty-seventh street to the intersection with a line always distant 100 feet southerly from and parallel with the southerly line of Canarsie lane, the said distance being measured at right angles to the line of Canarsie lane; thence westwardly along the said line parallel with and always distant 100 feet from Canarsie lane, and along the prolongation of the said line, to the intersection with a line parallel with Flatbush avenue and passing through the point of beginning; thence northwardly along the said line parallel with Flatbush avenue to the point or place of beginning.

There are buildings upon the land to be acquired.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then 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 Canarsie lane from Flatbush avenue to Schenectady avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the prolongation of a line that is always distant 100 feet northerly from and parallel with the northerly line of Canarsie lane, the said distance being measured at right angles to Canarsie lane, where it is intersected by a line distant 100 feet westerly from and parallel with the westerly line of Flatbush avenue, the said distance being measured at right angles to the line of Flatbush avenue, and running thence eastwardly along the said line parallel with and always distant 100 feet from Canarsie lane to the intersection with the prolongation of a line midway between Brooklyn avenue and East Thirty-seventh street; thence northwardly along the prolongation of the said line midway between Brooklyn avenue and East Thirty-seventh street to the intersection with a line distant 150 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 and always distant 150 feet from Canarsie lane to the intersection with a line midway between Schenectady avenue and East Forty-eighth street; thence southwardly along the said line midway between Schenectady avenue and East Forty-eighth street to the intersection with a line passing through a point on the westerly line of Schenectady avenue midway between Clarendon road and Canarsie lane and a point on the westerly line of East Thirty-seventh street midway between Clarendon road and Canarsie lane; thence westwardly along the line thus fixed to the intersection with a line midway between Brooklyn avenue and East Thirty-seventh street; thence northwardly along the said line midway between Brooklyn avenue and East Thirty-seventh street to the intersection with a line always distant 100 feet southerly from and parallel with the southerly line of Canarsie lane, the said distance being measured at right angles to the line of Canarsie lane; thence westwardly along the said line parallel with and always distant 100 feet from Canarsie lane, and along the prolongation of the said line, to the intersection with a line parallel with Flatbush avenue and passing through the point of beginning; thence northwardly along the said line parallel with Flatbush avenue to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 19th day of June, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 19th day of June, 1908.

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

ADVANCING PROCEEDINGS FOR OPENING SNEDIKER AVENUE, FROM DUMONT AVENUE TO FRESH CREEK BASIN, BROOKLYN.

The following communication from the President of the Borough of Brooklyn was presented, and, on motion, the matter was laid over:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,
BROOKLYN, May 11, 1908.

To the Honorable the Board of Estimate and Apportionment:

GENTLEMEN—I hereby request the exception from the provisions of the resolution of your Board of November 22, 1907, directing the Corporation Counsel not to advance any street opening proceedings, until otherwise directed by the Board of Estimate, of the proceedings to open Snediker avenue, from Dumont avenue to Fresh Creek Basin.

This request is made because of the delay in a much needed public improvement due to the failure of the Corporation Counsel to proceed in this matter.

Yours very truly,

BIRD S. COLER, President of the Borough.

ADVANCING PROCEEDINGS FOR OPENING HENDRIX STREET, FROM DUMONT AVENUE TO NEW LOTS ROAD, BROOKLYN.

The following communication from the President of the Borough of Brooklyn was presented, and, on motion, the matter was referred to the Chief Engineer to report on the advisability of combining this proceeding with the one to be initiated for the acquisition of title to Hendrix street, from New Lots avenue to Fairfield avenue:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,
BROOKLYN, May 11, 1908.

To the Honorable the Board of Estimate and Apportionment:

GENTLEMEN—I hereby request the exception from the provisions of the resolution of your Board of November 22, 1907, directing the Corporation Counsel not to

advance any street opening proceedings, until otherwise directed by the Board of Estimate, of the proceedings to open Hendrix street, in the Borough of Brooklyn, between Dumont avenue and New Lots road.

This request is made because of the delay in a much needed public improvement due to the failure of the Corporation Counsel to proceed in this matter.

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

OPENING ST. LAWRENCE AVENUE, COMMONWEALTH AVENUE, ROSEDALE AVENUE, NOBLE AVENUE, CROES AVENUE AND FTELEY AVENUE, BETWEEN WESTCHESTER AVENUE AND CLASONS POINT ROAD, THE BRONX.

The following resolutions of the Local Board of the Chester District, Borough of The Bronx, and report of the Chief Engineer were presented:

In the Local Board of Chester, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Chester Twenty-fifth District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

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

For acquiring title to the lands necessary for East One Hundred and Seventy-second street, now called St. Lawrence avenue, from Westchester avenue to Clasons Point road, in the Borough of The Bronx, City of New York; and it is hereby

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

Adopted by the Local Board of Chester, Twenty-fifth District, on the 15th day of November, 1906, Alderman Dinwoodie, Alderman Mulligan and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GUMBLETON,
Secretary to Local Board of Chester, Twenty-fifth District.

Approved and certified this 19th day of November, 1906.

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

In the Local Board of Chester, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Chester, Twenty-fifth District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

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

For acquiring title to the lands necessary for East One Hundred and Seventy-first street, now called Commonwealth avenue, from Westchester avenue to Clasons Point road, in the Borough of The Bronx, City of New York; and it is hereby

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

Adopted by the Local Board of Chester, Twenty-fifth District, on the 15th day of November, 1906, Alderman Dinwoodie, Alderman Mulligan and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GUMBLETON,
Secretary to Local Board of Chester, Twenty-fifth District.

Approved and certified this 19th day of November, 1906.

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

In the Local Board of Chester, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Chester, Twenty-fifth District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

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

For acquiring title to the lands necessary for Rosedale avenue, from Westchester avenue to Clasons Point road, in the Borough of The Bronx, City of New York; and it is hereby

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

Adopted by the Local Board of Chester, Twenty-fifth District, on the 15th day of November, 1906, Alderman Dinwoodie, Alderman Mulligan and the President of the Borough of The Bronx voting in favor thereof.

Attest:

HENRY A. GUMBLETON,
Secretary to Local Board of Chester, Twenty-fifth District.

Approved and certified this 19th day of November, 1906.

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

In the Local Board of Chester, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Chester, Twenty-fifth District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

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

For acquiring title to the lands necessary for Noble avenue, from Westchester avenue to Clasons Point road, in the Borough of The Bronx, City of New York; and it is hereby

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

Adopted by the Local Board of Chester, Twenty-fifth District, on the 15th day of November, 1906, Alderman Dinwoodie, Alderman Mulligan and the President of the Borough of The Bronx voting in favor thereof.

Attest:

HENRY A. GUMBLETON,

Secretary to Local Board of Chester, Twenty-fifth District.

Approved and certified this 19th day of November, 1906.

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

In the Local Board of Chester, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Chester, Twenty-fifth District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

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

For acquiring title to the lands necessary for Croes avenue, from Westchester avenue to Clasons Point road, in the Borough of The Bronx, City of New York; and it is hereby

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

Adopted by the Local Board of Chester, Twenty-fifth District, on the 15th day of November, 1906, Alderman Dinwoodie, Alderman Mulligan and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GUMBLETON,

Secretary to Local Board of Chester, Twenty-fifth District.

Approved and certified this 19th day of November, 1906.

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

In the Local Board of Chester, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Chester, Twenty-fifth District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

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

For acquiring title to the lands necessary for Fteley avenue, from Westchester avenue to Clasons Point road, in the Borough of The Bronx, City of New York; and it is hereby

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

Adopted by the Local Board of Chester, Twenty-fifth District, on the 15th day of November, 1906, Alderman Dinwoodie, Alderman Mulligan and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GUMBLETON,

Secretary to Local Board of Chester, Twenty-fifth District.

Approved and certified this 19th day of November, 1906.

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

REPORT NO. 5805.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
April 27, 1908.

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

SIR—Herewith are transmitted six resolutions of the Local Board of the Chester District, Borough of The Bronx, all of which were adopted on November 15, 1906, initiating proceedings for acquiring title to

St. Lawrence avenue, between Westchester avenue and Clasons Point road;

Commonwealth avenue, between Westchester avenue and Clasons Point road;

Rosedale avenue, between Westchester avenue and Clasons Point road;

Croes avenue, between Westchester avenue and Clasons Point road;

Fteley avenue, between Westchester avenue and Clasons Point road.

These streets have all been laid out on Sections 39 and 48 of the final maps of the Borough of The Bronx, the former of which was approved on February 28, 1908, and the latter on April 24, 1908. Each of the streets described has a width of 60 feet excepting Rosedale avenue, which is 80 feet wide. The lengths affected vary from three blocks, or 1,500 feet, in the case of Fteley avenue, to six blocks, or about 4,200 feet, in the case of St. Lawrence avenue.

A narrow roadway is in use through the northerly block of St. Lawrence avenue and a few houses have been erected on the abutting property. With this exception none of the streets are in use at the present time.

The streets are adjoining and parallel, and I see no reason why the resolutions should not be combined and made the subject of one proceeding, such treatment being recommended. It is also recommended that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Westchester avenue, the said distance being measured at right angles to the line of Westchester avenue; on the east by a line midway between St. Lawrence avenue and Beach avenue; on the southwest by a line distant 100 feet southwesterly from and parallel with the southwesterly line of Clasons Point road, the said distance being measured at right angles to the line of Clasons Point road; and on the west by a line midway between Metcalf avenue and Fteley avenue.

Buildings encroach upon the land to be acquired for St. Lawrence avenue and Fteley avenue.

Respectfully,
NELSON P. LEWIS, Chief Engineer.

The following resolutions were then 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 St. Lawrence avenue, Commonwealth avenue, Rosedale avenue, Noble avenue, Croes avenue and Fteley avenue, from Westchester avenue to Clasons Point road, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Westchester avenue, the said distance being measured at right angles to the line of Westchester avenue; on the east by a line midway between St. Lawrence avenue and Beach avenue; on the southwest by a line distant 100 feet southwesterly from and parallel with the southwesterly line of Clasons Point road, the said distance being measured at right angles to the line of Clasons Point road; and on the west by a line midway between Metcalf avenue and Fteley avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 19th day of June, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 19th day of June, 1908.

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

OPENING LELAND AVENUE, BETWEEN WESTCHESTER AVENUE AND LUDLOW AVENUE, THE BRONX.

The following resolution of the Local Board of the Chester District, Borough of The Bronx, and report of the Chief Engineer, were presented:

In Local Board of Chester, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore, it is

Resolved, by the Local Board of Chester, Twenty-fifth District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10, of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

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

For acquiring title to the lands necessary for East One Hundred and Seventy-sixth street (Leland avenue), from Westchester avenue to Ludlow avenue, in the Borough of The Bronx, City of New York; and it is hereby

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

Adopted by the Local Board of Chester, Twenty-fifth District, on the 2d day of August, 1906. Alderman Dinwoodie and the President of the Borough of The Bronx voting in favor thereof. Negative—None.

Attest:

HENRY A. GUMBLETON,
Secretary of Local Board of Chester, Twenty-fifth District.
Approved and certified this 3rd day of August, 1906.

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

REPORT No. 5806

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
April 27, 1908.

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

SIR—Herewith is transmitted a resolution of the Local Board of the Chester District, Borough of The Bronx, adopted on August 2, 1906, initiating proceedings for acquiring title to Leland avenue, from Westchester avenue to Ludlow avenue.

This resolution affects a length of three long blocks, or about 2,400 feet, of Leland avenue, which has been laid out upon the map of the City to have a width of 60 feet. The street is not in use and no buildings have been erected upon the abutting property.

I can see no reason why the resolution should not be approved and would recommend such action. It is also recommended that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Westchester avenue, the said distance being measured at right

angles to the line of Westchester avenue; on the east by a line midway between Leland avenue and Underhill avenue and the prolongation of the said line; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Ludlow avenue, the said distance being measured at right angles to the line of Ludlow avenue; and on the west by a line midway between Theriot avenue and Leland avenue.

Respectfully,
NELSON P. LEWIS, Chief Engineer.

The following resolutions were then 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 Leland avenue, from Westchester avenue to Ludlow avenue, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Westchester avenue, the said distance being measured at right angles to the line of Westchester avenue; on the east by a line midway between Leland avenue and Underhill avenue and the prolongation of the said line; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Ludlow avenue, the said distance being measured at right angles to the line of Ludlow avenue, and on the west by a line midway between Theriot avenue and Leland avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 19th day of June, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 19th day of June, 1908.

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

OPENING TAYLOR AVENUE, BETWEEN WESTCHESTER AVENUE AND THE BULKHEAD LINE OF THE EAST RIVER, THE BRONX.

The following resolution of the Local Board of the Chester District, Borough of The Bronx and report of the Chief Engineer were presented:

In the Local Board of Chester, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Chester, Twenty-fifth District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

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

For acquiring title to the lands necessary for Taylor street, from East River to Westchester avenue, in the Borough of The Bronx, City of New York; and it is hereby

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

Adopted by the Local Board of Chester, Twenty-fifth District, on the 30th day of August, 1906, Alderman Dinwoodie and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GUMBLETON,
Secretary to Local Board of Chester, Twenty-fifth District.

Approved and certified this 1st day of September, 1906.

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

REPORT No. 5789.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
April 13, 1908.

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

SIR—Herewith is transmitted a resolution of the Local Board of the Chester District, Borough of The Bronx, adopted on March 19, 1908, initiating proceedings for acquiring title to Taylor avenue, from Westchester avenue to the bulkhead line of the East River.

This resolution affects eleven long blocks of Taylor avenue, which has been laid out to have a width of 80 feet in the block between Bronx River avenue and the bulkhead line, and a width of 60 feet through its remaining length. Proceedings for acquiring title to that portion of the street north of Westchester avenue have already been authorized.

A narrow road is in use in the block between Westchester avenue and Gleason avenue, and here a number of houses have been erected upon the abutting property; south of Gleason avenue the street is not in use.

I can see no reason why the resolution should not be approved, and would recommend such action. It is also recommended that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited, and that a district of assessment be laid out to comprise the following area:

Beginning at a point on the bulkhead line of the East River where it is intersected by a line distant 450 feet westerly from and parallel with the westerly line of Taylor avenue as laid out between Bronx River avenue and the bulkhead line, the said distance being measured at right angles to the line of Taylor avenue, and running thence northwardly along the said line parallel with Taylor avenue and the prolongation of the said line to a point distant 100 feet northerly from the northwesterly line of Bronx River avenue, the said distance being measured at right angles to the line of Bronx River avenue; thence eastwardly and always parallel with and distant 100 feet from the northerly line of Bronx River avenue to the intersection with a line midway between Beach avenue and Taylor avenue; thence northwardly along the said line midway between Beach avenue and Taylor avenue to the intersection with a line distant 100 feet northerly from and parallel with the northerly line

of Westchester avenue, the said distance being measured at right angles to the line of Westchester avenue; thence eastwardly along the said line parallel with Westchester avenue to the intersection with a line midway between Taylor avenue and Theriot avenue; thence southwardly along the said line midway between Taylor avenue and Theriot avenue to a point distant 100 feet northeasterly from the northeasterly line of Bronx River avenue, the said distance being measured at right angles to the line of Bronx River avenue; thence southeastwardly and always distant 100 feet from and parallel with the northeasterly line of Bronx River avenue to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of Taylor avenue and Gildersleeve avenue as the said avenues are laid out between Bronx River avenue and the bulkhead line of the East River; thence southwestwardly along the said bisecting line to the said bulkhead line; thence northwestwardly and westwardly along the said bulkhead line to the point or place of beginning.

Several buildings between Randall avenue and Lafayette avenue encroach upon the land to be acquired.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then 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 Taylor street (or avenue), from East River to Westchester avenue, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the bulkhead line of the East River where it is intersected by a line distant 450 feet westerly from and parallel with the westerly line of Taylor avenue as laid out between Bronx River avenue and the bulkhead line, the said distance being measured at right angles to the line of Taylor avenue, and running thence northwardly along the said line parallel with Taylor avenue and the prolongation of the said line to a point distant 100 feet northerly from the northerly line of Bronx River avenue, the said distance being measured at right angles to the line of Bronx River avenue; thence eastwardly and always parallel with and distant 100 feet from the northerly line of Bronx River avenue to the intersection with a line midway between Beach avenue and Taylor avenue; thence northwardly along the said line midway between Beach avenue and Taylor avenue to the intersection with a line distant 100 feet northerly from and parallel with the northerly line of Westchester avenue, the said distance being measured at right angles to the line of Westchester avenue; thence eastwardly along the said line parallel with Westchester avenue to the intersection with a line midway between Taylor avenue and Theriot avenue; thence southwardly along the said line midway between Taylor avenue and Theriot avenue to a point distant 100 feet northeasterly from the northeasterly line of Bronx River avenue, the said distance being measured at right angles to the line of Bronx River avenue; thence southeastwardly and always distant 100 feet from and parallel with the northeasterly line of Bronx River avenue to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of Taylor avenue and Gildersleeve avenue as the said avenues are laid out between Bronx River avenue and the bulkhead line of the East River; thence southwestwardly along the said bisecting line to the said bulkhead line; thence northwestwardly and westwardly along the said bulkhead line to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 19th day of June, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 19th day of June, 1908.

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

OPENING MATTHEWS AVENUE, BETWEEN BURKE AVENUE AND BOSTON ROAD, THE BRONX.

The following resolution of the Local Board of the Chester District, Borough of The Bronx, and report of the Chief Engineer were presented:

In Local Board of Chester, Twenty-third District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Chester, Twenty-third District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

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

For acquiring title to the lands necessary for opening Matthews avenue, from Burke avenue to the Boston road, as shown on Section thirty-one (31) of the final maps of the Borough of The Bronx, in the Borough of The Bronx, City of New York; and it is hereby

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

Adopted by the Local Board of Chester, Twenty-third District, on the 9th day of January, 1908, Alderman Mulligan, Alderman Corbett and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GUMBLETON,

Secretary to Local Board of Chester, Twenty-third District.

Approved and certified this 11th day of January, 1908.

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

REPORT No. 583.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 8, 1908.

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

SIR—Herewith is transmitted a resolution of the Local Board of the Chester District, Borough of The Bronx, adopted on January 9, 1908, initiating proceedings for acquiring title to Matthews avenue, from Burke avenue to Boston road.

This resolution affects a length of three blocks, or about 2,000 feet of Matthews avenue, which has been laid out to have a width of 60 feet, and comprises all of the street which has as yet been placed upon the City map. The street is not in use and no buildings have been erected upon the abutting property.

I can see no reason why the resolution should not be approved, and would recommend such action. It is also recommended that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited, and that a district of assessment be laid out, to comprise the following area:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Burke avenue, the said distance being measured at right angles to the line of Burke avenue; on the east by a line midway between Matthews avenue and Bronxwood avenue, and by the prolongation of the said line; on the southeast by a line distant 100 feet southeasterly from and parallel with the southeasterly line of Boston road, the said distance being measured at right angles to the line of Boston road, and on the west by a line midway between Barnes avenue and Matthews avenue, and by the prolongation of the said line.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then 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 Matthews avenue, from Burke avenue to the Boston road, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Burke avenue, the said distance being measured at right angles to the line of Burke avenue; on the east by a line midway between Matthews avenue and Bronxwood avenue, and by the prolongation of the said line; on the southeast by a line distant 100 feet southeasterly from and parallel with the southeasterly line of Boston road, the said distance being measured at right angles to the line of Boston road, and on the west by a line midway between Barnes avenue and Matthews avenue, and by the prolongation of the said line.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 19th day of June, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 19th day of June, 1908.

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

OPENING HEBERTON AVENUE, BETWEEN A LINE ABOUT 188 FEET NORTH OF ANN STREET AND RICHMOND TERRACE, RICHMOND.

The following resolution of the Local Board of the Staten Island District, Borough of Richmond, and report of the Chief Engineer were presented:

In the Local Board of the Staten Island District, Borough of Richmond.

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

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Staten Island District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

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

To extend and open Heberton avenue, from its present northerly terminus as already opened, to Richmond terrace, in the Third Ward, Borough of Richmond, as laid out on the map or plan of The City of New York, and it is hereby

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

Adopted by the Local Board of the Staten Island District on the 14th day of January, 1908, Alderman Collins, Alderman Rendt, Alderman Cole and President Cromwell being present and voting in favor thereof.

Attest:

MAYBURY FLEMING, Secretary.

Approved this 15th day of January, 1908.

GEORGE CROMWELL,
President of the Borough of Richmond.

REPORT No. 584.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
April 27, 1908.

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

SIR—Herewith is transmitted a resolution of the Local Board of the Staten Island District, Borough of Richmond, adopted on January 14, 1908, initiating proceedings for acquiring title to Heberton avenue, from "its present northerly terminus as already opened" to Richmond terrace.

At a meeting of the Board of Estimate and Apportionment, held on March 13 last, a map was adopted fixing the lines of Heberton avenue through the block between Ann street and Richmond terrace. In the report prepared upon the map change it was shown that the street was in use for a distance of about 190 feet north of Ann street, that no portion of the street had previously been placed upon the map of the City, and that the change would extend the street to Richmond terrace.

race, a distance of about 250 feet. The Borough authorities advise that the portion of Heberton avenue adjacent to Ann street has been wholly dedicated to public use, and that it is the intent of the resolution now presented to provide for the acquisition of title to that portion of the street between a line about 188 feet north of Ann street and Richmond terrace. To avoid any uncertainty as to the scope of the resolution, and to make it a matter of definite record, I would suggest that the form of resolution be changed to apply only to the land which it is now intended to acquire.

The street through the portion affected by the resolution as thus interpreted has a width of 65 feet, and is not in use at the present time. The abutting property is unimproved, but information is presented to show that the owners of the land adjoining Richmond terrace propose to erect buildings within its lines in the near future unless the opening proceeding is begun.

I see no reason why the resolution should not be approved, and would recommend such action. It is also recommended that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings, and any damages allowed for intended regulating be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Beginning at a point on the line midway between Heberton avenue and Broadway as the lines of the said streets are either laid out or commonly recognized, at and adjoining their intersection with Ann street, distant 100 feet southerly from the southerly line of Ann street, the said distance being measured at right angles to the line of Ann street, and running thence northwardly in a straight course and along the said line midway between Heberton avenue and Broadway, and the prolongation of the said line, to the intersection with the westerly line of Richmond terrace; thence eastwardly at right angles to the line of Richmond terrace to a point distant 100 feet easterly from the easterly line of Richmond terrace; thence southwardly and always distant 100 feet from and parallel with the easterly line of Richmond terrace to the intersection with a line bisecting the angle formed by the intersection of the southerly line of Heberton avenue, as laid out immediately east of its intersection with Ann street, with the northerly line of Bennett street as recognized between Heberton avenue and Jewett avenue; thence southwardly along the said bisecting line to the intersection with a line parallel with the line of Ann street as commonly recognized between Heberton avenue and Broadway, and passing through the point of beginning; thence westwardly along the said line parallel with Ann street to the point or place of beginning.

With the exception of Heberton avenue none of the streets mentioned in the above description have been placed upon the City map, and the references to street lines are intended to apply to those determined by usage and as commonly recognized.

I believe that there are no buildings upon the land to be acquired.
Respectfully,
NELSON P. LEWIS, Chief Engineer.

The following resolutions were then 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 Heberton avenue, between a line about 188 feet north of Ann street and Richmond terrace, in the Borough of Richmond, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the line midway between Heberton avenue and Broadway as the lines of the said streets are either laid out or commonly recognized, at and adjoining their intersection with Ann street, distant 100 feet southerly from the southerly line of Ann street, the said distance being measured at right angles to the line of Ann street, and running thence northwardly in a straight course and along the said line midway between Heberton avenue and Broadway, and the prolongation of the said line, to the intersection with the westerly line of Richmond terrace; thence eastwardly at right angles to the line of Richmond terrace to a point distant 100 feet easterly from the easterly line of Richmond terrace; thence southwardly and always distant 100 feet from and parallel with the easterly line of Richmond terrace to the intersection with a line bisecting the angle formed by the intersection of the southerly line of Heberton avenue, as laid out immediately east of its intersection with Ann street, with the northerly line of Bennett street as recognized between Heberton avenue and Jewett avenue; thence southwardly along the said bisecting line to the intersection with a line parallel with the line of Ann street as commonly recognized between Heberton avenue and Broadway, and passing through the point of beginning; thence westwardly along the said line parallel with Ann street to the point or place of beginning.

[With the exception of Heberton avenue none of the streets mentioned in the above description have been placed upon the City map, and the references to street lines are intended to apply to those determined by usage and as commonly recognized.]

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 19th day of June, 1908, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 19th day of June, 1908.

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

ACQUIRING TITLE TO A PARCEL OF LAND ADJOINING THE JAMAICA SEWAGE DISPOSAL PLANT, QUEENS.

The following communication from the President of the Borough of Queens and report of the Chief Engineer were presented, and, on motion, the matter was referred to the Corporation Counsel.

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS,
LONG ISLAND CITY, January 27, 1908.

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

DEAR SIR—The Superintendent of Sewers in this Borough advises me that sludge from the Jamaica Disposal Works is overflowing into property of one Milton Bergen, who has served a notice that he intends to use the land in the spring for farming purposes.

In order to provide proper accommodations for the Department, application is respectfully made to the Board of Estimate and Apportionment to take such steps as may be necessary to acquire title to additional acreage of 2.447 adjoining the present Jamaica Disposal Plant in the Fourth Ward, Borough of Queens, which property is now owned by Milton Bergen.

I inclose sketch herewith showing size and location of the property in question.
Yours respectfully,

JOSEPH BERMEL,
President of the Borough of Queens.

REPORT No. 5812.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
April 28, 1908.

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

SIR—Herewith is transmitted a communication from the President of the Borough of Queens, bearing date of January 27, 1908, requesting the authorization of proceedings for the acquisition of title to a parcel of land having an area of 2.409 acres, adjoining on the north, east and south the present Jamaica Sewage Disposal Plant in the Fourth Ward.

The Borough President advises that the sludge pits now in use at the disposal plant are entirely inadequate and that as a result the sludge overflows upon the adjoining property. The owner of the land has recently served notice that he intends to at once utilize the property for farming purposes. Unless it is acquired it would therefore appear probable that the City might be obliged to pay substantial damages if the present conditions are continued.

In a recent report from Consulting Engineer Hering it has been shown that the use of this plant may be continued for some time in the future, but that ultimately it will have to be remodeled and the method of purification changed. In the latter case I believe that the land which it is now proposed to acquire will all be needed.

The request is evidently based upon the provisions of section 396 of the Charter, which permits of assessing the cost of the proceeding upon the property benefited. The area of benefit in this case would unquestionably include the entire drainage area, this comprising the sections known as Jamaica and Richmond Hill. The assessed valuation of the land to be acquired is \$1,500 and it is evident that the expense which would be required to make up the benefit maps and to collect the assessment would be out of all proportion to the actual amount involved in the improvement. The case is similar to one which has been submitted to the Board for the acquisition of a sewer easement at the head of Wallabout Canal, where the assessed valuation of the land required is only \$10,000, while the area of benefit comprises the entire drainage area, having a width of about two miles and a length of nearly three miles. Other similar cases are about to be presented to the Board for consideration and where the area of benefit is very large while the probable cost of the land to be purchased is relatively small.

In such cases it would seem absurd to attempt to assess the cost of the proceeding upon the property benefited.

In the case now reported upon, I would recommend that the City assume the entire expense of the proceeding and that the Corporation Counsel be requested to advise the Board whether it would not be practicable for the Board of Assessors to include in their general assessment for the construction of the sewerage system and the disposal plant an amount equivalent to the cost of the land and the expense involved in the proceeding. If such a course is not a legal one, I would also suggest that he be requested to advise the Board as to whether any other procedure could be followed which would permit of assessing all the cost of the proceeding upon the area of benefit and without requiring the preparation of special maps for this purpose.

Respectfully,
NELSON P. LEWIS, Chief Engineer.

PLANS FOR SUBSTRUCTURE OF THE LUDLOW AVENUE BRIDGE OVER THE TRACKS OF THE HARLEM RIVER AND PORT CHESTER RAILROAD, THE BRONX.

The following report of the Chief Engineer was presented:

REPORT No. 5896.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 18, 1908.

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

SIR—Under date of May 14, 1908, the New York, New Haven and Hartford Railroad Company, through Mr. William Greenough, attorney, has submitted to the Board a plan showing the abutments of the bridge which is designed to carry Ludlow avenue across the tracks of the Harlem River and Port Chester Railroad, in the Bronx.

The general plan for this bridge was approved by the Board at the meeting held on May 8 last, with the understanding that as details were prepared for the substructure and superstructure they would be submitted. This bridge at Ludlow avenue was substituted for one at Whittier street at the request of the Board of Estimate and Apportionment, and in accordance with the provisions of the contract of December 21, 1904. The plan now presented has been submitted to and approved by the Chief Engineer of the Borough of The Bronx. It conforms in a general way with the plans for the other bridges along the Harlem River and Port Chester Railroad, which have already been approved by the Board. Openings are left for water and gas mains.

It is recommended that the plan be approved as presented, a resolution to that effect being herewith submitted.

Respectfully,
NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment, of The City of New York, in pursuance of the provisions of section 4 of the agreement between The City of New York and the New York, New Haven and Hartford Railroad Company, of December 21, 1904, hereby approves the plans submitted for the abutments of the bridge designed to carry Ludlow avenue across the tracks of the Harlem River and Port Chester Railroad, in the Borough of The Bronx, said plan being submitted by the Attorney of the Company in a communication dated May 14, 1908, and being entitled:

"N. Y., N. H. & H. R. R. Co., New York Div., Harlem River Br. Bridge No. 287, Ludlow Ave., Dated May 6th, 1908."

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

DRAINAGE PLAN FOR NEW YORK AVENUE, BETWEEN FINGERBOARD ROAD AND WADSWORTH AVENUE, RICHMOND.

The following communication from the President of the Borough of Richmond and report of the Chief Engineer were presented:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND,
Borough Hall, New Brighton, March 19, 1908.
Board of Estimate and Apportionment, No. 277 Broadway, New York:

GENTLEMEN—I send you herewith, for consideration and adoption, map or plan showing location, size and grades of a combined sewer in New York avenue, from Fingerboard road to Wadsworth avenue, in Sewer District 6B, Fourth Ward.

Yours truly,
GEORGE CROMWELL, President of the Borough.

REPORT No. 5892.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 9, 1908.

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

SIR—Herewith is transmitted a communication from the President of the Borough of Richmond, bearing date of March 19, 1908, requesting the adoption of a map showing a sewer proposed for New York avenue, between Fingerboard road and Wadsworth avenue, in the Fourth Ward.

On September 16, 1903, a drainage map for the district in which this sewer is included was adopted by the Board of Estimate and Apportionment, and at a subsequent date the construction of a number of the sewers shown was authorized.

The map now submitted provides for a combined storm water and sanitary sewer having a length of about 1,000 feet, connecting with a sewer heretofore authorized in Fingerboard road. The map also shows that more than 50 per cent. of the drainage area is a part of the Fort Wadsworth Reservation, and is owned by the United States Government. It is evident that the sewer is intended to benefit the Government property, and that a large portion of the assessment would be charged against this land.

I understand that there is no method provided by law under which an assessment against Government property could be collected. If this is the case it would seem undesirable to provide drainage for Government lands unless a contract could be first entered into providing for compensating the City for a fair portion of the expense of the improvement. I would therefore recommend that this matter be referred to the Corporation Counsel, and that he be requested to advise the Board as to the proper procedure whereby the Government could be made to participate in the expense if it desired to benefit by the improvement, and for the preparation of the necessary form of agreement.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, By the Board of Estimate and Apportionment of the City of New York, in pursuance of the provisions of the Greater New York Charter, as amended, that the map or plan, dated February 25, 1908, submitted by the President of the Borough of Richmond, showing the location, size and grades of the combined sewer in New York avenue from Fingerboard road to Wadsworth avenue, in Sewer District 6B, in the Fourth Ward, Borough of Richmond, be and the same is hereby approved.

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

On motion the matter was referred to the Corporation Counsel, with a request that he advise the Board as to the procedure which may be followed in entering into an agreement with the Federal Government providing for reimbursing the City for the expenditure if the sewer is built as proposed, and to prepare the necessary form of agreement.

AUTHORIZATION OF LOCAL IMPROVEMENTS IN THE DIFFERENT BOROUGHS.

The following report of the Comptroller and communication from the President of the Borough of The Bronx were presented and, on motion, ordered printed in the minutes and placed on file:

COMMUNICATION OF COMPTROLLER HERMAN A. METZ, WITH RECOMMENDATIONS AS TO FUTURE ADMINISTRATION OF "STREET IMPROVEMENT FUND, WORK CONTRACTED FOR AFTER JANUARY 1, 1898."

DEPARTMENT OF FINANCE,
CITY OF NEW YORK,
May 14, 1908.

To the Honorable the Board of Estimate and Apportionment:

GENTLEMEN—In connection with the recommendation of the Chief Engineer of the Board of Estimate and Apportionment that before June 30, 1908, resolutions for local improvements, in addition to those already authorized, be authorized to the amount of \$2,000,000 at the present time, which was referred to me for consideration at the last meeting of this Board, I beg to state as follows:

I yield to no one in my appreciation of the importance, in the development of the Greater City, especially in the very largely unsettled areas of Queens Borough, of The Bronx and the suburbs of Brooklyn, of the expenditures out of the account known as the Street Improvement Fund of The City of New York, but I believe that in this instance, as in all other matters in connection with City administration, this Board should have full knowledge of the facts before taking action. If the facts indicate that the further extension of the work under this fund is not advisable the responsibility for this condition should be placed where it belongs, and the criticism, if any is aroused by those who suffer in consequence, should be directed to those who should properly bear it.

It is comparatively easy for the members of this Board to authorize the use of money, but the responsibility for financing the transactions in most instances rests with the Comptroller. If the authorization is granted by this Board and then the Comptroller is unable to finance the improvements put up to him the public immediately blames the financial head of the City rather than tracing a condition back to its real source.

The Street Improvement Fund of The City of New York is in practice a loan account whereby the faith and credit of the City are loaned to the localities for making original street improvements and for building sewers with the implied understanding that the levy of the assessments for these improvements should be made promptly and the payments of these assessments also be promptly made in order that the loan should be returned within the shortest interval to be used for similar improvements either in the same or some other locality of the City. It is an account for the successful administration of which the Borough Presidents of the five Boroughs are largely responsible, and if it shall appear that improvements out of this fund cannot freely be made that responsibility will rest in part with the Borough Presidents, and after the Borough Presidents have done their duty the responsibility rests with the property owners upon whose property the assessments are made.

One of the earliest matters to which I gave attention upon assuming office was the operation of the Street Improvement Fund. I caused an examination to be made with regard to it, a report of which was made to the Board of Estimate and Apportionment. The result of that investigation was the turning in of a large number of assessment lists by the Borough Presidents, which lists had been long in arrears at the time. The examination which developed the facts now before me was begun by Examiners of the Finance Department in the latter part of 1907, and the effect of the agitation has been to once more increase the number of assessment lists turned in by the Borough Presidents.

The most important fact to be considered at this time is to what extent this fund is pledged for future improvements.

A report of the Chief Engineer of the Board of Estimate and Apportionment states that improvements already authorized but not contracted for (as of date of December 31, 1907, which situation has not materially changed since that time) amounted to \$4,148,420, apportioned among the Boroughs as follows:

Manhattan	\$196,700 00
The Bronx	2,439,200 00
Brooklyn	1,386,100 00
Queens	97,720 00
Richmond	28,700 00
Total	\$4,148,420 00

The contract liability register of the Department of Finance shows that as of December 31, 1907, there were liabilities based upon contracts certified against this fund in excess of payments made to contractors to the amount of \$5,895,580.65, apportioned among the Boroughs as follows:

For the Period from January 1, 1902, to December 31, 1907—	
Manhattan	\$389,496 29
The Bronx	3,043,262 05
Brooklyn	944,703 69

Queens	\$809,097 90
Richmond	645,552 28
	\$5,832,112 21
Total	\$5,895,580 65

These two liabilities of work authorized but not contracted for, and contracted for but not paid for, combined by Boroughs, represents the following amounts of work yet to be done without any added authorization by the Board of Estimate and Apportionment:

Aggregate of Work Authorized and Contracts Uncompleted December 31, 1907, by Boroughs, Chargeable Against Street Improvement Fund.	
Manhattan	\$586,196 29
The Bronx	5,482,462 05
Brooklyn	2,330,803 69
Queens	906,817 90
Richmond	674,252 28
All Boroughs	63,468 44
	\$9,980,532 21

Before proceeding with the general consideration of this fund, I would call your attention without comment to two points in connection with its administration. Of an amount of \$8,227,628.44 of assessment lists ready for confirmation on December 31, 1907, \$1,190,641.01 represented interest added in said lists for the interval of time between the payments on account of the work and the preparation of the lists for assessment, an increase of cost to the property benefited above the actual contract and engineering cost of the work of 16.91 per cent., or practically 17 per cent. A distribution of this by Boroughs is as follows:

	Amounts Advanced, Including Retained Securities, etc.	Interest Added.	Per Cent. of Increase on Amounts Advanced.
Manhattan	\$431,550 51	\$18,314 41	.04244
The Bronx	2,873,619 80	394,018 88	.13711
Brooklyn	2,988,304 39	655,491 43	.21935
Queens	556,329 57	89,564 75	.16099
Richmond	187,183 16	33,251 54	.17764
Total	\$7,036,987 43	\$1,190,641 01	.16919

Of an amount of \$17,394,633.64 advances made on account of improvements out of this fund not included in assessment lists confirmed on December 31, 1907, \$1,567,237.08 represents amounts added for cost of engineers, inspectors and other expenses, or an added cost on account of this expense above the contract price of 9 per cent. A distribution of this by Boroughs is as follows:

	Amount Paid Contractor.	Amount Added for Cost of Engineers, Inspectors and Other Services.	Total Advanced to December 31, 1907.	Per Cent. of Added Expenses to the Total.
Manhattan	\$878,308 82	\$89,591 90	\$967,900 72	.09256
The Bronx	5,136,682 18	590,562 78	5,727,244 96	.10311
Brooklyn	6,525,708 87	481,982 66	7,007,691 53	.06877
Queens	2,962,071 39	332,693 48	3,294,764 87	.10098
Richmond	324,625 30	72,406 26	397,031 56	.18237
	\$15,827,396 56	\$1,567,237 08	\$17,394,633 64	.09009

On this basis and on the experience shown by these two statements, the average cost to the property owner on work administered by the Borough Presidents and paid out of this fund is 25 per cent. in excess of the contract price.

The responsibility for this tremendously large percentage of excess cost over contract price rests with the Borough Presidents. Whether it is avoidable or otherwise is a matter to be determined by the circumstances in the case of each assessment.

History of the Street Improvement Fund Since Its Inception in 1898 to December 31, 1907.

The total net outlay for work charged to Street Improvement Fund, work contracted for after January 1, 1898, from 1898 to 1907, aggregated \$37,531,454.95; outlay for redemption of bonds, \$10,030,000; total disbursements from this account in the said ten-year interval, \$47,561,454.95. The fund between said dates was replenished by collections by the Collector of Assessments and Arrears to the amount of \$14,214,097.92; by the collection of interest upon said assessments to the amount of \$624,462.98; by the collection of interest on assessments levied prior to December 31, 1898 (which I believe are incorrectly paid into this account), to the amount of \$1,857,026.18; by the proceeds of the sale of bonds to the amount of \$19,034,129.49; and by premiums received on said bonds to the amount of \$21,677.22; total receipts of the fund for the interval, \$35,751,393.79.

This would indicate that disbursements out of this fund in excess of the receipts therefor for the said ten years represented an overdraft of \$11,810,061.16. This overdraft represents advances made to the fund out of the general funds of the City.

The apparent resources of this fund as of December 31, 1907, were as follows: Uncollected assessments on the books of the Collector of Assessments and Arrears, December 31, 1907, \$5,516,197.85; moneys advanced by The City of New York out of "Street Improvement Fund" for completed and uncompleted street improvements, assessments for which were not confirmed on December 31, 1907, \$17,394,633.64; total, \$22,910,831.50.

Several important improvements, part of the cost of which is to be borne by the City at large, have been charged against this account, incorrectly, as I believe, for it would appear that all disbursements out of this account should be represented by assessments later levied, and that in any instance where the City at large is charged with a part of the expense, that charge should be represented by an issue of Corporate Stock. To the extent that this fund is being incorrectly used in this particular,

the amount of \$17,394,633.64 disbursements out of it previously referred to, would not be represented by repayments into said fund through the levy and collection of assessments. A notable instance of this is the Grand Boulevard and Concourse in The Bronx, from East One Hundred and Sixty-first street to Mosholu parkway, the estimated cost of which is \$1,011,322.50, seventy-five per cent. of which is charged against the City at large, and twenty-five per cent. to the locality. Another instance of this kind is the approach to the Municipal Ferry in the Borough of Richmond, which was authorized on February 9, 1906, and which provided for a disbursement of \$765,300, thirty per cent. of which is to be paid by the property deemed to be benefited, and seventy per cent. by The City of New York, with the exception of where streets are occupied by street railways, the cost of paving that part of the roadway occupied by the street railroad company and two feet in width outside of its tracks to be paid or repaid to the City by the said railroad company.

A substantial increment to this fund, however, is the addition of interest represented in the assessments as finally levied, previously referred to, so that except for the charging to this account of improvements not wholly paid for out of assessments, the fund would be constantly accumulating an excess of receipts over disbursements represented by this interest charge. Because of this added revenue through interest charges on the money advanced for improvements and included in the assessment roll as levied and the interest charged on arrears of assessments after levy, the fund's resources after deducting improvements for which no assessment can be levied will probably equal the amount noted as the apparent resources of the fund on December 31, 1907, namely, approximately \$23,000,000. The liabilities outstanding against these resources as of December 31, 1907, were bonds outstanding properly chargeable against this fund to the amount of \$9,004,129.49, plus the cash advance made by the City of \$11,810,061.16, a total of \$20,814,190.65. In other words, if the operations of this fund were permitted to cease as of December 31, 1907, and only assessment bonds redeemed out of said account, the proceeds of which had been paid into the fund, said fund, through the levy and collection of assessments, would amortize the assessment bonds properly chargeable to it and pay off the City's cash loans of \$11,810,061.16, when all collections of assessments should have been made.

The Problem Confronting the Comptroller.

The problem which has confronted the Comptroller since January 1, 1908, has been to meet the obligations represented by a contract certification of \$5,832,112.21 and also to provide funds whereby \$4,148,420 of improvements authorized but not contracted for may be contracted for and the work progressed.

The City, as already noted, has advanced in cash to the fund nearly \$12,000,000, an amount which properly should be repaid to the City at once by an issue of assessment bonds, but which issue could not be made without further hampering the City in its borrowing power as the Corporation Counsel has recently held that assessment bonds must count as debt within the meaning of the constitution. The withdrawal of this cash loan by the City at this time would mean the complete paralysis of all original street improvements in all the boroughs.

The collection of assessments payable into this fund has been up to the present time a comparatively slow process, due in the first place to the dilatoriness of the Borough Presidents in turning in their assessment rolls, and in the second place to the fact that owners of property benefited have not always been prompt in meeting their assessment obligations.

The collection of assessments by boroughs, payable into this fund since 1898, and up to March 31, 1908, have been as follows:

Collections Up to December 31, 1907—

Manhattan	\$3,124,361 86
The Bronx	6,361,190 67
Brooklyn	4,375,165 59
Queens	252,603 23
Richmond	100,776 57

Total to December 31, 1907..... \$14,214,097 92

Collections, January 1 to March 31, 1908—

Manhattan	\$8,342 56
The Bronx	313,032 65
Brooklyn	131,037 56
Queens	14,578 48
Richmond	59,307 20

Total three months of 1908..... 616,898 45

The Total of These Collections by Years Has Been—

1899	\$10,826 71
1900	221,933 24
1901	830,399 34
1902	1,485,580 70
1903	1,200,556 48
1904	1,710,207 49
1905	2,815,033 61
1906	2,680,932 29
1907	3,198,628 06
Three months of 1908	616,898 45

Total..... \$14,830,996 37

It will be seen, therefore, that on the basis of the experience of the best year so far, namely, 1907, the replenishment of the fund by collection of assessments during the present year can hardly be expected to exceed \$3,000,000 to \$3,500,000. This amount will not provide for the completion of work on contracts already certified, not giving any consideration whatever to the improvements already authorized but not contracted for.

Remarkable Increase in Amount of Assessments Confirmed Since January 1, 1908.

A notable increase in the amount of assessments confirmed has occurred since January 1, 1908, promptness in the presentation of which is due in part, I believe, to the investigation into the operations of this account inaugurated by the Comptroller. The assessments levied by boroughs for the nine years previous to December 31, 1907, and for the four months and five days since January 1, 1908, are shown in the following:

	Assessments Levied 1899 to December 31, 1907.	Assessments Levied January 1, 1908, to May 5, 1908.	Total Assessments Levied to May 5, 1908.
Manhattan	\$4,272,348 21	\$317,928 54	\$4,590,276 75
The Bronx	9,264,339 72	1,590,465 24	10,854,804 96
Brooklyn	5,660,878 53	3,576,010 45	9,236,888 98
Queens	396,351 87	278,642 14	674,994 01
Richmond	194,361 11	299,858 77	494,219 88
Total	\$19,788,279 44	\$6,062,905 14	\$25,851,184 58

In other words, the amount of assessments levied in the four months and five days of the present year included above amount to only slightly less than one-third of the aggregate of all assessments levied for the nine years previous. This contrast means in part at least delinquency on the part of borough presidents in turning in their assessment rolls. Practically the whole of the assessment levied since January 1, 1908, in Brooklyn, is represented by the large trunk sewers in the Fort Hamilton district, which have been some time under construction.

Percentage of Disbursements and Collections for the Period 1898 to December 31, 1907.

The disbursements from the Street Improvement Fund by boroughs to December 31, 1907, the percentage of the whole accorded to each Borough, the collections of assessments for the period for each Borough, and the percentage of collections to disbursements, are shown in the following:

	Disbursements from January 1, 1898, to December 31, 1907, from Fund.	Percentage of Total by Boroughs.	Collection of Assessments from January 1, 1898, to De- cember 31, 1907.	Percentage of Collec- tions to Total Bor- ough Dis- bursements for Period
Manhattan	\$5,351,868 36	.142+	\$3,124,361 86	.583+
The Bronx	15,192,031 01	.404+	6,361,190 67	.418+
Brooklyn	12,726,139 63	.339+	4,375,165 59	.343+
Queens	3,683,227 22	.098+	252,603 23	.068+
Richmond	578,188 73	.015+	100,776 57	.176+
Total	\$37,531,454 95		\$14,214,097 92	

It will be noted that The Bronx and Brooklyn obtained the lion's share of the disbursements, The Bronx 40 per cent. and Brooklyn nearly 34 per cent. of the whole amount.

The Bronx, in the interval, repaid slightly less than 42 per cent. of the money advanced to it, while Brooklyn repaid slightly more than 34 per cent. of the money advanced to it.

Conclusions.

In conclusion, therefore, I would recommend:

First—That Corporate Stock be issued to provide for so much of any improvement paid out of Street Improvement Fund to the extent that the cost of said improvement has been or shall be imposed upon the City at large.

Second—That Corporate Stock be issued to replenish said fund for all payments therefrom for improvements, the assessments for which have subsequently been reduced or canceled.

Third—That future authorizations of improvements chargeable against said fund shall be made only to the extent that the cash balance in said fund is in excess of the amount necessary to pay for improvements already authorized.

In order that the present improvements shall be promptly completed an issue of assessment bonds to the amount of at least \$5,000,000 should be provided for at once.

Until present conditions, as noted in this communication, are substantially modified by increase of the cash resources of this fund, I would recommend that the resolution of the Chief Engineer of the Board of Estimate and Apportionment be not approved.

I do not mean by this to estop such new work as the health or absolute needs of a community demands, but that authorizations should now be granted only for what may be properly called works of emergent character.

Respectfully yours,

HERMAN A. METZ, Comptroller.

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX.
May 6, 1908.

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

DEAR SIR—I beg to criticise that portion of the very able report of Chief Engineer Lewis, dated May 2, 1908, on the subject of the authorization of local improvements in the various boroughs, where he says:

"I would suggest that the Board request the different Borough Presidents to submit new Local Board resolutions in the place of those which have not been acted upon by the Board of Estimate and Apportionment within three years of their adoption by the said Local Boards."

This recommendation of the Chief Engineer is, I believe, open to serious objection. I question the right of the Borough Presidents to do that which Mr. Lewis recommends. The function of the Borough President ceases in relation to assessable improvements, so far as their initiation is concerned, when the Local Board over which he presides passes the necessary resolution for the improvement petitioned for. Then the duty of the Board of Estimate and Apportionment begins as provided in section 434 of the amended Greater New York Charter, which requires that:

"Said Board shall promptly consider such resolution and approve of or reject the same."

In this connection it should not be overlooked that these are improvements, the expense of which is to be paid for by assessment on the property benefited, and unless the clear intent of the law be followed, any departure therefrom might open the door to attempts at avoiding the assessments.

The safer course, in my opinion, would be for the Board of Estimate and Apportionment to follow strictly the Charter provisions on this subject, and in those cases where they cannot approve a resolution they should reject the same, giving their reason therefor.

I would therefore suggest that the Board of Estimate and Apportionment amend the resolution submitted by Chief Engineer Lewis by striking therefrom the language contained therein as follows:

"and be it further

"Resolved, That the President of each Borough be requested to submit new Local Board resolutions in place of those resolutions which have not been or may not be acted upon by the Board of Estimate and Apportionment within three years of the date of their adoption by the Local Boards."

—so that the resolution would then read as follows:

"Resolved, That the Chief Engineer of the Board be instructed to prepare and submit to the Board from time to time, before June 30, 1908, reports upon resolutions for local improvements in an amount not exceeding \$2,000,000, including such improvements already authorized since January 1, 1908, these improvements to be apportioned among the several Boroughs in the manner suggested in the report of the Chief Engineer submitted on this date."

Yours truly,

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

Showing the Operation of the Account Known as "Street Improvement Fund, Works Contracted for After January 1, 1898, Cash Account," as at December 31, 1907, as Reflected on the Comptroller's General Ledgers.

	Payments.			Receipts.			Interest on Assessments, Less Assessments, Less Refunds of Over and Double Payments. On Assessments On Assessments Levied Before 1898. Levied After 1898.		
	Gross Outlay for Work.	Less Reimbursements, Canceled War- rants, Transfers, Etc.	Net Outlay for Work.	Redemption of Bonds.	Total Payments.	Balance, Overdraft.	Proceeds of Bonds.	Premiums.	Total Receipts.
Gross totals...	\$38,111,751 27	\$580,296 32	\$37,531,454 95	\$10,030,000 00	\$47,561,454 95	\$11,810,061 16	\$33,751,393 79	\$19,034,129 49	\$21,677 22
Year 1898.....	\$236,020 58	.....	\$236,020 58	.....	\$236,020 58	.....	\$296,891 98	.....	\$296,891 98
Year 1899.....	\$156 00	1,014,137 00	.....	1,014,137 00	.....	1,014,137 00	.....	\$10,826 71	346,069 97
Year 1900.....	2,487,350 28	8,859 67	2,478,490 61	.....	2,478,490 61	4,21,491 80	.....	221,933 24	196,759 49
Year 1901.....	3,007,582 48	10,017 13	2,997,565 35	.....	2,997,565 35	1,006,994 12	.....	830,399 34	157,556 12
Year 1902.....	3,103,564 20	231,193 94	2,872,370 26	.....	2,872,370 26	1,694,436 11	.....	1,485,580 70	168,840 92
Year 1903.....	5,067,875 31	160,820 29	4,907,055 02	.....	4,907,055 02	1,479,730 29	.....	1,260,556 48	155,279 21
Year 1904.....	6,317,956 97	30,057 51	6,287,899 46	\$5,000,000 00	11,287,899 46	10,033,356 76	\$8,033,129 49	1,710,207 49	172,351 73
Year 1905.....	5,760,198 67	99,012 68	5,661,185 99	30,000 00	5,691,185 99	6,415,979 49	3,250,000 00	2,424 95	2,815,033 61
Year 1906.....	5,238,329 59	17,542 64	5,220,786 95	.....	5,220,786 95	3,534,751 69	650,000 00	415 00	2,680,932 29
Year 1907.....	5,878,580 19	22,636 46	5,855,943 73	5,000,000 00	10,855,943 73	10,510,766 66	7,101,000 00	12,325 73	3,198,628 06

RECAPITULATION.
From Report of Bureau of Municipal Investigation and Statistics.
Showing Completed and Uncompleted Street Improvements, City of New York, Assessments Not Confirmed December 31, 1907.

Manhattan.	The Bronx.	Brooklyn.	Queens.	Richmond.	Total Amount Advanced December 31, 1907.	Amount Retained as Repairing Security, Etc., Unpaid December 31, 1907.	Amount of Interest Added by City on Money Advanced.	Total Proposed Assessments, as Shown by Assessment Lists Returned to Board of Assessors by Finance Department, December 31, 1907.
Schedule A—Completed Street Improvements for Which Assessment Lists, with Interest Included, Were Transmitted to and in the Hands of Board of Assessors, December 31, 1907:								
Borough of Manhattan.....	\$425,918 36	.....	.....	.....	.....	\$425,918 36	\$5,632 15	\$18,314 41
Borough of The Bronx.....	\$2,834,576 79	.....	.....	.....	.....	2,834,576 79	39,043 01	394,018 88
Borough of Brooklyn.....	\$2,988,304 39	.....	.....	.....	.....	2,988,304 39	655,491 43	3,643,795 82
Borough of Queens.....	.....	.....	.....	.....	.....	\$552,776 74	3,552 83	89,564 75
Borough of Richmond.....	.....	.....	.....	.....	.....	\$187,183 16	187,183 16	220,434 70
Schedule B—Completed Street Improvements for Which Assessment Lists Were Filed with the Board of Assessors by the Borough Presidents, and Transmitted to Finance Department for Compilation of Interest, etc., but Not Returned to Board of Assessors, December 31, 1907:								
Borough of Manhattan.....	30,744 80	.....	.....	.....	.....	\$30,744 80	\$384 17	.....
Borough of The Bronx.....	574,013 52	.....	.....	.....	.....	574,013 52	34,998 04	.....
Borough of Brooklyn.....	1,113,762 47	.....	.....	.....	.....	1,113,762 47	329 40	.....
Borough of Queens.....	.....	.....	.....	.....	.....	1,26,541 58	.....	.....
Borough of Richmond.....	.....	.....	.....	.....	.....	14,534 57	14,534 57	1,859,596 94
Schedule C—Completed Street Improvements for Which Assessment Lists Were Not Filed by the Borough Presidents with the Board of Assessors, December 31, 1907:								
Borough of Manhattan.....	197,794 83	.....	.....	.....	.....	.....	.....	\$197,794 83
Borough of The Bronx.....	282,346 79	.....	.....	.....	.....	.....	.....	282,346 79
Borough of Brooklyn.....	2,303,178 72	.....	.....	.....	.....	2,303,178 72	477 40	.....
Borough of Queens.....	.....	.....	.....	.....	.....	1,983,686 10	.....	1,983,686 10
Borough of Richmond.....	.....	.....	.....	.....	.....	46,944 71	46,944 71	4,816,951 15
Total completed street improvements, December 31, 1907.....								
Schedule D—Uncompleted street improvements, December 31, 1907.....	313,442 73	2,936,307 86	602,445 95	631,760 45	145,369 12	3729,326 11	.....	3,643,795 82
Total Advanced, December 31, 1907.....	\$967,900 72	\$5,277,244 96	\$7,007,691 53	\$5,294,764 87	\$397,031 56	\$17,394,633 64	.....	.....

VESTING TITLE TO EDGEWATER ROAD, BETWEEN SENECA AND GARRISON AVENUES, THE BRONX.

The following executed agreement between The City of New York and the Hunts Point Realty Company was presented, and on motion, ordered printed in the minutes and placed on file:

Agreement made this 1st day of May, 1908, between The City of New York, party of the first part, and Hunts Point Realty Company, a corporation organized under the laws of the State of New York, party of the second part.

Whereas, The party of the first part did on or about February 8, 1907, by a resolution of its Board of Estimate and Apportionment, cause proceedings to be instituted for the acquiring of title to Edgewater road, between Seneca and Garrison avenues, in the Borough of The Bronx, City of New York, and said proceedings are now pending, but title has not yet vested in said party of the first part, and the party of the first part, under the resolution heretofore duly adopted by the Board of Estimate and Apportionment, is required to bear thirteen and one-third per cent. (13 1/3%) of the cost of acquiring title to said Edgewater road between the limits above stated; and

Whereas, The party of the second part is the owner of all of the lands required to be taken by the party of the first part in said proceedings, said land being described in said proceedings as Damage Parcel No. 1; and

Whereas, No building or structure of any kind is erected on any portion of said lands; and

Whereas, The party of the second part desires that title shall vest in the party of the first part prior to June 12, 1908.

Now therefore this Agreement Witnesseth that for and in consideration of the sum of one dollar by each of the parties hereto to the other in hand paid, the receipt whereof is hereby acknowledged, the parties hereto have agreed and do hereby agree as follows:

The party of the second part hereby agrees that, provided title to said Edgewater road, between Seneca and Garrison avenues, shall vest in the party of the first part prior to June 12, 1908.

1. It, the said party of the second part, will waive all interest on such award as may be made to it in the proceedings above referred to.

2. At the time of the payment to the party of the second part of such award as may be made to it, in the proceedings above referred to, it, the said party of the second part, will pay to the party of the first part such portion of the assessment for the acquiring of title to said Edgewater road, between Seneca and Garrison avenues, as may be levied upon or against the lands now owned by said party of the second part (as shown on the diagram hereto annexed, which said diagram is hereby expressly made a part of this agreement), whether or not said party of the second part shall, at the time said assessment becomes a lien, be the owner of said lands or any part thereof; and also a sum equivalent to eighty-six and two-thirds per cent. (86 2/3%) of the aggregate of the fees of the Commissioners in said proceedings, of the Engineers' fees therein and of all amounts required to be disbursed therein, except the amount of the awards made for the taking of the lands required to be taken by the party of the first part in said proceedings.

3. Within ten (10) days after the Board of Estimate and Apportionment has adopted a resolution providing that title to said Edgewater road, between Seneca and Garrison avenues, shall vest in The City of New York on a day certain, the party of the second part will furnish to the Comptroller a bond in the sum of fifty thousand dollars (\$50,000), with a Guaranty or Surety Company duly authorized by law to act as surety, conditioned for the faithful performance by said party of the second part of each and every provision of this agreement.

In Witness Whereof the parties hereto have caused this agreement to be properly executed the day and year first above written.

[SEAL.]

THE CITY OF NEW YORK,
By GEORGE B. McCLELLAN, Mayor.
P. J. SCULLY, City Clerk.

Approved as to form,
G. L. STERLING,
Acting Corporation Counsel.

Approved:
H. A. METZ, Comptroller.
[SEAL.]

HUNTS POINT REALTY COMPANY,
R. E. SIMON, President.

Attest:
W. M. WECHSLER, Secretary.

STATE OF NEW YORK, COUNTY OF NEW YORK, CITY OF NEW YORK, ss.;

On the 11th day of May, in the year one thousand nine hundred and eight, before me personally came P. J. Scully, with whom I am personally acquainted, and known to me to be City Clerk of The City of New York, who, being by me duly sworn, did depose and say that he resides in the Borough of Manhattan, City of New York; that he is City Clerk of The City of New York, the corporation described in and which executed the above instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by due authority of said corporation, and that he signed his name thereto as City Clerk by like authority.

And further that he knows and is acquainted with George B. McClellan, and knows him to be the person described in and who, as Mayor of The City of New York, executed the said instrument; that he saw him subscribe, execute and deliver the same; and that he acknowledged to him, the said P. J. Scully, that he executed and delivered the same; and he, the said P. J. Scully, thereupon subscribed his name thereto.

CHAS. A. GLASER, Commissioner of Deeds.

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

On this 1st day of May, 1908, before me personally came Robert E. Simon, to me known, who, being by me duly sworn, did depose and say that he resides in New York City; that he is the President of Hunts Point Realty Company, the corporation described in and which executed the foregoing instrument; that he knew the corporate seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

GEORGE GOLDSON,
Commissioner of Deeds,
New York City.

APPROVED PAPERS.

The following communication from the Secretary was ordered printed in the minutes and placed on file:

BOARD OF ESTIMATE AND APPORTIONMENT—CITY OF NEW YORK,
OFFICE OF THE SECRETARY, No. 277 BROADWAY.
May 22, 1908.

To the Board of Estimate and Apportionment:

GENTLEMEN—I beg to inform you that his Honor the Mayor has returned to this office the following resolutions, adopted by the Board of Estimate and Apportionment May 8, 1908, and approved by him May 14, 1908, changing the map or plan of The City of New York as follows:

No. 298.

By laying out an extension of Haven avenue, from West One Hundred and Seventieth street to Fort Washington avenue at West One Hundred and Sixty-eighth street; and an extension of West One Hundred and Sixty-ninth street, from Fort Washington avenue to Haven avenue, and establishing grades therefor, Borough of Manhattan.

No. 299.

By laying out Church avenue, from Thirty-sixth street to Ocean parkway, prolonging Chester avenue, Fourteenth avenue, Thirty-fifth street and Beverley road to an intersection with Church avenue, discontinuing Story street, between Thirty-sixth street and West street, and Fourteenth avenue, between the angle point near Thirty-fifth street and East Second street, and establishing and changing grades therefor, Borough of Brooklyn.

No. 300.

By reducing the width of Garfield street, between Morris Park avenue and the land of the New York, New Haven and Hartford Railroad Company, from 60 feet to 50 feet, Borough of The Bronx.

Respectfully,
JOSEPH HAAG, Secretary.

PLANS OF THE SUPERSTRUCTURE OF THE VIADUCT TO BE BUILT ACROSS THE SUNNYSIDE YARD ON THE LINE OF THOMSON AVENUE, QUEENS.

The Comptroller asked unanimous consent for the present consideration of a report from the Chief Engineer, to whom this matter was referred on May 15, 1908.

No objection being made, the following report was presented:

REPORT NO. 39.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 21, 1908.

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

SIR—At the meeting of the Board of Estimate and Apportionment held on May 8, 1908, plans were presented for the superstructure of the viaduct to be built across the Sunnyside Yard on the line of Thomson avenue. At the request of the President of the Borough of Queens the plans were referred to him, as he had not been afforded an opportunity to examine them. At the meeting held on May 15, 1908, the Borough President presented a communication to the Board submitting a report made to him by Mr. Oscar Erlandsen, and stated that, while the bridge plans appeared entirely satisfactory, it might be wise to make provision at this time for the building of surface railroad tracks on the structure, although there have never been any tracks on Thomson avenue and no franchise has been granted or applied for. The plans were thereupon referred to the Chief Engineer.

I have taken up this suggestion with the Pennsylvania Tunnel and Terminal Railroad Company and they have agreed to modify the plans by inserting in the central portion of the bridge transverse and longitudinal beams to which standard railway tracks can be attached at any time in the future. This would make it possible to lay such tracks with very little disturbance of the existing surface and at trifling expense. The drawings have accordingly been changed, and they are herewith submitted with the modification proposed by the Borough President, and it is recommended that they be approved in their present form.

Respectfully,
NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the plans for the superstructure of the bridge to be erected across the tracks and yard of the Pennsylvania Tunnel and Terminal Railroad Company, successor to the Pennsylvania, New York and Long Island Railroad Company, on the line of Thomson avenue, Long Island City, which plans were submitted by the company through its Chief Engineer on April 27, 1908, in accordance with the provisions of Article XIII. of the agreement made under date of June 21, 1907, between the Pennsylvania, New York and Long Island Railroad Company and the Long Island Railroad Company and The City of New York, said plans consisting of seven sheets, entitled Contract Drawings Nos. 502, 503, 504, 505, 517, 544 and 548, be and the same hereby are approved.

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

After considering financial matters, on motion, the Board adjourned, to meet on Friday, June 5, 1908, at 10:30 o'clock in the forenoon.

JOSEPH HAAG, Secretary.

DEPARTMENT OF PARKS.

BOROUGH OF THE BRONX.

REPORT FOR THE QUARTER ENDING MARCH 31, 1908.

Hon. GEORGE B. McCLELLAN, Mayor of The City of New York, City Hall, New York City:

Sir—Herewith is transmitted report of the designs for improvement, work accomplished and finances of the Department of Parks, Borough of The Bronx, for the three months ending March 31, 1908.

During the past three months work was continued on those contracts which had received the approval of the Comptroller previous to the suspension of work on Bond Account, and which were well under way. However, very little could be done, even on these contracts, owing to the severe weather which usually prevails during the first three months of the year. Practically all other construction and reconstruction work has been at an absolute standstill during the past quarter, the laboring force having been cut down to about one-half the usual number, or barely sufficient to attend to the maintenance work and such repairs, etc., as were necessary to save the parks from actual damage by neglect.

My report, therefore, for the past three months must necessarily show almost no progress whatever in either construction or reconstruction work, nearly all operations having been suspended since January 1, the date of my last report.

Respectfully,
JOSEPH I. BERRY,
Commissioner of Parks, Borough of The Bronx.

BRONX PARK.

Greenhouses—The usual routine work of the greenhouses was carried on during the last quarter, such as watering, cleaning and weeding plants, propagating, potting and repotting plants, attending to fires and frames, cleaning, cultivating, sorting, separating and transplanting herbaceous plants and seedlings.

About 30,000 pansy plants were taken from frames and shipped to the various parks to be planted. The frames, when cleared, were dug out, fresh manure placed in them, and were turned into hotbeds, in which will be placed bedding out plants from the stages in the greenhouses, to make room for other plants from the propagating bench.

Bronx Shops—In the shops the usual repair and reconstruction work was done, such as repairing and painting road rollers, watering carts and wagons, repainting old signs and making and painting new ones, placing cresting on fence railings in the different parks and painting about 3,000 feet of railing, and repairing athletic apparatus, lawn mowers, tools, harness, automobile, etc.

Dead trees were cut down and split into cordwood for the greenhouses.

Botanical Garden, Bronx Park.

Greenhouses, Boiler House and Steam Trench, Kelly & Kelley, Contractors—This work has progressed very slowly during the last quarter, owing to the severity of the weather. The boiler house will probably be finished about June 1. The foundations for the greenhouses are in and the superstructure will be proceeded with at once.

Museum Cases, Abramson-Engessor Company, Contractors—This contract has been completed, and final payment was rendered on January 24, 1908.

Stone Wall—The contract, awarded to Guidone & Galardi in the fall, for the erection of a stone wall surmounted by an iron fence, between the Botanical Garden and St. Johns College property, which was held up owing to financial conditions, has been approved by the Comptroller, and the contractors were notified to begin work on the same on March 30.

Zoological Park, Bronx Park.

Concourse and Approaches to Baird Court, John V. Schaefer, Jr., & Co., Contractors—This contract is completed, with the exception of some trimming on the stone work and rerolling of macadam. This work will be done as soon as the weather settles.

Comfort Station, Wm. Whisten's Son, Contractor—This contract is proceeding very slowly. The plumbing fixtures are still to be set, the radiators are not yet in place and the waterproofing has to be repaired.

Elephant House, F. T. Nesbit & Co., Contractors—This work is progressing satisfactorily, and the building will be inclosed within three months. The mason work is up to the roof; the false work is now being built for the dome; and the work, which has been somewhat delayed by the winter weather, will now go ahead much more rapidly.

Concourse Entrance, John V. Schaefer, Jr., & Co., Contractors—This contract is almost completed. The iron gates are still to be set, and the sidewalk in front of the west side of the roadway will have to be changed, as the joints are unsatisfactory, and the frost has lifted the surface.

Soda Pavilion, Kelly & Kelley, Contractors—This building is entirely inclosed. The inside trim is in place, and is now being stained and finished. The cellar floor is laid; the concrete steps on the outside are now being built; the painting is being done, and the building will be finished in about a month.

VAN CORTLANDT PARK.

Path Along Gun Hill Road—Nothing whatever has been done on this path since my last report was submitted. There is, however, only a little touching up required to finish the path, and this will be done early in April.

Colonial Gardens—In the Colonial Gardens the herbaceous borders were uncovered, cleaned, and a top dressing of rotten manure was placed around the plants and cultivated in. Walks were raked and cleaned, and a number of herbaceous plants and trees, and box edging that were winter-killed were replaced with plants from the supply grounds in Bronx Park, and trees and box from the nursery in Van Cortlandt Park. The fountain and canal were cleaned and filled with fresh, clean water.

The Nursery—In the nursery, trees and shrubs were pruned; a number of elm, birch, ash, sugar and Norway maple trees were dug up, the roots pruned, and replanted, to insure a good growth of fibrous roots and well-developed heads, when used for planting out in the different parks.

Between the rows of trees and shrubs, the ground has been ploughed and a cultivator has been run through to loosen it up, and the soil has been worked into a mellow condition. A large number of stones were turned up by the plough, cleared away, and piled along the easterly side of the nursery, forming a good stone wall.

Three hundred Dutch linden, 100 red-twigg'd linden and 100 Wheatley elm trees were bought in Europe, to restock the nursery. A number of trees and shrubs were dug up and shipped to the plantation along the parade grounds, to replace those that were winter-killed. A considerable number of cuttings of various deciduous shrubs from the nursery, and collected in the different parks, were placed in cold frames for storage until warm weather, when they become callous, and can be separated and planted in other frames, to be rooted and worked into a condition to plant out in rows in the nursery. The following different varieties were propagated:

Spiraea Van Houttei.....	2,000
Spiraea Reversii	2,000
Aralia Japonica	500
Malus Nigra	300
Petela	500
Philadelphus Grandiflora	500
Hybrid roses	3,000

Flower beds around the mansion and skate house, which were covered with manure and straw, were uncovered and the beds cleaned, the soil loosened up, and the borders edged.

General Maintenance—Considerable wood, from dead trees removed, has been split up into cord wood, and hauled to the greenhouses in Bronx Park. Shrubs and trees have been planted around the comfort house on the parade grounds; screenings have been placed on a number of the paths and walks; eighteen new tees have been built on the golf links; and the tennis courts and ball grounds have been put in first-class condition for the coming season. During the cold weather, the ice on the lake was kept cleaned of snow, and there were nineteen days of good skating. The skate house was kept well heated and in good condition for visitors.

Spuyten Duyvil Parkway.

Bridle Path—The necessary investigations and surveys have been made, to ascertain whether the construction of a bridle path along the southerly side of this parkway would be feasible, as requested by residents in this vicinity; and, as it was found that such a path would be practicable, the work will be proceeded with at once by park labor.

General Improvement—The general improvement of this parkway—resurfacing, laying gutters, etc.—by park labor, is still held in abeyance, awaiting the permission of the Comptroller to proceed with the work. The contract for the retaining wall, which was awarded to John F. O'Heir & Co. last fall, has not yet received the approval of the Comptroller, and this work is also held up in consequence.

The roadbed and gutters are now being repaired wherever necessary, and a small park near the intersection of Riverdale avenue with the parkway has been cleared out and cultivated. The terraces and lawns along the parkway are being repaired.

PELHAM BAY PARK.

Shelter Pavilion—Permission was granted by the Board of Estimate and Apportionment to proceed with this work, and the building has been completed by park labor and is now ready for the season. The bath houses at Orchard Beach are also being overhauled and put into good condition.

Bridges—On the bridges being built by the New York, New Haven and Hartford Railroad Company in this park the work is proceeding rapidly; the abutments have all been completed and the work on the approaches is nearing completion.

General Improvement—The road leading to City Island was newly surfaced with screenings. The Hunter Island Inn has been thoroughly overhauled, both inside and outside. A large drain on Eastern boulevard, near Appleton road, has been dug up and repaired, and a ditch dug for a distance of about 300 feet. A large number of dead trees were cut down, split into cord wood and hauled to the green houses in Bronx Park. Considerable of the wood was also sold at public auction. The athletic fields, tennis courts and baseball diamonds have all been put into good condition for the coming season, and work on the golf links has been started.

BRONX AND PELHAM PARKWAY.

General Improvement—All improvements on this parkway, including the construction of the new roadway on the southerly boundary, laying gutters, etc., are still held in abeyance, pending the consent of the Board of Estimate and Apportionment to proceed with the work. These improvements are very necessary, and it is earnestly hoped that permission will be speedily granted us to continue them.

MOSHOLU PARKWAY.

On this parkway a number of loads of telford stone, given to the Department by contractors making excavations, have been hauled to that part of the road where the old railroad crossed and a temporary plank crossing was erected on it. This part of the road was filled in last fall and the telford surface will be placed on it early in the next quarter.

CROTONA PARK.

Improvement of Grounds North of Municipal Building—Guidone & Galardi, Contractors—This work was suspended for a couple of months during the winter but is now going ahead and will probably be completed by June 1. About 3,000 cubic yards of rock have been removed and 1,000 cubic yards of earth. The steps from One Hundred and Seventy-seventh street up to the Tax Department are set; the wall along the sidewalk for almost 300 feet from the east end is completed and the limestone coping is set from the east pier up to the steps.

General Maintenance—The grand stand in the northern part of the park was rebuilt; paths were resurfaced and gutters repaired wherever necessary; about 75 feet of telford path was built near the band stand; the field in Crotona Park North was

flooded and the ice on both lakes was kept cleared from snow during the skating season. About 100 feet of blind ditch was built near Wendover and Fulton avenues, to drain a natural spring on park property; also two small drains were built on Third avenue to carry water across the sidewalk. The entire drain from One Hundred and Seventy-fifth street and Fulton avenue was dug up and the clogged up tile pipe was cleaned out.

CLAREMONT PARK.

Improvement of Clay Avenue Side—Nothing has been done during the last three months on this work. The trees and shrubs are on hand for the planting, and the work will be proceeded with as soon as permission is granted us to continue the improvement.

General Maintenance—In this park, 576 feet of top cresting has been placed on the fence built last fall, and the fence has been painted. A new tiling was placed in the vestibule of the office building; the storeroom in the cellar has been enlarged by the addition of the supplies from Bronx Park, and hereafter all supplies will be distributed from this office.

ST. JAMES PARK.

Fence Wall—Permission was granted us to continue the work of erecting this wall, but too late to take advantage of it before the cold weather set in. The contract has been let for the balance of the cement required, however, and the work will be pushed forward rapidly by park labor.

MACOMBS DAM PARK.

General Maintenance—In this park, the athletic fields, tennis courts and baseball diamonds are being repaired and put into proper condition for the coming season; and cinders and screenings have been placed on paths and walks wherever necessary.

FENCING SMALL PARKS.

The contract, awarded to the New Jersey Foundry and Machine Company last fall, for furnishing 10,000 additional feet of railing for fencing, has now been passed by the Comptroller. The shop work is being proceeded with, and the painting of the existing fences has also been taken up again and will be pushed rapidly forward by park labor.

STREET TREES.

Complaints of dangerous trees have been investigated, and wherever any were found in such condition they were removed and cleared away. Two gangs of men are kept working continually in various parts of the Borough pruning trees and removing dead and dangerous branches and trees. Considering the vast number of trees, and the area to cover, we find it very difficult to attend to the complaints, in addition to the regular maintenance work. Two other gangs are now working from One Hundred and Thirtieth street north, with scrapers and wire brushes, having scraped and cleaned all the trees from One Hundred and Thirtieth street to One Hundred and Sixty-first street. The trees, especially in this section of the Borough, have been infested with the Tussock moth eggs and cocoons, maple borers, elm borers, the army moth, tent caterpillar, and lice of various sorts, to which such trees as the silver maple, linden, poplar, Norway and sugar maple and horse chestnut are subject. The trees have been thoroughly scraped, cleaned, filled with cement and painted with tar, and again painted and left for the bark to grow over.

Applications for tree guards received during the quarter were investigated, and, wherever found necessary, guards were placed around the trees.

TREE PLANTING CONTRACT.

Work on this contract has been progressing fairly well. Trees have been planted on Hughes avenue, Washington avenue and Prospect avenue. The contractors are now working on Prospect avenue, Loring place and One Hundred and Eighty-third street, digging holes and filling same with top soil. About one-half of the trees on the contract have been delivered; 1,600 of the 1,900 holes have been prepared, and about one-half of the trees for these holes have been planted. The trees have been purchased, and will probably all be planted during this season.

PLANS, SPECIFICATIONS, ETC.

In the office, plans, specifications, sketches, etc., have been prepared for the following:

Revised plan and elevations for bronze drinking fountain in Rose Hill Park.

Revised plan and elevations for granite fountain in Macombs Dam Park.

Completing planting plan for Van Cortlandt Park.

Completing planting plan for Claremont Park.

Plan and elevations for extension of skate and golf house in Van Cortlandt Park.

Plan and specifications for concrete wall and electrically welded wire fence on easterly extension of Bronx Park.

Detail and location plans for stone wall surmounted by iron fence, Botanical Garden.

Detail drawings for stone work on contract for improvement of Crotona Park north of Municipal Building.

Test levels and compilations of same a tConcourse and approach to Baird court.

Your attention is also respectfully called to the following contract work, underway or completed, during the last three months; also to the following contracts for supplies:

Contract Work.

For furnishing all the labor and materials for the erection and completion of a southeast entrance gate in the New York Zoological Park, in Bronx Park, in The City of New York—Wm. Horne Company, contractors. Awarded November 7, 1905; final not rendered.

For furnishing all the labor and materials for building a concourse and approaches to Baird court, in the New York Zoological Park, in Bronx Park, in The City of New York—John V. Schaefer, Jr., Company, contractors. Awarded September 6, 1906; final not rendered.

For furnishing all the labor and materials for the erection and completion of a public comfort station in the New York Zoological Park, in Bronx Park, in The City of New York—Wm. Whisten's Son, contractor. Awarded January 17, 1907; final not rendered.

For furnishing all the labor and materials for completely erecting and constructing a greenhouse, boiler house and steam trench in the Botanical Garden, in Bronx Park, in The City of New York—Kelly & Kelley (Inc.), contractors. Awarded April 4, 1907; final not rendered.

For furnishing all the labor and materials for the erection and completion of an elephant house in the New York Zoological Park, in Bronx Park, in The City of New York—F. T. Nesbit & Co., contractors. Awarded April 4, 1907; final not rendered.

For furnishing and erecting museum cases in the museum building, in the Botanical Garden, in Bronx Park, in The City of New York—Abramson-Engsor Company, contractors. Awarded May 29, 1907; final, January 24, 1908.

For furnishing all the labor and materials for the erection and completion of a soda pavilion in the New York Zoological Park, in Bronx Park, in The City of New York—Kelly & Kelley (Inc.), contractors. Awarded August 1, 1907; final not rendered.

For furnishing all the labor and materials for completely erecting and constructing a soda pavilion in the New York Zoological Park, in Bronx Park, in The City of New York—Kelly & Kelley (Inc.), contractors. Awarded August 1, 1907; final not rendered.

For furnishing all the labor and materials for grading and improving grounds north of the Municipal Building, in Crotona Park, in The City of New York—A. L. Guidone, contractor. Awarded September 28, 1907; final not rendered.

For furnishing all the labor and materials for completely erecting and constructing a stone wall surmounted by an iron fence, in the New York Botanical Garden, in Bronx Park, in The City of New York—Guidone & Galardi, contractors. Awarded October 3, 1907; final not rendered.

Supply Contracts.

For furnishing and delivering ninety thousand (90,000) pounds No. 1 white clipped oats, and twenty thousand (20,000) pounds best rye straw (No. 1, 1907), for parks, Borough of The Bronx—M. Gleason, contractor. Awarded January 17, 1907; final, January 24, 1908.

For furnishing and delivering seventy-five (75) tons No. 1 timothy hay (No. 1, 1907), for parks, Borough of The Bronx—M. Gleason, contractor. Awarded April 18, 1907; final, January 24, 1908.

For furnishing and delivering vitrified stoneware drain pipe (No. 1, 1907), for parks, Borough of The Bronx—J. P. Duffy Company, contractors. Awarded July 12, 1907; final, January 24, 1908.

For furnishing and delivering two hundred (200) barrels Portland cement (No. 1, 1907), for parks, Borough of The Bronx—J. P. Duffy Company, contractors. Awarded September 19, 1907; final not rendered.

For furnishing and delivering timber (No. 3, 1907), for parks, Borough of The Bronx—Church E. Gates & Co., contractors. Awarded August 22, 1907; final, March 30, 1908.

For furnishing and delivering ten thousand (10,000) linear feet two-pipe iron fence (No. 1, 1907), for parks, Borough of The Bronx—New Jersey Foundry & Machine Company, contractors. Awarded September 26, 1907. Final not rendered.

For furnishing and delivering timber (No. 4, 1907), for parks, Borough of The Bronx—Church E. Gates & Co., contractors. Awarded September 26, 1907; final not rendered.

For furnishing and delivering two hundred (200) tons No. 1 white ash anthracite coal (No. 4, 1907), for parks, Borough of The Bronx—Geo. J. Kuhn, contractor. Awarded October 3, 1907; final, January 24, 1908.

For furnishing and delivering thirty thousand (30,000) pounds No. 1 white clipped oats (No. 2, 1907), for parks, Borough of The Bronx—Geo. N. Reinhardt, contractor. Awarded October 24, 1907; final, February 13, 1908.

For furnishing and delivering one thousand (1,000) cubic yards broken stone of trap rock, and five thousand (5,000) cubic yards screenings of trap rock (No. 4, 1907), for parks, Borough of The Bronx—Jacob E. Conklin, contractor. Awarded October 24, 1907; final, February 13, 1908.

For furnishing and delivering nine hundred and fifty (950) tons white ash No. 2 nut coal (No. 1, 1908), Botanical Garden, for parks, Borough of The Bronx—Geo. J. Kuhn, contractor. Awarded January 23, 1908; final not rendered.

For furnishing and delivering two hundred (200) tons No. 1 white ash anthracite coal (No. 1, 1908), for parks, Borough of The Bronx—Olin J. Stephens, contractor. Awarded January 30, 1908; final not rendered.

For furnishing and delivering forty thousand (40,000) pounds best No. 1 white clipped oats, twenty (20) tons timothy hay, and ten (10) tons best rye straw (No. 1, 1908), for parks, Borough of The Bronx—Geo. N. Reinhardt, contractor. Awarded January 30, 1908; final not rendered.

For furnishing and delivering hardware, iron and tools (No. 1, 1908), for parks, Borough of The Bronx—Manhattan Supply Company, contractors. Awarded March 5, 1908; final not rendered.

For furnishing and delivering paints and oils (No. 1, 1908), for parks, Borough of The Bronx—Harry Harper, contractor. Awarded March 5, 1908; final not rendered.

For furnishing and delivering timber (No. 1, 1908), for parks, Borough of The Bronx—Church E. Gates & Co., contractors. Awarded March 12, 1908. Final not rendered.

For furnishing and delivering fifty (50) waste receptacles (No. 1, 1908), for parks, Borough of The Bronx—Fred Morney, contractor. Awarded March 19, 1908; final not rendered.

For furnishing and delivering two hundred (200) barrels Portland cement (No. 1, 1908), for parks, Borough of The Bronx—John P. Kane Company, contractors. Awarded March 26, 1908; final not rendered.

For furnishing and delivering one hundred (100) barrels Portland cement (No. 2, 1908), for parks, Borough of The Bronx—John P. Kane Company, contractors. Awarded March 26, 1908; final not rendered.

For furnishing and delivering five hundred (500) cubic yards broken stone of trap rock and one thousand (1,000) cubic yards screenings of trap rock (No. 1, 1908), for parks, Borough of The Bronx—Jacob E. Conklin, contractor. Awarded March 26, 1908; final not rendered.

For furnishing and delivering vitrified stoneware drain pipe (No. 1, 1908), for parks, Borough of The Bronx—Robinson Clay Product Company, contractors. Awarded March 26, 1908; final not rendered.

Statement of Appropriations and Balances, Quarter Ending March 31, 1908.

Title of Appropriation.	Appropriation.	Payments.	Balance.
General Title, Administration—			
Salaries and Wages:			
Commissioner's Office, 1908.....	\$12,250 00	\$2,962 50	\$9,287 50
Superintendent's Office, 1908.....	12,900 00	3,137 93	9,762 07
Engineer's Office, 1908.....	10,450 00	2,274 99	8,175 01
Supplies, 1908.....	500 00	.....	500 00
Contingencies, 1908.....	1,000 00	269 25	730 75
Telephone, Rental of, 1908.....	750 00	103 99	646 01
General Title, Maintenance of Parks, Boulevards, Drives, Stonework and Street Trees—			
Parks and Boulevards:			
Salaries and Wages, 1908.....	290,000 00	50,980 15	239,019 85
Hired Teams and Carts, Road Machines and Rollers, 1908.....	30,000 00	7,005 12	22,994 88
Equipment, Repairs and Renewal Supplies, 1908.....	18,000 00	1,844 14	16,155 86
Consumable Supplies, 1908.....	15,000 00	1,341 63	13,658 37
Care of Trees in City Streets:			
Salaries and Wages, 1908.....	38,000 00	4,613 87	33,386 13
Supplies, 1908.....	2,000 00	.....	2,000 00
Sundry Appropriations—			
Music, 1908.....	12,000 00	.....	12,000 00
Maintenance of Institutions—			
New York Botanical Garden:			
Salaries and Wages, 1908.....	63,800 00	10,558 00	53,242 00
Repairs and Renewals (buildings), 1908.....	1,000 00	.....	1,000 00
Supplies, 1908.....	10,000 00	4,586 14	5,413 86
Incidental Expenses, 1908.....	100 00	.....	100 00
Telephone, Rental of, 1908.....	100 00	.....	100 00
New York Zoological Garden:			
Salaries and Wages, 1908.....	100,977 00	22,001 67	78,975 33
Repairs and Renewals (buildings), 1908.....	11,500 00	85 29	11,414 71
Supplies, 1908.....	38,750 00	5,393 33	33,356 67
Incidental Expenses, 1908.....	2,500 00	130 65	2,369 35
Telephone, Rental of, 1908.....	900 00	.....	900 00
Total.....	\$672,477 00	\$117,288 65	\$555,188 35

Receipts.	
From Rents, Privileges, Rent for Lockers, Building Projections, etc.....	\$2,345 00
Expenditures, Bond Accounts (Corporate Stock).	
New York Zoological Garden Fund.....	\$26,569 96
Botanical Garden in Bronx Park, improving, etc.....	2,240 17
Improvement of Parks, Parkways and Drives.....	918 00
Improvement and Construction of Parks, Parkways, Playgrounds, Boulevards and Driveways	3,451 40
General Title: Improvement and Construction of Parks, Parkways, Playgrounds, Boulevards and Driveways.	
Sub-Title—	
Improvement of One Hundred and Seventy-seventh street side of Crotona Park, from Third avenue.....	1,123 38
Construction of railings and fences around small parks.....	868 62
Construction of Bathhouses and Shelter house at Orchard Beach, Pelham Bay Park	1,833 30
General Title: Department of Parks, Borough of The Bronx.	
Sub-Title—	
Improvement of Bronx and Pelham parkway.....	564 04
Improvement of Spuyten Duyvil parkway.....	465 53
Improvement of Claremont Park on the Clay avenue side.....	524 48
Street Improvement Fund.	
Work contracted for after January 1, 1898.....	9,008 28
Total	\$47,549 16

DEPARTMENT OF PUBLIC CHARITIES.

Changes in the Service of the Department of Public Charities During the Week Ending May 23, 1908.

May 15—Allen, Isaac W., salary increased, Hospital Helper, Kings County Hospital, \$300 to \$480 per annum.
May 15—Alwell, John, dropped, Hospital Helper, Randalls Island, \$180 per annum; twin request.
May 10—Boyce, Katherine J., resigned, Hospital Helper, Metropolitan Training School, \$300 per annum.
May 8—Burke, John, No. 1, promoted, Clerical Assistant, Metropolitan Hospital, \$240 to \$360 per annum.
May 20—Caulfield, May V., appointed, Hospital Helper, Metropolitan Training School, \$300 per annum; certified May 20.
May 16—Coyle, John L., appointed, Hospital Helper, New York City Farm Colony, \$480 per annum; certified May 16.
April 30—Coyne, James, resigned, Hospital Helper, Kings County Hospital, \$240 per annum.
May 7—Dillon, Mary, appointed, Hospital Helper, Randalls Island, \$240 per annum; certified May 7.
May 10—Doherty, Maurice, dismissed, Hospital Helper, New York City Farm Colony, \$480 per annum; absence without leave. (Reported under date of May 18, week ending May 16, as May 12.)
May 12—Dunbar, David, promoted, Clerical Assistant, Metropolitan Hospital, \$240 to \$360. (Reported under date of May 18, week ending May 16, as \$300 to \$360.)
May 13—Filan, Nellie, promoted, Hospital Helper, Metropolitan Training School, \$150 to \$192 per annum; certified May 13.
May 1—Fleming, Thomas, salary increased, Hospital Helper, Kings County Hospital, \$144 to \$192 per annum; certified May 1.
May 15—Foran, Thomas J., dropped, Stoker, Central Office, Brooklyn; administration office of the Deputy Commissioner, \$2 per diem; lack of work.
April 30—Franklin, Saul, resigned, Hospital Helper, Kings County Hospital, \$240 per annum.
May 10—Gray, Thomas S., discharged, Hospital Helper, Kings County Hospital, \$300 per annum; absence without leave.
May 13—Hennessy, Margarette S., appointed, Hospital Helper, Metropolitan Training School, \$300 per annum; certified May 13.
May 10—Holbrook, Herbert W., resigned, Hospital Helper, Kings County Hospital, \$300 per annum.
May 14—Huber, Max, dismissed, Assistant Cook, City Hospital, \$540 per annum; for the good of the service.
May 13—Johnson, August, appointed, Hospital Helper, Randalls Island, \$240 per annum; certified May 13.
May 10—Johnson, Robert, dismissed, Hospital Helper, Metropolitan Hospital, \$240 per annum; intoxication.
May 12—Kent, Mary A., appointed, Hospital Helper, Metropolitan Training School, \$300 per annum; certified May 12.
May 10—Kenney, Thomas, discharged, Hospital Helper, Kings County Hospital, \$480 per annum; absence without leave.
May 12—Klosman, Henry, promoted, Hospital Helper, Randalls Island, \$120 to \$180 per annum; certified May 12, 1907.
May 13—Larkin, William H., appointed, Hospital Helper, Randalls Island, \$240 per annum; certified May 13.
May 16—McAuliffe, Thomas, resignation accepted in lieu of dismissal, Hospital Helper, Bureau Dependent Adults (Morgue), \$600 per annum.
May 19—McCarthy, Charles, dismissed, Hospital Helper, Metropolitan Hospital, \$300 per annum; absence without leave.
May 18—McCarthy, Nora, reappointed, Hospital Helper, Randalls Island, \$240 per annum.
May 20—McEwen, Christine, resigned, Hospital Helper, Kings County Hospital, \$300 per annum.
May 1—McGee, Frank DuBois, appointed, Hospital Helper, steamboats, \$240 per annum; certified May 1.
May 11—McGill, Thomas, promoted, Hospital Helper, Metropolitan Hospital, \$150 to \$240 per annum; certified May 11.
May 15—McGuire, John, salary increased, Hospital Helper, Kings County Hospital, \$180 to \$240 per annum.
May 1—Manzenbach, Martin, salary increased, Hospital Helper, Kings County Hospital, \$144 to \$240 per annum; certified May 1.
May 18—Murray, William J., appointed, Pilot, steamboats, \$1,400 per annum; certified May 18.
May 18—O'Donovan, Kate, reappointed, Hospital Helper, Randalls Island, \$240 per annum.
May 18—O'Keeffe, Thomas, reappointed, Hospital Helper, Randalls Island, \$240 per annum.
May 9—Reinagel, Louise, appointed, Hospital Helper, Randalls Island, \$240 per annum; certified May 9.
May 18—Rickaby, Emelie, appointed, Hospital Helper, Metropolitan Training School, \$300 per annum; certified May 18.
May 15—Roche, Mary A., dropped, Hospital Helper, Metropolitan Training School, \$300 per annum; position abolished.
May 15—Roche, Mary A., reappointed, Hospital Helper, Metropolitan Training School, \$300 per annum.
May 15—Schmalkuche, August, reappointed, Assistant Cook, City Hospital, \$540 per annum.
May 15—Stewart, William E., reappointed, Hospital Helper, Randalls Island, \$240 per annum.
May 13—Walsh, Thomas, dismissed, Hospital Helper, Randalls Island, \$240 per annum; insubordination.
May 11—White, Charles, resigned, Hospital Helper, Kings County Hospital, \$240 per annum.

J. MCKEE BORDEN, Secretary.

Department of Public Charities,
Foot of East Twenty-sixth Street,
New York, May 19, 1908.

Rev. MALLICK J. FITZPATRICK, Mission of the Immaculate Virgin, Lafayette and Great Jones Streets, City:

Dear Father—Your proposition of May 8 to give five (5) band concerts, at \$100 each, on the following Saturdays: June 6, June 20, July 4, July 18, August 1, August 15, August 29 and September 12, the last three to be given gratis, is accepted, as above specified, and you are hereby directed to proceed with the work.

By direction of the Commissioner.

Respectfully yours,
J. MCKEE BORDEN, Secretary.

Department of Public Charities,
Foot of East Twenty-sixth Street,
New York, May 19, 1908.

Brother HENRY, New York Catholic Protectory (Male Department), Westchester, New York:

Dear Sir—Your proposition of May 17 to give five (5) band concerts on Blackwells Island, at \$100 each, to be on alternate Saturdays, beginning June 13—that is, there will be a concert by your band on June 13, June 27, July 11, July 25, August 8, August 22, September 5 and September 19—the last three concerts to be given gratis, is accepted, as above specified, and you are hereby directed to proceed with the work.

By direction of the Commissioner.

Respectfully yours,
J. MCKEE BORDEN, Secretary.

Department of Public Charities,
Foot of East Twenty-sixth Street,
New York, May 23, 1908.

Mr. EMIL RODTZ, Concord, S. I.:

Dear Sir—Your proposition of May 19 to repair two top carriages, eight new rubber tires, two new wheels and channels, one new shaft and shaft trimmings, one new front bow in top, fixing curtains and truly overhauling in first-class shape for the sum of \$60 (no painting), is accepted, as above specified, and you are hereby directed to proceed with the work.

By direction of the Commissioner.

Respectfully yours,
J. MCKEE BORDEN, Secretary.

Department of Public Charities,
Foot of East Twenty-sixth Street,
New York, May 21, 1908.

THE KENNEY-RENNER COMPANY, No. 135 West Twenty-fourth Street, City:

Dear Sirs—Your proposition of May 20 to furnish and install the plumbing work and sanitary floor in the Infirmary for Females at the Metropolitan Hospital, Blackwells Island, where directed, as per our specification of May 13, 1908, for the sum of four hundred and ninety-five dollars (\$495), is accepted, as above specified, and you are hereby directed to proceed with the work.

There were two other propositions received as follows:

Joseph D. Duffy.....	\$510 00
T. J. Cummins Plumbing Company.....	540 00

By direction of the Commissioner.

Respectfully yours,
J. MCKEE BORDEN, Secretary.

Department of Public Charities,
Foot of East Twenty-sixth Street,
New York, May 23, 1908.

RUBIN SOLOMON & SON, No. 949 Broadway, City:

Dear Sirs—Your proposition of May 21 to furnish all the labor and material required to paint the solarium, Metropolitan Hospital, Blackwells Island, to our entire satisfaction for the sum of \$958, is accepted, as above specified, and you are hereby directed to proceed with the work.

There were two other bids received for this work as follows:

Blanchite Paint Company.....	\$1,050 00
H. I. Harris	998 00

By direction of the Commissioner.

Respectfully yours,
J. MCKEE BORDEN, Secretary.

Morgue,
Foot of East Twenty-sixth Street,
New York, May 19, 1908.

Description of unknown man from Thirteenth street, North River—Age, about 40 years; height, 5 feet 9 inches; weight, about 160 pounds; color, white; eyes, can't tell; hair, brown; moustache, brown; good teeth. Clothing: Blue serge sack coat, vest same material, blue serge pants, white shirt, blue stripes; white suspenders, white cotton underwear, purple cotton socks, laced shoes. Condition of body, bad. No. 7691. Coroner Harburger. Geo. W. Meeks, Superintendent.

Morgue,
Foot of East Twenty-sixth Street,
New York, May 20, 1908.

Description of unknown woman from Third street, East River—Age, about 30 years; height, 5 feet 1 inch; weight, about 135 pounds; color, white; eyes, can't tell; hair, brown; good teeth. Clothing: Blue jacket, blue waist, black skirt, gray petticoat, white cotton chemise, white cotton underwear, black cotton stockings, laced shoes. Condition of body, bad. No. 7693. Coroner Harburger. Geo. W. Meeks, Superintendent.

Morgue,
Foot of East Twenty-sixth Street,
New York, May 24, 1908.

Description of unknown man from One Hundred and Thirtieth street, Harlem River—Age, about 40 years; height, 5 feet 11 inches; weight, about 190 pounds; color, white; eyes, can't tell; hair, brown; moustache, sandy; upper front teeth broken off. Clothing: Dark gray mixed goods, sack coat, gray vest, gray with black striped pants, blue flannel shirt, black cotton socks, low cut laced shoes, white suspenders with blue stripes. Condition of body, bad. No. 7695. Coroner Harburger. Geo. W. Meeks, Superintendent.

Morgue,
Foot of East Twenty-sixth Street,
New York, May 23, 1908.

Description of unknown man from Nineteenth street, East River—Age, about 45 years; height, 5 feet 9 1/2 inches; weight, about 170 pounds; color, white; eyes, can't tell; hair, brown and gray; moustache, sandy; good teeth. Clothing: Gray sack coat, gray and black vest, dark gray pants, brown overalls, black shirt with gray stripes, white cotton undershirt, two pairs of brown cotton socks, brogan shoes, black four-in-hand tie. Condition of body, bad. Remarks: Letter T on undershirt. No. 7694. Coroner Harburger. Geo. W. Meeks, Superintendent.

Morgue,
No. 256 Willoughby Street,
Borough of Brooklyn, May 23, 1908.

Description of unknown man from foot of Fifty-first street—Age, about 35 years; height, 5 feet 5 inches; weight, about 135 pounds; color, white; eyes, brown; hair, brown; moustache, brown; good teeth. Clothing: Blue serge sack coat, blue serge vest, blue flannel trousers, gray woolen outing shirt, white cotton undershirt, brown cotton drawers, gray woolen socks, black laced vici kid shoes, size 7; black leather belt around waist. Condition of body, bad. Remarks: Letters M E tattooed on left forearm. P. Maguire, Superintendent.

DEPARTMENT OF DOCKS AND FERRIES.

New York, February 28, 1908.

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

From the Commissioners of the Sinking Fund (75886)—Returning, in accordance with Department's request, communication recommending approval of a lease of portion of the pier foot of East Ninth street, East River, to John W. Sullivan, and transmitting certified copies of resolutions adopted February 26, 1908, as follows:

1. Amending resolution adopted February 5, 1908, and approving of the execution of a lease to Albert H. Hastorf of the right to use and occupy the inshore or most easterly dump on the northerly side of pier foot of West Thirtieth street, North River, together with the right to use the ramp or approach thereto for a period of five years, commencing February 15, 1908, at a rental of \$9,235 per annum; lessee to make all repairs to dumping board during term of lease, and not to interfere in any way with the operation of the remaining offshore dumps on northerly side of pier by Department of Street Cleaning; all repairs to that portion of the ramp or approach extending from the easterly end thereof to the westerly end of the inshore dumping board shall be made by the Department of Street Cleaning, but one-half of the cost thereof, as shown by the books of the Department of Street Cleaning shall be borne by the lessee; the lessee to do such dredging from time to time, during the term of the lease as may be considered necessary and proper by the Commissioner of Docks to a depth of at least 20 feet at mean low water in the basin or slips or water adjacent at the northerly side of said pier, commencing at the bulkhead line and extending offshore to the westerly end of the inshore or most easterly dumping board; the lease to contain the usual conditions contained in leases of wharf property now in use by this Department, the lessee to furnish a bond in double the amount of the annual rent.

2. Amending resolution adopted March 20, 1907, and approving of the execution of a lease to the United States Transportation Company of the pier foot of West Forty-fourth street, North River, together with bulkhead commencing from a point 120 feet north of the pier between Forty-second and Forty-third streets, North River, and extending to the northerly side of the pier foot of West Forty-fourth street, a distance of about 220 feet; the lease to be for a term of ten years, commencing March 1, 1908, the rental for the said pier and bulkhead to be at the rate of \$25,000 per annum, with the privilege of renewal for a further term of ten years, at an advance of 10 per cent. on the rental for the first term; the United States Transportation Company to receive a permit to be granted by the Commissioner of Docks for the erection of a temporary shed on the pier and bulkhead, such permit to be no longer than the first term of the lease, namely, ten years, and to revert to and become the property of the City at the expiration of this first term; the remaining terms and conditions of the lease to be similar to those contained in printed form of lease now in use by this Department.

Filed.

From the City Clerk (75617)—Transmitting copy of resolution adopted by the Board of Aldermen January 21, 1908, and approved by his Honor the Mayor, January 28, 1908, concurring in resolution adopted by the Board of Estimate and Apportionment, and fixing the compensation of the position of Engineman at the rate of \$4.50 per diem. Filed.

From the Comptroller (75843)—Transmitting summons and complaint, answer and transcript of judgment duly approved by the Corporation Counsel, for the sum of \$22,350.94, in the matter of A. Cary Smith in connection with the preparation of plans for the construction of five new ferryboats for the Staten Island ferry, and asking that voucher in the sum of \$18,500, the principal of said judgment, be prepared and forwarded to the Finance Department. Filed, the voucher having been prepared and forwarded.

From the Municipal Civil Service Commission—

1 (75892). Approving the rescinding of the discharge of James McDonald, Dock Laborer. McDonald reinstated at 3 1/4 cents per hour, while employed.

2 (75894, 75893). Authorizing the reassignment of Ferdinand Marx, Dock Laborer, and William Jordan, No. 1, Dockbuilder. Both ordered reassigned.

3 (75909). Submitting the name of Joseph J. Vesey from the preferred list for Foreman of Dock Laborers. Vesey reinstated, at 50 cents per hour.

4 (75910). Submitting from the preferred list persons eligible for reinstatement as Dock Laborer. The following were reinstated at 3 1/4 cents per hour:

Thomas J. Ager.

Florence A. Lynch.

James Brown.

Thomas J. McKenna.

Martin Burian.

Eugene Mahony.

Philip Daniels.

Geo. F. O'Reilly.

Edw. F. Deevy.

George J. Piepenbring.

Daniel Donovan.

James P. Reilly.

Joseph Doyle.

James Seales.

William Finn.

Wm. Vogan.

Andrew Kane.

James Whelehan.

Chas. C. La Cour.

Vito Yulo.

From D. Devine (75786)—Requesting a reduction in rental for his use of space on pier foot of West Forty-fourth street, North River. Denied.

From the Maryland Steel Company (75730), in relation to the method of procedure in erecting freight sheds on Piers 60, 61 and 62, North River, under Contract No. 1091. Filed.

From the International Union of Steam Engineers (75647)—Calling attention to the resolution adopted by the Board of Aldermen January 21, 1908, fixing the compensation of Enginemen at the rate of \$4.50 per diem, and requesting that the Department comply therewith. Answered that the Department is now paying the rate called for in the resolution.

From the Henry B. Turner Coal Company (75742, 74293)—Requesting lease of 150 feet of the southerly half of the pier foot of East Twenty-first street, East River, beginning at a point 235 feet offshore. Answered that as the lessee of the inshore 235 feet of the southerly side of the pier has until June 1, 1908, an option of an additional 100 feet, the lease cannot be granted; but, if desired, a permit for the 150 feet of space will be issued, and, upon the expiration of the option referred to, an application for a lease will be given consideration.

From the International Mercantile Marine Company (75687)—Submitting data relative to its requirements for the mechanical and electrical equipment for the new piers at the Chelsea section, North River, to be occupied by the lines of the company. Company authorized to present plans, specifications and itemized bill of material and cost for the following:

1. Three 3-drum cargo winches, with a capacity of 2,000 pounds at 250 feet per minute, on each side of each pier.

2. Two 2-drum coaling winches on each side of each pier.

3. One arc lamp for each 1,800 square feet.

The authorization does not include the street lights, the warping capstans or the baggage conveyors; it is further understood that these units mentioned, together with two elevators at each passenger entrance and five on each pier, are intended to represent the main effects of this mechanical installation.

From the Engineer-in-Chief—

1 (75874). Recommending that the Department of Water Supply, Gas and Electricity be requested to repair fire hydrant near the foot of Twenty-eighth street, North River. Request sent as recommended.

2 (75872). Reporting that Contract No. 1092, for building extension to pier between Fifty-first and Fifty-second streets, Brooklyn, was commenced February 24, 1908, by the New York State Construction Company. Comptroller notified.

James Burke and Thomas Martin (75724) were appointed to the position of Marine Stoker, with compensation at the rate of 43 1/4 cents per hour, while employed.

In accordance with its request (75905), permission was granted the Electric Fireproofing Company to open asphalt pavement within marginal street area between Nineteenth and Twentieth streets, East River, upon the usual conditions, for the in-

stallation of a water pipe thereat, work to be done under supervision of Engineer-in-Chief.

Permission was granted Robert J. Wright & Son (75884) to dredge at their dock and bulkhead foot of East One Hundred and Fifth street, Harlem River, work to be done under supervision of Engineer-in-Chief.

In accordance with its request (74445), permits were granted the American Ice Company to commence March 1, 1908, and to continue during the pleasure of the Commissioner until April 30, 1908, rental being payable monthly in advance to Cashier, as follows:

1. For the use of the bulkhead between Piers 24 and 25, North River, rental at the rate of \$1,500 per annum.

2. For the use of the north half of pier foot of Forty-sixth street, North River, rental at the rate of \$2,500 per annum.

3. For the use of 250 feet at the inner end of the south side of pier foot of Thirtieth street, East River, rental at the rate of \$1,800 per annum.

4. For the use of bulkhead between Ninety-first and Ninety-second streets, East River, rental at the rate of \$3,500 per annum.

The privileges are to include the right to maintain the structures used by the company in connection with its ice business at the locations designated. The company was directed to vacate and remove at once all its structures from the East Ninety-first street pier and from the south half of the pier foot of Forty-sixth street, North River.

In response to his inquiry, the Corporation Counsel was advised that the Department favors the passage of Assembly Bill Int. No. 804, Printed No. 942, providing for extending the power of the Commissioner of Docks, with reference to setting apart piers for recreation purposes, over such portions of the Greater New York as are not already provided for; he was also advised that the Department is opposed to the passage of Assembly Bill Int. No. 813, Printed No. 951, requiring cities, towns and villages of this State to have all ferry and other boats constructed or repaired for such cities, towns or villages, constructed or repaired within the State.

The following Department orders were issued:

No.	Issued To and For.	Price.
23724.	Otis Elevator Company, services in connection with operation of elevators at St. George Terminal.....	\$12 20
23725.	Mutual Towel Supply Company, toilet supply for March, 1908, Ferry Bureau.....	34 75
23726.	Thomas Morgan, 100 days' use of horse, harness and driver, per day	3 25
23727.	Thomas Flannigan, 100 days' use of horse, harness and driver, per day	3 25
23728.	Superintendent of State Prisons, brooms, etc. (estimated).....	204 00
23729.	P. H. Nannery, 50 days' use of horse, harness and driver, per day	3 25
23730.	Peter J. Nilsson, 50 days' use of horse, harness and driver, per day	3 25
23731.	Babcock & Wilcox Company, brass mountings for boilers.....	70 00

ALLEN N. SPOONER, Commissioner.

New York, February 29, 1908.

The Auditor reported that the following were audited and forwarded to the Finance Department for payment:

1. Payroll of Construction and Repairs force for the week ending February 28, 1908, amounting to \$23,890.67;

2. Payroll of Municipal Ferry force for the week ending February 28, 1908, amounting to \$2,388.93;

3. Claims for the week ending February 29, 1908, amounting to \$62,239.42;

4. Payroll of the Municipal Ferry force for the month of February, 1908, amounting to \$55,091.08;

5. Payroll of the Commissioner's office, Construction Force, Repairs and Maintenance Force and officers and appointees for the month of February, 1908, amounting to \$31,391.01.

The Cashier reported:

1. That moneys were received and deposited for the week ending February 29, 1908, amounting to \$41,518.26;

2. That the revenues from the Staten Island ferry privileges for the month of February, 1908, amounted to \$2,710.62;

3. That the revenues from the Thirty-ninth street (Brooklyn) ferry privileges for the month of February, 1908, amounted to \$503.74;

4. That the Staten Island ferry receipts for the month of February, 1908, amounted to \$36,730.45;

5. That the Thirty-ninth street (Brooklyn) ferry receipts for the month of February, 1908, amount to \$9,255.82.

The following Department orders were issued:

No.	Issued To and For.	Price.
23732.	Standard Oil Company, about 200 gallons of gasoline, per gallon.....	\$0 20
23733.	Peter W. McGlynn, ninety days' use of horse, cart and driver, per day.....	3 50

ALLEN N. SPOONER, Commissioner.

New York, March 2, 1908.

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

From Mrs. M. A. Spice (75921)—Requesting permission to construct a crib bulkhead and fill in rear of same between First and Third streets, Flushing Bay, College Point, Borough of Queens. Permit granted, work to be done under supervision of Engineer-in-Chief in accordance with plans submitted as amended.

From the New York Tunnel Company (75822)—Requesting an extension of time within which to remove the trestle erected by the company at the Battery. Extension granted to and including May 1, 1908.

From the J. Edward Ogden Company (75831)—Requesting an extension of time within which to complete the delivery of hardware, etc., under Class 3 of Contract No. 1051. Extension granted to and including February 20, 1908.

From the Sherwin-Williams Company (75924)—Asking whether the paint manufactured by the company is considered equal to the standards specified in contract for erection of freight sheds at the Chelsea Section, North River, by the Maryland Steel Company. Answered in the affirmative.

From the Saugerties and New York Steamboat Company (75581)—Requesting that the City make repairs to Pier (new) 43, North River, preparatory to the opening of the steamboat season. Answered that under the terms of its lease said company must make all repairs at its own expense.

From the Engineer-in-Chief—

1 (75938). Submitting plans and specifications for eighty cast steel mooring posts to be delivered on the Chelsea Section, between Bloomfield and West Twenty-third streets, North River. Ordered printed as Contract No. 1121.

2 (75937). Recommending the issuance of orders for repairs and painting, as may be required, to recreation structures located on Pier (new) 43, North River, pier at West Fiftieth street, pier at West One Hundred and Twenty-ninth street; Pier (new) 30 and pier at One Hundred and Twelfth street, Harlem River, and pier foot of North Second street, East River, Brooklyn. Orders issued to Engineer-in-Chief.

3 (75887). Reporting that John A. F. Molander and Charles P. Herr, recently appointed to the position of Machinist, are employed in other City Departments. Appointments in this Department rescinded.

The Commissioner issued the following order (75926):

"It is hereby ordered that, beginning on March 4, 1908, the Superintendent of Ferries shall have entire charge of the Municipal Ferries, and all employees now working on the ferries shall be subject to his orders, excepting as herein further specified. This is to include the manipulation of the ferries, also repairs and supplies. The exceptions are that the Engineer-in-Chief will have the direction and supervision of construction of ferryboats and ferry terminals; furthermore, the Engineer-in-Chief will have entire charge of the West Fifty-seventh street yard and the floating property, including all towboats and launches, and all other matters heretofore under charge of Mr. John J. Herrick, Mechanical Engineer.

"Also, Mr. John J. Herrick, Mechanical Engineer, is assigned to Mr. C. W. Staniford, Engineer-in-Chief, and Mr. George Krug, Sr., Mechanical Engineer, is assigned to Mr. John F. Ambrose, Superintendent of Ferries.

"The supplies for construction work and ferries must be separated and kept in different storehouses, and are to be issued only upon orders of the respective heads; and when work is necessary from one branch of the Department to another it must be upon written request from one head of a Bureau to another. This, however, is not to be construed to mean that in case of emergencies that telephone communications shall not be accepted and carried out.

"In general, the management of the ferries and construction are to be entirely separated in every way, both in management and accounts."

The following Department order was issued:

No.	Issued To and For.	Price.
23734.	New York Bank Note Company, ferry tickets.....	\$437 50

In connection with the agreement between the City and J. Archibald Murray for the purchase of certain property between the southerly line of Thirty-sixth street and the centre line of Twenty-eighth street, Brooklyn, the Comptroller and Corporation Counsel were advised that in view of the fact that the Title Guarantee and Trust Company states that the vendors do not own the land in Twenty-eighth street, the Commissioner does not see that he can draw a warrant and certify as to the correctness of the amount unless the Corporation Counsel approves the title.

In response to its communication (75919) the Excelsior Yacht Club was advised that the property between Fifty-ninth and Sixty-first streets, South Brooklyn, is not available for boathouse purposes.

The Board of Aldermen were requested to adopt a resolution authorizing and empowering the Department, without advertising for bids or contracting for the same, to do the following work by the force of this Department: Repairs to piers at West Forty-first street, East Twentieth street and East One Hundred and Tenth street, it being understood that all work of dredging shall be done and all material or supplies necessary for the prosecution of said work shall be purchased by contract, as provided in section 419 of the Greater New York Charter.

An opinion (75974) was received from the Corporation Counsel to the effect that the Commissioner cannot legally do work of repairs otherwise than by contract, let after advertisement to the lowest bidder, where the amount involved exceeds \$1,000 on any one dock, pier or bulkhead. Filed.

ALLEN N. SPOONER, Commissioner.

PUBLIC HEARINGS.

CITY OF NEW YORK,
OFFICE OF THE MAYOR,
June 2, 1908.

Notice is hereby given that a public hearing will be held at the Mayor's office in the City Hall, in The City of New York, on Thursday, June 4, 1908, at 9:30 o'clock in the forenoon, upon a resolution passed by the Board of Aldermen May 26, 1908, giving consent to the Springfield, (L. I.) Cemetery Association to acquire and set apart land for cemetery purposes in the Borough of Queens.

GEORGE B. McCLELLAN,
Mayor.

Public notice is hereby given that the Committee on Laws and Legislation of the Board of Aldermen will hold a public hearing in the Aldermanic Chamber, City Hall, Borough of Manhattan, on Wednesday, June 3, 1908, at 2 o'clock p.m., on the following matter:

Proposed ordinance relative to push carts.

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

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

CHANGES IN DEPARTMENTS, ETC.

DEPARTMENT OF DOCKS AND FERRIES.

June 1—The Commissioner has transferred Thomas Thatcher from the position of Dock Laborer to that of Wireman, with pay at the rate of fifty cents per hour while employed, to take effect Saturday, June 6, 1908.

The Commissioner has reinstated John Regan as a Marine Stoker, with pay at the rate of \$90 per month while employed.

The Commissioner has appointed William J. Tod to the position of Financial Clerk, for duty as Ticket Agent in the Municipal Ferry Service, with pay at the rate of \$80 per month while employed.

Tony Assenatto, formerly employed as a Dock Laborer, died May 23, 1908. His name has been dropped from the list of employees of this Department.

COURT OF GENERAL SESSIONS, County of New York.

June 1—The Judges of the Court of General Sessions of the Peace in and for the County of New York, have appointed Joseph P. Healy, of No. 262 West One Hundred and Twenty-ninth street, Borough of Manhattan, City of New York, as an Attendant of this Court, for the probationary period of three months, at a salary of \$1,500 per annum, to take effect the 1st day of June, 1908.

BUREAU OF BUILDINGS, Borough of Brooklyn.

June 1—Appointed Daniel Donovan, No. 453 West Fifty-fourth street, Manhattan, an Inspector of Elevators, at an annual compensation of \$1,200, effective this date.

Jacob Salzman, at present under the jurisdiction of the Department of Education, Manhattan, as second grade Clerk, has been transferred to a similar position in this Bureau at an annual compensation of \$1,050, to date from June 1, 1908.

PRESIDENT OF THE BOROUGH OF RICHMOND.

June 1—Appointed the following Sweepers in the Bureau of Street Cleaning, compensation to be at the rate of \$2 per day, to commence from Monday, June 8, 1908:

Vincenzo Guerra, No. 733 Richmond terrace, New Brighton, New York.

Charles J. Oree, No. 35 Fourth street, New Brighton, New York.

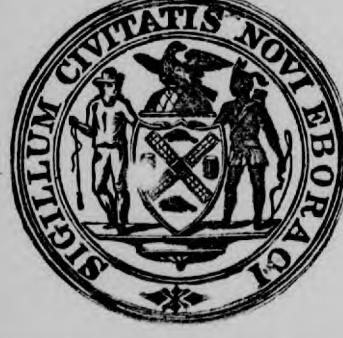
DEPARTMENT OF BRIDGES.

June 1—The compensation of James Ormond, No. 2004 Amsterdam avenue, New York City, Mechanics' Helper, is fixed at \$15 per week, to date from May 31, 1908.

The resignation of James Guye, No. 151 Amsterdam avenue, Laborer, at 28½ cents per hour, is hereby accepted to date from June 1, 1908, there being no fault or delinquency on his part.

PRESIDENT OF THE BOROUGH OF THE BRONX.

June 1—Death of John Saul, of No. 951 Rogers place, Rammer in the Bureau of Highways, on May 22, 1908.



OFFICIAL DIRECTORY.

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

CITY OFFICES.

MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 800 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, 800 Cortlandt.
Patrick Derry, Chief of Bureau.

BUREAU OF LICENSES.
9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 800 Cortlandt.
John P. Corrigan, Chief of Bureau.
Principal Office, Room 1, City Hall, Gaetano D'Amato, Deputy Chief, Boroughs of Manhattan and The Bronx.
Branch Office, Room 12, Borough Hall, Brooklyn. James J. Kinsella, Deputy Chief, Borough of Brooklyn.
Branch Office, Richmond Borough Hall, Room 23, New Brighton, S. I. William R. Woelfle, Financial Clerk, Borough of Richmond.
Branch Office, Hackett Building, Long Island City, Borough of Queens.

AQUEDUCT COMMISSIONERS.
Room 207, No. 280 Broadway, 5th floor, 9 a. m. to 4 p. m.
Telephone, 1042 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. Robbins, Samuel Sachs, Leopold Stern, John J. Barry, John G. O'Keeffe, Robert W. Heberd, 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, 750 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 Weinmann.
James H. Kennedy.
William H. Jasper, Secretary.
Telephone, 29, 30 and 31 Worth.

BOARD OF ELECTIONS.

Headquarters, General Office, No. 107 West Forty-first street.
Commissioners—John T. Dooling (President), Charles B. Page (Secretary), 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, 2281 Worth.

Harry P. Nichols, Engineer in charge Division of Franchises, No. 277 Broadway, Room 801. Telephone, 2282 Worth.

BOARD OF EXAMINERS.

Rooms 6027 and 6028 Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 584 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.
Thomas R. Minnick, Secretary.

BOARD OF REVISION OF ASSESSMENTS.

Herman A. Metz, Comptroller.
Francis K. Pendleton, Corporation Counsel.
Lawson Purdy, President of the Department of Taxes and Assessments.

Henry J. Storrs, Chief Clerk, Finance Department, No. 280 Broadway.

Telephone, 1200 Worth

BOARD OF WATER SUPPLY.

Office, No. 290 Broadway.
John A. Bensel, Charles N. Chadwick, Charles A. Shaw, Commissioners.

Thomas Hassett, Secretary.

J. Waldo Smith, Chief Engineer.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, No. 280 Broadway, 9 a. m. to 4 p. m.

Telephone, 4315 Worth.

John Purroy Mitchel, Ernest Y. Gallaher, Commissioners.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

Office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.

Commissioners—William E. Stillings, George C. Norton, Lewis A. Abrams.

Lamont McLoughlin, Clerk.

Regular advertised meetings on Monday, Wednesday and Friday of each week at 2 o'clock p. m.

CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12; 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.

Telephone, 750 Cortlandt.

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

Joseph F. Prendergast, First Deputy City Clerk.

John T. Oakley, Chief Clerk of the Board of Aldermen.

Joseph V. Sculley, Clerk, Borough of Brooklyn.

Thomas J. McCabe, Deputy City Clerk, Borough of The Bronx.

William R. Zimmerman, Deputy City Clerk, Borough of Queens.

Joseph F. O'Grady, Deputy City Clerk, Borough of Richmond.

CITY RECORD OFFICE.

BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.

Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance, Room 807, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 29, 30 and 31 Worth.

BOOKKEEPING AND AWARDS DIVISION.

Frank W. Smith, Chief Accountant and Bookkeeper, Room 8.

STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk Room 85.

BUREAU OF AUDIT—MAIN DIVISION.

P. H. Quinn, Chief Auditor of Accounts, Room 27.

LAW AND ADJUSTMENT DIVISION.

Jeremiah T. Mahoney, Auditor of Accounts Room 185.

BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

Charles S. Hervey, Supervising Statistician and Examiner, Room 180.

CHARITABLE INSTITUTIONS DIVISION.

Daniel C. Potter, Chief Examiner of Accounts of Institutions, Room 38.

OFFICE OF THE CITY PAYMASTER.

No. 83 Chambers street and No. 65 Reade street.

John H. Timmerman, City Paymaster.

DEPARTMENT OF BRIDGES.

Telephone, 1505 and 1506 Cortlandt. Supply Room, No. 2 City Hall.

Patrick J. Tracy, Supervisor; Henry McMillen, Deputy Supervisor; C. McKemie, Secretary.

COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.

John N. Bogart, Commissioner.

James P. Archibald, Deputy Commissioner.

John J. Caldwell, Secretary.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 2828 Worth.

COMMISSIONERS OF SINKING FUND.

George B. McClellan, Mayor, Chairman; Herman A. Metz, Comptroller; James J. Martin, Chamberlain; Patrick F. McGowan, President of the Board of Aldermen, and Timothy P. Sullivan, Chairman of Finance Committee, Board of Aldermen, Members: N. Taylor Phillips, Deputy Comptroller, Secretary.

Office of Secretary, Room 12, Stewart Building.

Telephone, 1200 Worth.

DEPARTMENT OF BRIDGES.

Nos. 13-21 Park Row.

James W. Stevenson, Commissioner.

John H. Little, Deputy Commissioner.

Edgar E. Schiff, Secretary.

Office hours, 9 a. m. to 4 p. m.

Saturdays, 9 a. m. to 12 m.

Telephone, 6880 Cortlandt.

DEPARTMENT OF CORRECTION.

CENTRAL OFFICE.

No. 148 East Twentieth street. Office hours from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 1047 Gramercy.

John V. Coggey, Commissioner.

George W. Meyer, Deputy Commissioner.

John B. Fitzgerald, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Pier "A," N. R., Battery place.

Telephone, 300 Rector.

Allen N. Spooner, Commissioner.

Denis A. Judge, Deputy Commissioner.

Joseph W. Savage, Secretary.

Office hours 9 a. m. to 4 p. m.; Saturdays, 12 m.

DEPARTMENT OF EDUCATION.

BOARD OF EDUCATION.

Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (in the month of August, 9 a. m. to 4 p. m.); Saturdays, 9 a. m. to 12 m.

Telephone, 5580 Plaza.

Richard B. Aldcroft, Jr.; Nicholas J. Barrett, Charles E. Bruce, M. D.; Joseph E. Cosgrove, Frederic R. Coudert, Francis W. Crowninshield, Francis P. Cunnion, Thomas M. De Laney, Samuel B. Donnelly, Horace E. Dresser, A. Leo Everett, Alexander Ferris, Joseph Nicola Francolini, George Freifeld, George J. Gillespie, John Greene, Lewis Haase, Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, Arthur Hollick, Charles H. Ingalls, Nathan S. Jonas, Hugo Kanzler, Max Katzenberg, John C. Kelley, A. L. Kirk, Charles E. March, M. D.; Thomas J. O'Donohue, Frank H. Partridge, George W. Schaede, Henry H. Sherman, Arthur S. Somers, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, Michael J. Sullivan, Bernard Suydam, Rupert B. Thomas, John R. Thompson, George A. Vandenhoff, Frank D. Wilsey, George W. Wingate, Egerton L. Winthrop, Jr., members of the Board.

Egerton L. Winthrop, Jr., President.

John Greene, Vice-President.

A. Emerson Palmer, Secretary.

Fred H. Johnson, Assistant Secretary.

C. B. J. Snyder, Superintendent of School Buildings.

Patrick Jones, Superintendent of School Supplies.

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, 3863 Cortlandt. Foster Crowell, Commissioner. William H. Edwards, Deputy Commissioner Borough of Manhattan. Owen J. Murphy, Deputy Commissioner, Borough of Brooklyn. Jerome F. Reilly, Deputy Commissioner, Borough of The Bronx. John J. O'Brien, Chief Clerk.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Hall of Records, corner of Chambers and Centre streets. Office hours, 9 a.m. to 4 p.m.; Saturdays, 9 a.m. to 12 m. Commissioners Lawson Purdy, President; Frank Raymond, 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, 430 Greenpoint; Richmond, 94 2nd Avenue; Bronx, 16 Tremont. John H. O'Brien, Commissioner. M. F. Loughman, Deputy Commissioner. John F. Garvey, Secretary to Department. I. M. de Varona, Chief Engineer. George W. Birdsall, Consulting Hydraulic Engineer.

George F. Sever, Consulting Electrical Engineer. Charles F. Lacombe, Chief Engineer of Light and Power.

Michael C. Padden, Water Register, Manhattan. William A. Hawley, Secretary to Commissioner. William C. Cozier, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn. John W. McKay, Acting Chief Engineer, Brooklyn.

William R. McGuire, Water Register, Brooklyn. Michael Hecht, Deputy Commissioner, Borough of The Bronx, Crotona Park Building, One Hundred and Seventy-seventh street and Third avenue.

Thomas M. Lynch, Water Register, The Bronx. Charles C. Wissel, Deputy Commissioner, Borough of Queens, Hackett Building, Long Island City.

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. Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn.

Central Office open at all hours.

LAW DEPARTMENT.

OFFICE OF CORPORATION COUNSEL.

Hall of Records, Chambers and Centre streets, 6th, 7th and 8th floors, 9 a.m. to 4 p.m.; Saturdays 9 a.m. to 12 m.

Telephone, 3900 Worth.

Francis K. Pendleton, Corporation Counsel.

Assistants—Theodore Connolly, George L. Sterling, Charles D. Olendorf, Franklin Chase Hoyt, William P. Burr, R. Percy Chittenden, David Rumsey, John L. O'Brien, Terence Farley, Cornelius F. Collins, William Beers Crowell, John F. O'Brien, Edwin J. Freedman, Louis H. Hahl, Frank B. Pierce, Stephen O'Brien, Charles A. O'Neil, 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. Booram, 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, I. Townsend Burden, Jr., Francis X. McQuade, William J. Clarke, John W. Goff, Jr., Ricardo M. de Acosta, Leonce Fuller, Charles W. Miller, Henry S. Johnston, William H. Doherty, Addison B. Scoville, Francis Martin, Henry W. Mayo, Philip N. Harrison, Loring T. Hildreth, Frank E. Smith.

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, 8100 Cortlandt.

John P. Dunn, Assistant in charge.

BUREAU FOR THE RECOVERY OF PENALTIES.
No. 119 Nassau street, 9 a.m. to 4 p.m.; Saturdays, 9 a.m. to 12 m. Telephone, 4526 Cortlandt. Herman Stiebel, 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, 1604 Rector.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 299 Broadway, 9 a.m. to 4 p.m. Frank L. Polk, R. Ross Appleton, Arthur J. O'Keefe, Frank A. Spencer, Secretary. John F. Skelly, Assistant Secretary.

Labor Bureau.

No. 66 Lafayette street. Telephone, 2140 Worth.

MUNICIPAL EXPLOSIVES COMMISSION.

Nos. 157 and 159 East Sixty-seventh street, Headquarters Fire Department.

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.

PUBLIC SERVICE COMMISSION.

The Public Service Commission for the First District, Tribune Building, No. 154 Nassau street, Manhattan.

Office hours, 8 a.m. to 11 p.m., every day in the year, including holidays and Sundays.

Stated public meetings of the Commission, Tuesdays and Fridays at 11:30 a.m. in the Public Hearing Room of the Commission, third floor of the Tribune Building, unless otherwise ordered.

Commissioners—William R. Willcox, Chairman; William McCarroll, Edward M. Bassett, Milo R. Maltbie, John E. Eustis. Counsel, George S. Coleman, Secretary, Travis H. Whitney.

Telephone, 4150 Beekman.

TENEMENT HOUSE DEPARTMENT.

Manhattan Office, No. 44 East Twenty-third street.

Telephone, 5331 Gramercy.

Edmond J. Butler, Commissioner.

Harry G. Darwin, First Deputy Commissioner.

Brooklyn Office (Boroughs of Brooklyn, Queens and Richmond), Temple Bar Building, No. 44 Court street.

Telephone, 3821 Main.

John McKeown, Second Deputy Commissioner.

Bronx Office, Nos. 2804, 2806 and 2808 Third Avenue.

Telephone, 667 Melrose.

William B. Calvert, Superintendent.

BOROUGH OFFICES.

BOROUGH OF THE BRONX.

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street; 9 a.m. to 4 p.m.; Saturdays, 9 a.m. to 12 m.

Louis F. Haffen, President.

Henry A. Gumbleton, Secretary.

John F. Murray, Commissioner of Public Works.

Peter J. Stumpf, Assistant Commissioner of Public Works.

Josiah A. Briggs, Chief Engineer.

Frederick Greiffenberg, Principal Assistant Topographical Engineer.

Charles H. Graham, Engineer of Sewers.

Thomas H. O'Neil, Superintendent of Sewers.

Samuel C. Thompson, Engineer of Highways.

Patrick J. Reville, Superintendent of Buildings.

John A. Mason, Assistant Superintendent of Buildings.

Martin Geiszler, Superintendent of Highways.

Albert H. Liebenau, Superintendent of Public Buildings and Offices.

Telephone, 66 Tremont.

BOROUGH OF BROOKLYN.

President's Office, Nos. 15 and 16 Borough Hall, 9 a.m. to 4 p.m.; Saturdays, 9 a.m. to 12 m.

Bird S. Coler, President.

Charles Frederick Adams, Secretary.

John A. Heffernan, Private Secretary.

David F. Moore, Superintendent of Buildings.

Thomas R. Farrell, Superintendent of the Bureau of Highways.

James Dunne, Superintendent of the Bureau of Sewers.

Joseph M. Lawrence, Superintendent of the Bureau of Public Buildings and Offices.

BOROUGH OF MANHATTAN.

Office of the President, Nos. 14, 15 and 16 City Hall, 9 a.m. to 4 p.m.; Saturdays, 9 a.m. to 12 m.

John F. Ahearn, President.

Bernard Downing, Secretary.

John Cloughan, Commissioner of Public Works.

James J. Hagan, Assistant Commissioner of Public Works.

Edward S. Murphy, Superintendent of Buildings.

George F. Scannell, Superintendent of Highways.

Frank J. Goodwin, Superintendent of Sewers.

John R. Voorhis, Superintendent of Buildings and Offices.

Telephone, 6725 Cortlandt.

BOROUGH OF QUEENS.

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City; 9 a.m. to 4 p.m. Saturdays, 9 a.m. to 12 m.

Lawrence Gresser, President.

John M. Cragen, Secretary.

Alfred Denton, Commissioner of Public Works.

Harry Sutphin, Assistant Commissioner of Public Works.

James P. Hicks, Superintendent of Highways.

Carl Berger, Superintendent of Buildings.

John J. Halleran, Superintendent of Sewers.

James E. Clonin, Superintendent of Street Cleaning.

Edward F. Kelly, Superintendent of Public Buildings and Offices.

Telephone, 1000 Greenpoint.

BOROUGH OF RICHMOND.

President's Office, New Brighton, Staten Island.

George Cromwell, President.

Maybury Fleming, Secretary.

Louis Lincoln Tribus, Consulting Engineer and Acting Commissioner of Public Works.

John Seaton, Superintendent of Buildings.

H. E. Buel, Superintendent of Highways.

John T. Fetherston, Superintendent of Street Cleaning.

Ernest H. Seehusen, Superintendent of Sewers.

John Timlin, Jr., Superintendent of Public Buildings and Offices.

George W. Tuttle, Principal Assistant Engineer.

Bureau of Engineering—Topographical.

Theodor S. Oxholm, Principal Assistant Engineer, Bureau of Engineering—Construction.

Offices—Borough Hall, New Brighton, N. Y., 9 a.m. to 4 p.m. Saturdays, 9 a.m. to 12 m.

Telephone, 1000 Tompkinsville.

CORONERS.

Borough of 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.

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.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF chapter 537 of the Laws of 1893 and the Acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said Acts will be held at the office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays and Fridays of each week, at 2 o'clock p.m., until further notice.

Dated New York City, October 12, 1907.

WILLIAM E. STILLINGS, GEORGE C. NORTON, LEWIS A. ABRAMS, Commissioners.

LAMONT McLOUGHLIN, Clerk.

OFFICIAL BOROUGH PAPERS.

BOROUGH OF THE BRONX. "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 Free 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; September 30, 1907; February 24, 1908; March 5 and 16, 1908.

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 until 3 o'clock p.m. on

THURSDAY, JUNE 11, 1908,

Borough of The Bronx.

FOR FURNISHING AND DELIVERING FIVE HUNDRED (500) TONS NO. 1 WHITE ASH ANTHRACITE COAL (NO. 4, 1908), FOR PARKS, BOROUGH OF THE BRONX.

The time for the delivery of the articles, materials and supplies and the performance of the contract is between August 15 and December 15, 1908.

The amount of security shall be Fifteen Hundred Dollars (\$1,500).

The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH, President; JOSEPH I. BERRY, MICHAEL J. KENNEDY, Commissioners of Parks.

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 thirty (30) 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,j11 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.

m21,j4 See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF DOCKS AND FERRIES.

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

MONDAY, JUNE 8, 1908.

CONTRACT NO. 1127.

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 tested, and according to which price any award of the contract will be made.

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 said Department.

ALLEN N. SPOONER, Commissioner of Docks.

Dated May 25, 1908.

m26,j8

m26,j8 See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT.

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. 202 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.

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

m18,j3 See General Instructions to Bidders on the last page, last column, of the "City Record."

FIRE DEPARTMENT.

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, Nos. 157 and 159 East Sixty-Seventh Street, Borough of Manhattan, The City of New York.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10:30 o'clock a.m. on

THURSDAY, JUNE 11, 1908.

Boroughs of Manhattan, The Bronx and Richmond.

FOR FURNISHING AND DELIVERING PAINTS, OILS, ETC., FOR THE SUPERINTENDENT OF BUILDINGS.

The time for the delivery of the articles and supplies and the full performance of the contract is January 1, 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

NO. 2. FOR FURNISHING AND DELIVERING VARIOUS SUPPLIES FOR THE SUPERINTENDENT OF BUILDINGS.

The time for the delivery of the articles and supplies and the full performance of the contract is January 1, 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

NO. 3. FOR FURNISHING AND DELIVERING LUMBER FOR THE SUPERINTENDENT OF BUILDINGS.

The time for the delivery of the articles and supplies and the full performance of the contract is January 1, 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

NO. 4. FOR FURNISHING AND DELIVERING PLUMBING MATERIALS FOR THE SUPERINTENDENT OF BUILDINGS.

The time for the delivery of the articles and supplies and the full performance of the contract is January 1, 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

NO. 5. FOR FURNISHING AND DELIVERING NAILS, SCREWS, HARDWARE, ETC., FOR THE SUPERINTENDENT OF BUILDINGS.

The time for the delivery of the articles and supplies and the full performance of the contract is January 1, 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each class, and awards made to the lowest bidder on each class, or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES, Fire Commissioner.

Dated May 29, 1908.

m28,j10

m28,j10 See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, Nos. 157 and 159 East Sixty-Seventh Street, Borough of Manhattan, New York, May 27, 1908.

GENERAL ORDER NO. 8 (EXTRACT).

1. THE PROVISIONS OF

The amount of security required is as follows:
Public School 16..... \$200 00
Public School 48..... 1,000 00
Public School 54..... 400 00
Public School 67..... 300 00
Public School 93..... 300 00
Public School 141..... 1,000 00
Public School 165..... 300 00
Public School 166..... 300 00
High School of Commerce..... 800 00
De Witt Clinton High School..... 300 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 5. FOR THE ERECTION OF OUTSIDE IRON STAIRS AT PUBLIC SCHOOL 130, AT NO. 143 BAXTER STREET, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 45 working days, as provided in the contract.

The amount of security required is One Thousand Two Hundred Dollars.

No. 6. FOR FURNITURE FOR SCHOOL FOR CRIPPLED CHILDREN AT NOS. 155, 157 AND 159 HENRY STREET, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 60 working days, as provided in the contract.

The amount of security required is One Thousand Dollars.

Borough of Queens.

No. 7. FOR ALTERATIONS, REPAIRS, ETC., AT PUBLIC SCHOOLS 39, 42, 43 AND 44, BOROUGH OF QUEENS.

The time allowed to complete the whole work on each school will be until August 24, 1908, as provided in the contract.

The amount of security required is as follows:

Public School 39..... \$6,000 00
Public School 42..... 2,000 00
Public School 43..... 1,000 00
Public School 44..... 2,000 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 8. FOR THE GENERAL CONSTRUCTION, ETC., OF ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 87, ON WEST SIDE OF DRY HARBOR ROAD (WASHINGTON AVENUE), BETWEEN PU-LASKI AND WAYNE (LAFAYETTE) STREETS, MIDDLE VILLAGE, BOROUGH OF QUEENS.

The time allowed to complete the whole work will be 250 working days, as provided in the contract.

The amount of security required is Ninety Thousand Dollars.

On Contracts Nos. 5, 6 and 8, the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder on each contract.

On Nos. 3, 4 and 7 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, for work for their respective Boroughs.

C. B. J. SNYDER.

Superintendent of School Buildings.

Dated June 4, 1908.

j3,15

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 Supplies at the above office of the Department of Education until 12 o'clock noon on

MONDAY, JUNE 8, 1908.

FOR FURNISHING AND DELIVERING TO THE DEPARTMENT OF EDUCATION 3,500 GROSS TONS OF ANTHRACITE COAL, MORE OR LESS, FOR USE IN THE SCHOOLS IN THE CITY OF NEW YORK, AND FOR THE SEVERAL OFFICES AND DEPARTMENTS THEREOF.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING 3,000 GROSS TONS OF ANTHRACITE COAL FOR ENTIRE BOROUGH.

Security required is Six Thousand Dollars (\$6,000).

Borough of Queens.

FOR FURNISHING AND DELIVERING 500 GROSS TONS OF ANTHRACITE COAL FOR ENTIRE BOROUGH.

Security required is One Thousand Dollars (\$1,000).

The time for the delivery of the coal and supplies and the performance of the contract is by or before April 30, 1909.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per ton, by which the bids will be tested.

Bidders will be required to specify the mine from which they propose to supply the coal called for.

Bids must be submitted for each Borough.

Contracts will be awarded to the lowest bidder. Delivery will be required to be made at the time or in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Board of Education, the Borough of Manhattan, southwest corner of Park avenue and Fifty-ninth street.

PATRICK JONES,

Superintendent of School Supplies.

Dated May 27, 1908.

m27,j8

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 8, 1908.

Borough of Brooklyn.

No. 1. FOR INSTALLING ELECTRIC EQUIPMENT IN THE ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 64, ON THE NORTH SIDE OF BELMONT AVENUE, BERRIMAN AND ATKINS 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 Eight Thousand Dollars.

No. 2. FOR INSTALLING HEATING AND VENTILATING APPARATUS FOR ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 75, ON THE NORTHWEST CORNER OF EVERGREEN AVENUE AND GROVE STREET, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 80 working days, as provided in the contract.

The amount of security required is Twenty-six Thousand Dollars.

No. 3. FOR INSTALLING HEATING APPARATUS IN PUBLIC SCHOOL 99, ON CONEY ISLAND ROAD AND ELM AVENUE, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be August 15, 1908, as provided in the contract.

The amount of security required is Six Hundred Dollars.

No. 4. FOR THE GENERAL CONSTRUCTION, ETC., OF NEW PUBLIC SCHOOL 163, ON THE SOUTH SIDE OF BENSON AVENUE, BETWEEN BAY FOURTEENTH STREET AND SEVENTEENTH AVENUE, 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 Thousand Dollars.

On Nos. 1, 2, 3 and 4 the bids will be compared and the contract will be 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 26, 1908.

m26,j8

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 8, 1908.

Borough of Manhattan.

No. 5. FOR NEW FIREPROOF MAIN STAIRS AT PUBLIC SCHOOL 26, NO. 124 WEST THIRTIETH STREET, AND PUBLIC SCHOOL 47, NO. 225 EAST TWENTY-THIRD STREET; ALSO AT WASHINGTON IRVING HIGH SCHOOL, NO. 60 WEST THIRTEENTH 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 26..... \$1,600 00
Public School 47..... 1,500 00
Washington Irving High School..... 3,500 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 6. FOR THE GENERAL CONSTRUCTION, ETC., OF TWO ADDITIONAL STORIES TO PUBLIC SCHOOL 132, ON THE EAST SIDE OF WADSWORTH AVENUE, BETWEEN WEST ONE HUNDRED AND EIGHTY-SECOND AND ONE HUNDRED AND EIGHTY-THIRD STREETS, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 180 working days, as provided in the contract.

The amount of security required is Forty Thousand Dollars.

No. 7. FOR RAZING OLD BUILDING AND FORMING SHELTER AT PUBLIC SCHOOL 144, ON ALLEN AND HESTER STREETS, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 55 working days, as provided in the contract.

The amount of security required is One Thousand Five Hundred Dollars.

On Nos. 6 and 7 the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder on each contract.

On No. 5 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.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated May 26, 1908.

m26,j8

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

MONDAY, JUNE 15, 1908.

Borough of Brooklyn.

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 Infirmarys, 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, June 3, 1908.

Engineer's preliminary estimate, to an amount necessary to complete the work described in the contract:

305 linear feet of 18-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.25.....

\$686 25

412 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.....

824 00

217 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.75.....

379 75

570 linear feet of 6-inch house connection drain, laid complete, including all incidentals and appurtenances, per linear foot, \$1.....

570 00

11 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$55.....

605 00

3 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances, per basin, \$160.....

480 00

400 feet, board measure, of sheeting and bracing, driven in place, complete, including all incidentals and appurtenances, per thousand feet, board measure, \$30.....

12 00

Total..... \$3,557 00

The time allowed for the completion of the work and full performance of the contract will be 75 working days.

The amount of security required will be Eighteen Hundred Dollars (\$1,800).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per linear foot, square foot, cubic yard or other unit of measure, by which the bids will be tested.

The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Sewers, No. 215 Montague street, Borough of Brooklyn.

BIRD S. COLER,

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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. 2,500 linear feet of 12-inch pipe subdrain, laid complete, including extra excavation and all incidentals and appurtenances, per linear foot, \$1	2,500 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
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 2, 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

2. 2,155 linear feet of 180-inch sewer, "Conduit Section," laid complete, including all incidentals and appurtenances, per linear foot, \$84.15

3. 1 storm water separator, "A," complete, including all incidentals and appurtenances (at Skillman street and Myrtle avenue), \$1,180.15

4. 1 storm water separator, "B," complete, including all incidentals and appurtenances (at Nostrand avenue and Vernon avenue), \$1,733.45

5. 1 storm water separator, "C," complete, including all incidentals and appurtenances (at Marcy avenue and Vernon avenue), \$863.75

6. 40 linear feet of siphon conduit, laid complete, including all incidentals and appurtenances, per linear foot, \$7

7. 325 linear feet of 24-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$4

8. 30 linear feet 18-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$3.25

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, \$500	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, \$91.25

2. 2,085 linear feet of 180-inch sewer, Section "B," laid complete, including all incidentals and appurtenances, per linear foot, \$89.75

3. 1 connecting drop, Section "A," complete, including all incidentals and appurtenances, \$1.100

4. 1 connecting drop, Section "B," complete, including all incidentals and appurtenances, \$4,051.70

5. 52 linear feet of 30-inch egg-shaped sewer, laid complete, including all incidentals and appurtenances, \$7

6. 840 linear feet of 24-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$4

7. 485 linear feet of 18-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$3.25

8. 1,350 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$3

9. 2,800 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.50

10. 2,890 linear feet of 12-inch pipe sub-drain, laid complete, including all incidentals and appurtenances, per linear foot, \$1

11. 25 sewer basins, reconnected, complete, with basin hoods and connecting culverts, including all incidentals and appurtenances, per reconnection, \$58

12. 1 sewer basin rebuilt, complete, of either standard design, with iron pans or gratings, iron basin-hood and connecting culvert, including all incidentals and appurtenances, per basin, \$150

13. 1 manhole, Class "A," complete, including special iron head and cover, iron steps and all incidentals and appurtenances, per manhole, \$450

14. 59 manholes, Class "C," complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$55

15. 2 manholes, Class "D," complete, with granite block invert, including special iron heads and covers, iron steps and all incidentals and appurtenances, per manhole, \$800

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, "J," complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$50	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.

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

2. 360 linear feet of 54-inch sewer, Section "B," laid complete, including all incidentals and appurtenances, per linear foot, \$10.25

3. 555 linear feet 48-inch sewer, Section "A," laid complete, including all incidentals and appurtenances, per linear foot, \$16.50

4. 280 linear feet of 48-inch sewer, Section "B," laid complete, including all incidentals and appurtenances, per linear foot, \$9.75

5. 250 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.70

6. 15 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$66

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

8. 5 sewer basins, reconnected, complete, with basin hoods and connecting culverts, including all incidentals and appurtenances, per reconnection, \$70

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

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

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 and the plans and drawings may be seen 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.

m20,j3

See General Instructions to Bidders on the last page, last column, of the "City Record."

m25,j29

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, JUNE 3, 1908.
Borough of Brooklyn.

No. 1. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF FOURTEENTH AVENUE, FROM FORTY-FIFTH STREET TO SIXTIETH STREET.

The Engineer's estimate of the quantities is as follows:

19,230 square yards asphalt pavement.

2,690 cubic yards concrete.

The time for the completion of the work and the full performance of the contract is forty (40) working days.

The amount of security required is Fifteen Thousand Dollars (\$15,000).

No. 2. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF HANCOCK STREET, FROM KNICKERBOCKER AVENUE TO IRVING AVENUE.

The Engineer's estimate of the quantities is as follows:

2,240 square yards asphalt pavement.

315 cubic yards concrete.

60 cubic yards earth excavation.

50 linear feet concrete curb.

2,430 square feet cement sidewalk.

The time for the completion of the work and the full performance of the contract is twenty-five (25) working days.

The amount of security required is Two Thousand Dollars (\$2,000).

(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 1

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. 292
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'KEEFE,
Commissioners.

FRANK A. SPENCER,
Secretary.

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.

m26,j11

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.

m26,j11

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF FINANCE.

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTION 11.

EAST ONE HUNDRED AND EIGHTY-THIRD STREET—REGULATING, GRADING, CURBING, FLAGGING, LAYING CROSS WALKS, BUILDING APPROACHES AND PLACING FENCES, between Jerome avenue and Webster avenue. Area of assessment: Both sides of East One Hundred and Eighty-third street, from Jerome avenue to Webster avenue, and to the extent of half the block at the intersecting streets and avenues.

EAST ONE HUNDRED AND EIGHTY-NINTH STREET—SEWER, between Washington and Arthur avenues. Area of assessment: Both sides of One Hundred and Eighty-ninth street, from Washington avenue to Arthur avenue,—that the same were confirmed by the Board of Assessors on June 2, 1908, and entered June 2, 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 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 28, 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, June 2, 1908.

j3,16

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

FIRST WARD.

HAMILTON STREET—PAVING, from Webster avenue north to Vernon avenue. Area of assessment: Both sides of Hamilton street, from Webster avenue north to Vernon 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 June 2, 1908, and entered on June 2, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before August 1, 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, to be calculated to the date of payment from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,

Comptroller's Office, June 2, 1908.

j3,16

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears, of the assessments for OPENING AND ACQUIRING TITLE to the following-named street in the BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 7.

WEST ONE HUNDRED AND THIRTY-NINTH STREET—OPENING, from a point 425 feet west of Broadway to Riverside drive. Confirmed March 31, 1908; entered May 29, 1908. Area of assessment includes 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:

Beginning at the point of intersection of the easterly prolongation of the middle line of the block between West One Hundred and Thirty-seventh street and West One Hundred and Thirty-eighth street, with a line parallel to and distant 100 feet easterly of the easterly line of Amsterdam avenue; thence westerly along said prolongation and middle line to the easterly side of Riverside drive; thence northerly along said easterly side of Riverside drive to its intersection with the westerly prolongation of the middle line of the block between One Hundred and Thirty-eighth and One Hundred and Thirty-ninth streets; thence westerly along said prolongation to its intersection with the easterly line of the New York Central and Hudson River Railroad Company; thence northerly along said line of the railroad company to its intersection with the westerly prolongation of the middle line of the block between One Hundred and Thirty-ninth and One Hundred and Forty-first streets; thence easterly along said prolongation to the easterly line of Riverside drive; thence northerly along said easterly line of Riverside drive to its intersection with the middle line of the block between West One Hundred and Forty-first and One Hundred and Forty-first streets; thence easterly

along said middle line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Amsterdam avenue; thence southerly and along said parallel line to the point or place of beginning.

The above-entitled assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of entry of the assessment, interest will be collected thereon, as provided in section 1005 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 when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 28, 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 29, 1908.

j3,16

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 7.

WEST NINETY-NINTH STREET—PAIRING SIDEWALK in front of No. 302. Area of assessment: Lot No. 26, Block 1888, on the south side of West Ninety-ninth street, 80 feet west of West End avenue.

—that the same were confirmed by the Board of Assessors on June 2, 1908, and entered June 2, 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, from Fifth to Lenox avenue, and to the extent of half the block at the intersecting avenues.

—that the same were confirmed by the Board of Assessors on June 2, 1908, and entered June 2, 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 entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before August 1, 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, June 2, 1908.

j3,16

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:

EIGHTH WARD, SECTION 3.

THIRTY-THIRD STREET AND FIFTH AVENUE—GRADING A LOT on the northwest corner. Area of assessment: Northwest corner of Thirty-third street and Fifth avenue.

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 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 in section 1019 of the Greater New York Charter."

FIFTY-THIRD STREET—PAVING, between Sixth and Seventh avenues. Area of assessment: Both sides of Fifty-third street, between Sixth and Seventh avenues, and to the extent of half the block at the intersecting streets.

FORTY-SIXTH STREET—PAVING, between Sixth and Seventh avenues. Area of assessment: Both sides of Forty-sixth street, between Sixth and Seventh avenues, and to the extent of half the block at the intersecting streets.

SEVENTEENTH WARD, SECTION 9.

SEWER BASINS on NORMAN AVENUE AND RUSSELL STREET, northeast corner; on NORMAN AVENUE AND HUMBOLDT STREET, northeast corner; on NORMAN AVENUE AND MOULTRIE STREET, northwest corner. Area of assessment: Blocks bounded by Norman avenue, Meserole avenue, Jewel street and North Henry street.

TWENTY-SECOND WARD, SECTION 4.

FOURTH STREET—PAVING, between Underhill and Washington avenues. Area of assessment: Both sides of Douglass street, between Underhill and Washington avenues, and to the extent of half the block at the intersecting streets.

TWENTY-FOURTH WARD, SECTION 5.

GRADING LOTS on UTICA AVENUE, west side, between Bergen street and St. Marks avenue, and on ST. MARKS AVENUE, north side, between Utica and Schenectady avenues. Area of assessment: Lots Nos

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 25, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, May 26, 1908.

m28,j11

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

TWENTY-FIRST WARD, SECTION 3.
EAST THIRTIETH STREET—RESTORING ASPHALT PAVEMENT in front of premises known as Nos. 33, 35 and 37, between Fourth and Madison avenues. Area of assessment: North side of Thirtieth street, between Fourth and Madison avenues, known as Lot No. 27, in Block 860.

The above assessment was certified to the Collector of Assessments and Arrears, under the provisions of section 391 of the Greater New York Charter, —that the same was entered on May 23, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 22, 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 23, 1908.

m26,j9

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:

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:

NOTICE TO PROPERTY OWNERS.

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 assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before 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 QUEENS:

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."

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 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 the above assessments became liens 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 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 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 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, 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.

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics' Bank Building, Court and Montague 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 25, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, May 26, 1908.

m28,j11

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 Hackett Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before 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.

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 and ONE HUNDRED AND THIRTY-SIXTH STREET, south 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 to 270 feet north of Third avenue, Block 2667, Lot No. 32. Area of assessment: Southeast 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 2667.

—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 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 assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, 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 THE BRONX:

TWENTY-THIRD WARD, SECTION 11.

TELLER AVENUE—SEWER, between East One Hundred and Seventieth street and the summit southerly therefrom. Area of assessment: Both sides of Teller avenue, from the junction of One Hundred and Seventieth street and Franklin avenue, to a point about 534 feet southerly to the existing sewer.

TWENTY-FOURTH WARD, SECTION 11.

THIRD AVENUE—REPAIRING SIDEWALK and PLACING GUARD RAIL, west side, about 230 feet north of East One Hundred and Seventy-second street. Area of assessment: West side of Third avenue, 230.78 feet north of One Hundred and Seventy-second street, and known as Lot No. 32 in Block 2920.

—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 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 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, May 21, 1908.

m26,j9

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 12.

REPAIRING THE FLAGGING AND PLACING FENCES at the northwesterly corner of 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 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 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, May 21, 1908.

m26,j9

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:

along said West Forty-third street to the intersection of said West Forty-third street with Eleventh avenue; thence extending northerly over, upon and along said Eleventh avenue to the intersection of said Eleventh avenue with West Fifty-seventh street; thence extending easterly upon, over and along said West Fifty-seventh street to the intersection of Fifth avenue and West Fifty-seventh street; thence extending easterly and crossing said Fifth avenue over, upon and along East Fifty-seventh street to the intersection of said East Fifty-seventh street with Second avenue; thence extending northerly over, upon and along said Second avenue to a point on Second avenue opposite the plaza of the Blackwells Island Bridge; thence extending easterly over, upon, along and across said plaza and upon, along and across said Blackwells Island Bridge, and upon, along and across the plaza of said bridge in Long Island City, Borough of Queens, New York City, and crossing all avenues or streets intersecting said proposed route.

Third.—That said corporation proposes to operate said proposed railroad by such motive power as may be lawfully employed.

Wherefore your petitioner prays that public notice hereof and of the time and place when and where this application will be first considered be given as required by law, and that the desired consent be granted in accordance with the provisions of the Greater New York Charter.

Dated April 9, 1908.

[SEAL] HUDSON AND LONG ISLAND TRACTION COMPANY,
By FREDERICK K. MORRIS,
President.

Attest:

ARTHUR C. HUME,
Secretary.

State of New York, County of New York, ss.:
Frederick K. Morris, being duly sworn, deposes and says: That he is the President of the Hudson and Long Island Traction Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged upon information and belief, and as to those matters he believes it to be true.

FREDERICK K. MORRIS.

Sworn to before me this 9th day of April, 1908.

L. M. DORLAND,
Notary Public, No. 171,
New York County.

—and at a meeting held May 1, 1908, the following resolutions were adopted:

Whereas, The foregoing petition from the Hudson and Long Island Traction Company, dated April 9, 1908, was presented to the Board of Estimate and Apportionment at a meeting held April 24, 1908;

Resolved, That, in pursuance of law, this Board sets Friday, the 12th day of June, 1908, at 10:30 o'clock in the forenoon, and Room 16, in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the CITY RECORD, immediately prior to such date of public hearing, the expense of such publication to be borne by the petitioner.

JOSEPH HAAG,
Secretary.

New York, May 1, 1908.

j1,11

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment held May 1, 1908, the following petition was received:

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

The petition of the New York and Queens County Railway Company respectfully shows:

First.—That your petitioner is a street surface railway corporation duly organized and existing under the laws of the State of New York, and now operating a street surface railway in the Borough of Queens, City of New York, and has duly filed, pursuant to section 90 of the Railroad Law, a statement of the extension of its road and branch thereof herein proposed.

Second.—That for the purpose of constructing and operating a branch or extension of its present road your petitioner desires to obtain from your Honorable Board, and hereby respectfully applies for its consent to and a grant of the right, privilege and franchise for the construction, maintenance and operation of a double-track street surface railway for public use in the conveyance of persons and property for compensation in, upon, along and over certain streets, avenues, highways, bridges, viaducts and public places in the Boroughs of Queens and Manhattan, Counties of Queens and New York, City and State of New York, of which the following is description:

Beginning at and connecting with its present tracks on Jackson avenue, in the Borough and County of Queens, at a point opposite the bridge plaza of the Blackwells Island Bridge; thence in, upon, along and over said bridge plaza and the approach to said Blackwells Island Bridge; continuing thence in, upon, along and over said Blackwells Island Bridge and the approach thereto in the Borough of Manhattan, County of New York, to and in, upon, along and over the terminus thereof in the said Borough of Manhattan, County of New York; crossing such other streets, avenues, highways, bridges, viaducts and public places as may be encountered in said route, and with such connections, turnouts, switches, crossovers, stands, poles, wires and equipment as may be necessary for the construction and operation of said railway by the overhead system of electricity or by any other motive power that may be lawfully employed upon the same.

Third.—That your petitioner proposes to operate said extension or branch by the overhead system of electricity, substantially similar to that now in use on its other lines, or by other motive power that may be lawfully employed.

Wherefore your petitioner prays that public notice hereof, and of the time and place when and where this application will be first considered, be given as required by law, and that the desired consent be granted in accordance with the provisions of the Greater New York Charter.

Dated April 21, 1908.

[SEAL] NEW YORK AND QUEENS COUNTY RAILWAY COMPANY,
By F. L. FULLER, President.

Attest:

H. M. FISHER, Secretary.

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

F. L. Fuller, being duly sworn, deposes and says: That he is the President of the New York and Queens County Railway Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged upon information and belief, and as to those matters he believes the same to be true.

knowledge except as to the matters therein stated to be alleged upon information and belief, and as to those matters he believes it to be true.

F. L. FULLER.
Subscribed and sworn to before me this 21st day of April, 1908.

A. G. PEACOCK, Notary Public, Kings County.

Certificate filed in Queens County.

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the New York and Queens County Railway Company, dated April 21, 1908, was presented to the Board of Estimate and Apportionment at a meeting held May 1, 1908.

Resolved, That in pursuance of law this Board sets Friday, the 12th day of June, 1908, at 10:30 o'clock in the forenoon and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the CITY RECORD, immediately prior to such date of public hearing, the expense of such publication to be borne by the petitioner.

JOSEPH HAAG,
Secretary.

New York, May 1, 1908.

suant to section 90 of the Railroad Law, a statement of the extension of its road and branch thereof herein proposed.

Second.—That for the purpose of constructing and operating a branch or extension of its present line, your petitioner desires to obtain from your Honorable Board, and hereby respectfully applies for its consent to a grant of the right, privilege and franchise for construction, maintenance and operation of a single or double track street surface railway for public use in the conveyance of persons and property for compensation in, upon, along and over the surface of certain streets, avenues, highways, bridges, public places and private property in the Borough of Queens, City of New York, of which the following is a description:

Beginning at the so-called bridge plaza of the Blackwells Island Bridge; thence over and across Jackson avenue; thence along the so-called "Bridge Approach" to Thompson avenue; thence along Thompson avenue, crossing the intervening streets and tracks of the Long Island Railroad to Hoffman boulevard; thence along Hoffman boulevard to and across Hillside avenue and other intervening streets and by private right of way to and across Maple street and Shelton avenue; thence along Shelton avenue to Union avenue; thence along Union avenue to, along and across Fulton street to Union Hall avenue; thence along Union Hall avenue and by private right of way to and across New York avenue to Linden street; thence along Linden street to and across Locust street and by private right of way to Puntine street; thence along Puntine street to South street; thence along South street, crossing the Long Island Railroad, to Farmers road; thence along, upon and across Farmers road and by private right of way to Central avenue; thence in a generally easterly direction over, upon and along Central avenue to where it intersects the boundary line between The City of New York and the Town of Hempstead, said point being the western terminal point of the South Shore Traction Company, as designated in its certificate of incorporation.

And also crossing such other streets, avenues and highways as may intersect such designated routes.

Also for consent and permission to operate the cars of said company along, upon and across the plaza of the Blackwells Island Bridge, in the Borough of Queens, City of New York; thence across and over said Blackwells Island Bridge and along, upon and across the plaza of the said Blackwells Island Bridge, in the Borough of Manhattan, City of New York.

Third.—That said corporation proposes to operate said extension or branch by the overhead system of electricity or other motive power that may be lawfully employed.

Wherefore your petitioner prays that public notice hereof and of the time and place when and where this application will be first considered be given as required by law, and that the desired consent be granted, in accordance with the provisions of the Greater New York Charter.

Dated April 13, 1908.

[SEAL] SOUTH SHORE TRACTION COMPANY,
By JAMES T. WOOD,
President.

Attest:

ARTHUR C. HUME,
Secretary.

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

James T. Wood, being duly sworn, deposes and says: That he is the President of the South Shore Traction Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged upon information and belief, and as to those matters he believes it to be true.

JAMES T. WOOD.

Sworn to before me this 13th day of April, 1908.

L. M. DORLAND,
Notary Public No. 171,
New York County.

—and at a meeting held May 1, 1908, the following resolutions were adopted:

Whereas, The foregoing petition from the South Shore Traction Company, dated April 13, 1908, was presented to the Board of Estimate and Apportionment at a meeting held April 24, 1908.

Resolved, That in pursuance of law this Board sets Friday, the 12th day of June, 1908, at 10:30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the CITY RECORD, immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

JOSEPH HAAG,
Secretary.

New York, May 1, 1908.

j1,11

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment held May 1, 1908, the following petition was received:

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

The petition of the Nassau Electric Railroad Company respectfully shows:

1. Your petitioner is a street surface railroad corporation duly organized and existing under the laws of the State of New York, and has duly made and filed, pursuant to section 90 of the Railroad Law, a statement of the names and description of the streets, roads, avenues, highways and private property in or upon which it is proposed to construct, maintain and operate extensions or branches of its railroad, as herein set forth.

2. Your petitioner desires to obtain from The City of New York, and hereby respectfully applies for its consent to a grant of the franchise or right to use certain streets, roads, avenues, highways or public grounds within or belonging to The City of New York for the construction and operation in and upon the surface thereof of extensions or branches of its street surface railroad to consist of a double or single track surface railroad (including necessary poles, wires, conduits, connections, switches, sidings, turnouts, crossovers and suitable stands, equipment or other structures necessary for the accommodation and operation of said railroad by the overhead or other system of electricity or other motive power which may be lawfully used upon the same), for public use and conveyance of persons and property for compensation.

3. The following is a description of the said certain streets, roads, avenues, highways, driveways or public ground within or belonging to The City of New York, in, through, upon and along which your petitioner desires to extend its railroad, to wit:

Beginning at the terminus of its present track on the easterly side of Flatbush avenue, between Atlantic avenue and Fourth avenue; thence along Flatbush avenue to Fourth avenue, and running thence in a westerly direction on Flatbush avenue

and making a suitable connection therewith to Fourth avenue; thence along Fourth avenue to Atlantic avenue, and along Atlantic avenue to Flatbush avenue, and making a suitable connection with the tracks of the Brooklyn City Railroad Company at the intersection of Flatbush avenue and Atlantic avenue.

4. Your petitioner proposes to operate the railroad to be constructed upon said streets and avenues by the overhead trolley system or by any other motive power other than steam locomotive power which may be approved by the Public Service Commission of the First District and consented to by the owners of property bounded upon said routes, as provided by law.

Wherefore your petitioner prays that public notice hereof of the time and place when and where this application will be first considered be given, as required by the provisions of section 92 of the Railroad Law and of all other laws applicable thereto, and that the desired consent or grant be embodied in the form of a contract with all the terms and conditions as to compensation and otherwise, in accordance with the provisions of the Greater New York Charter and the laws of the State.

Dated at the Borough of Brooklyn, City of New York, May 4, 1908.

THE NASSAU ELECTRIC RAILROAD COMPANY.

By JOHN E. BORNE,
President.

Attest:

L. C. SANFORD,
Assistant Secretary.

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

John E. Borne, being duly sworn, deposes and says that he is the President of the Nassau Electric Railroad Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge except as to the matters therein stated to be alleged upon information and belief, and that as to those matters he believes it to be true.

JOHN E. BORNE.

Sworn to before me this 5th day of May, 1908.

J. H. BENNINGTON,
Notary Public, Kings County.

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

On this 5th day of May, in the year one thousand nine hundred and eight, before me personally came John E. Borne, to me known, who, being by me duly sworn, did depose and say that he resided in the Borough of Manhattan, City of New York; that he is the President of the Nassau Electric Railroad Company, the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

J. H. BENNINGTON,
Notary Public, Kings County.

Approved as to form:

GEO. D. YEOMANS, G. C.

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the Nassau Electric Railroad Company, dated May 4, 1908, was presented to the Board of Estimate and Apportionment at a meeting held May 15, 1908.

Resolved, That, in pursuance of law, this Board sets Friday, the 12th day of June, 1908, at 10:30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the CITY RECORD, immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

JOSEPH HAAG,
Secretary.

New York, May 15, 1908.

j1,11

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, 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 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.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 8th day of June, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD, and the corporation newspapers for ten days prior to the 8th day of June, 1908.

JOSEPH HAAG,
Secretary.

No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

2280 J.

Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 5th day of June, 1908, at 10:30 a.m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 5th day of June, 1908.

JOSEPH HAAG,

Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

m22,j3

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.

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 81,200 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 Room 28, Municipal Building, Borough of Brooklyn.

JOHN H. O'BRIEN,

Commissioner of Water Supply,
Gas and Electricity.

The City of New York, May 21, 1908.

m23,j5

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 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—Plumbers' 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,j10

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, and any further information can be obtained at the office of the Department for the Borough of Richmond, 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,j10

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 Manhattan.

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 and fifty (150) calendar days.

The amount of security will be fifty per cent. (50%) of the amount of the bid or estimate.

No. 6. 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.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, BOROUGH OF QUEENS.

NOTICE TO TAXPAYERS.

WATER RATES FOR 1908-9 WILL BE due and payable

FRIDAY, MAY 1, 1908.

If not paid before August 1, 1908, a penalty of five per cent. will be added, and if not paid before November 1, 1908, an additional penalty of ten per cent. (a total of fifteen per cent.) will be added.

Bills for water rates may be obtained on and after May 1 on personal application.

For the convenience of taxpayers and to facilitate the business of the Department, it is requested that application be made by mail for such bills at once.

Address Charles C. Wissel, Deputy Commissioner, Room No. 2, Hackett Building, Long Island City.

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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, 105 feet 8 inches, and on the northerly side 103 feet; 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, and on the northerly 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 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:

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to the lands, tenements and hereditaments required for the opening and extending of an extension of ST. NICHOLAS PARK, from its southerly line near West One Hundred and Thirtieth street to a point nearly opposite to the southerly line of West One Hundred and Twenty-eighth street, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House in the Borough of Manhattan in The City of New York, on the 15th day of June, 1908, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of section 999 of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, June 2, 1908.

JAMES T. MEEHAN,
GEO. W. O'BRIEN,
FRANCIS O'NEILL,
Commissioners.

JOHN P. DUNN,
Clerk.

j2,12

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 widening of THIRD AVENUE on its easterly side, from Willis avenue to East One Hundred and Forty-ninth street, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE supplemental and additional bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 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, 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 Brooklyn, in The City of New York, on the 10th day of June, 1908, at 10:30 o'clock in the forenoon of that day; and that the said final report has been deposited in the office of the Clerk of the County of Richmond, there to remain for and during the space of five days, as required by law.

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 widening of THIRD AVENUE (although not yet named by proper authority), from Willis avenue to East One Hundred and Forty-ninth street, in the Twenty-third Ward, Borough of The Bronx, City of New York.

Dated Borough of Manhattan, New York, June 2, 1908.

ERNEST HALL,
ROBT. C. TEN' EYCK,
MARK F. HEALY,
Commissioners.

JOHN P. DUNN,
Clerk.

j2,12

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 southwardly 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 last-mentioned westerly prolongation and parallel line to West One Hundred and Seventy-eighth street to its intersection with a line parallel to and distant one hundred (100) feet westerly from the westerly 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-ninth 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 Broadway; thence southerly along said 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 line parallel to West One Hundred and Seventy-eighth 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 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 southerly prolongation and 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-eighth 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 Brooklyn, 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

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 purpose of opening and extending FORTY-SEVENTH STREET, between Eighteenth avenue and Gravesend avenue, in the Thirtieth Ward, in the Borough of Brooklyn, The City of New York, as the same has been heretofore laid out.

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 easterly from the easterly line of Edgecombe road with the easterly prolongation of a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-second street; running thence westerly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-first street; thence westerly along said parallel line to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-third street; thence easterly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-second street; thence easterly along said parallel line and its easterly prolongation to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Edgecombe road; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-second street; thence easterly along said parallel line to West One Hundred and Sixty-second 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 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 Sixty-ninth 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 Broadway; thence southerly along said line parallel to and distant one hundred (100) feet northerly from the northerly line of West One Hundred and Sixty-eighth street; thence easterly along said line parallel to West One Hundred and Sixty-eighth 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 Sixty-eighth street; thence westerly 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 Sixty-seventh street; thence westerly along said last-mentioned parallel line to West One Hundred and Sixty-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 southerly prolongation and 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 Sixty-eighth 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.

Fifth—In case, however, objections are filed to our said abstract of estimate of assessment for benefit, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, April 30, 1908.

DANIEL O'CONNELL,
Chairman;
PHILIP F. DONOHUE,
Commissioners.

JOHN P. DUNN,
Clerk.

m14,j2

SUPREME COURT—SECOND DEPARTMENT.

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of HATFIELD AVENUE (although not yet named by proper authority), from Nicholas avenue to a point 100 feet easterly, where Hatfield avenue is fully improved, 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 10th day of June, 1908, at 10:30 o'clock in the forenoon of that day; and that the said final report has been deposited in the office of the Clerk of the County of Richmond, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, June 3, 1908.

WM. M. MULLEN,
WM. T. CROAK,
DANIEL CAMPBELL,
Commissioners.

JOHN P. DUNN,
Clerk.

j3,9

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to the lands, tenements and hereditaments required for the purpose of opening and extending FORTY-SEVENTH STREET, between Eighteenth avenue and Gravesend avenue, in the Thirtieth Ward, in the Borough of Brooklyn, The City of New York, as the same has been heretofore laid out.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held for the hearing of motions, at the Kings County Court House, in the Borough of Brooklyn, in The City of New York, on the 17th day of June, 1908, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by the provisions of section 999 of title 4 of chapter 17, of chapter 378 of the Laws of 1897, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Brooklyn, New York, June 3, 1908.

THEO. B. GATES,
R. H. ABERCROMBIE,
ARTHUR R. SEWARD,
Commissioners.

JAMES F. QUIGLEY,
Clerk.

j3,13

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to the lands, tenements and hereditaments required for the purpose of opening and extending EAST THIRTY-FOURTH STREET, from Clarkson street to Church avenue, in the Twenty-ninth Ward, in the Borough of Brooklyn, The City of New York, as the same has been heretofore laid out.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, at a Special Term thereof, to be held for the hearing of motions, at the Kings County Court House, in the Borough of Brooklyn, in The City of New York, on the 17th day of June, 1908, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by the provisions of section 999 of title 4 of chapter 17, of chapter 378 of the Laws of 1897, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Brooklyn, New York, June 3, 1908.

THOMAS H. TROY,
MATTHEW V. O'MALLEY,
THOMAS M. NOLAN,
Commissioners.

JAMES F. QUIGLEY,
Clerk.

j3,13

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 the approach to MANHATTAN BRIDGE (Bridge No. 3), as laid out by the Board of Estimate and

and Apportionment on the 29th day of May, 1903, in the Fourth, Fifth and Eleventh Wards, Borough of Brooklyn, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our last partial and separate estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections, in writing, duly verified, to us at our office, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 18th 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 22d day of June, 1908, at 3:30 o'clock p. m.

Second—That the abstract of our said last partial and separate estimate of damage, together with our damage maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, there to remain until the 29th day of June, 1908.

Third—That, provided there be no objections filed to said abstract, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, 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 22d day of July, 1908, at the opening of the Court on that day.

Fourth—In case, however, objections are filed to said abstract of estimate of damage, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record and in the corporation newspapers, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Brooklyn, New York, May 29, 1908.

ARTHUR C. SALMON,

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
m22,j3

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 ROSELL 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 ALGERNON I. Nova, Reuben L. Haskell and Peter F. Lynch, 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 COMMIS-
Sioners 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 Brooklyn, New York City, May 19, 1908.

CORTLANDT C. WOODBURN,
Chairman;
W. L. WOODILL,
WILLIAM E. STEWART,
Commissioners.
JOHN P. DUNN,
Clerk.

m20,j9

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 thereto, 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. Merriman, 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 KEY PENDLETON,
Corporation Counsel.
Hall of Records, Corner of Chambers and Centre Streets, Borough of Manhattan, New York City.

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.

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.

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 lines 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 Parcel No. 2, north 39 degrees 19 minutes 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 Parcel No. 2; thence along the easterly line of said parcel, south 31 degrees east, 197.85 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 Parcel No. 4, south 27 degrees 40 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 615.0 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 325.5 feet and south 54 degrees 11 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 137.47 feet to a point in the centre line of Branch Brook; thence continuing along said City property line and the southerly line of Parcel No. 11, north 31 degrees 7 minutes west 63.29 feet, and north 31 degrees 49 minutes west 24.39

feet to the southwest corner of Parcel No. 11; thence along the westerly line of said parcel north 53 degrees 42 minutes 10 seconds east 391.66 feet, and north 27 degrees 22 minutes east 210.60 feet to the southwest corner of Parcel No. 9; thence along the westerly line of said parcel, north 27 degrees 22 minutes east 286.60 feet to the southwest corner of Parcel No. 7; thence along the westerly line of said parcel, north 38 degrees 46 minutes east 479.82 feet and north 49 degrees 47 minutes east 302.71 feet to a point in the southerly line of Bedford avenue, said point being also the southwest corner of Parcel No. 6; thence along the westerly line of said parcel north 55 degrees 4 minutes 50 seconds east 61.12 feet to the point or place of beginning.

Third Piece.

Beginning at the most northerly point of Parcel No. 19, shown on before mentioned map, at the point of intersection of the westerly line of said South street with the southerly line of the right of way of the Harlem Division of the New York Central and Hudson River Railroad, running thence along the westerly line of South street and the easterly line of Parcel No. 19, south 38 degrees 14 minutes east 125.7 feet to the most northerly point of Parcel No. 20; thence continuing along the westerly line of Parcel No. 20, south 38 degrees 46 minutes east 243.09 feet and south 48 degrees 58 minutes east 51.10 feet to a point on the line of the property of The City of New York thence along said City property line and the southerly line of Parcel No. 20, south 58 degrees 36 minutes 20 seconds west 155.49 feet and south 76 degrees 35 minutes west 289.15 feet to the before mentioned right of way line; thence along said right of way line and northerly lines of Parcels Nos. 20 and 19, north 47 degrees 8 minutes east 862.15 feet to the point or place of beginning.

Fourth Piece.

Beginning at the most easterly point of Parcel No. 49, shown on before mentioned map, at the point of intersection of the westerly line of Lexington avenue with the line of property of The City of New York, and running thence along the westerly line of Lexington avenue and the easterly line of Parcel No. 49, south 24 degrees 37 minutes 50 seconds west 105.91 feet to the northeast corner of Parcel No. 48; thence continuing along the westerly line of Lexington avenue and the easterly lines of Parcels Nos. 48, 47, 46, 45, 44, 38, 37 and 36, south 25 degrees 46 minutes west 488.26 feet to the southeast corner of Parcel No. 36; thence along the southerly lines of said parcel and Parcel No. 37, north 68 degrees 10 minutes west 150 feet to the southeast corner of Parcel No. 39; thence along the southerly line of said parcel, north 73 degrees 54 minutes west 60.72 feet to the southeast corner of Parcel No. 40; thence along the southerly line of said parcel, north 73 degrees 54 minutes west 17.81 feet and north 85 degrees 10 minutes 30 seconds west 34.6 feet to the southeast corner of Parcel No. 41; thence along the southerly line of said parcel, north 85 degrees 10 minutes 30 seconds west 1.4 feet and north 76 degrees 29 minutes 40 seconds west 49.71 feet to the southeast corner of Parcel No. 42; thence along the southerly line of said parcel, north 76 degrees 29 minutes 40 seconds west 50 feet and north 73 degrees 24 minutes 30 seconds west 27.04 feet to the southeast corner of Parcel No. 43; thence along the southerly line of said parcel, north 74 degrees 33 minutes 30 seconds west 74.45 feet and north 70 degrees 35 minutes west 118.75 feet to the southwest corner of said parcel; thence along the westerly lines of said parcel and Parcels Nos. 44 and 53, north 24 degrees 34 minutes 30 seconds east 302.90 feet to the southwest corner of Parcel No. 48; thence along the westerly line of said parcel, north 54 degrees 6 minutes 10 seconds west 4.62 feet to a point in the before mentioned City property line, said point being also the northwest corner of Parcel No. 49; thence along said City property line and northerly line of said parcel, north 82 degrees 46 minutes 50 seconds east 695.11 feet to the point or place of beginning.

Fifth Piece.

Beginning at the northwest corner of Parcel No. 35, shown on before mentioned map, at the point of intersection of the northerly line of Ossining road with the centre line of Kisco River, and running thence along the northerly and westerly line of Parcel No. 12, the following courses and distances: North 52 degrees 13 minutes east 193.65 feet, north 45 degrees 16 minutes east 200 feet, north 21 degrees 51 minutes east 145.30 feet, north 11 degrees 43 minutes east 40.65 feet, north 9 degrees west 71.20 feet, north 44 degrees east 41.02 feet to the most northerly point of said parcel; thence along the easterly line of said parcel, south 17 degrees 2 minutes east 548.16 feet to a point in the northerly line of Ossining road; thence along the northerly line of Ossining road and southerly line of said Parcel No. 12, south 88 degrees 56 minutes west 359.42 feet to the northeast corner of Parcel No. 35; thence along the easterly line of said parcel, south 9 degrees 53 minutes west 51.05 feet to a point in the southerly line of Ossining road, said point being also the northeast corner of Parcel No. 13; thence along the easterly line of said parcel, south 9 degrees 53 minutes west 427.22 feet to the northeast corner of Parcel No. 14; thence along the easterly line of said parcel the following courses and distances: South 9 degrees 53 minutes west 1,883.57 feet, south 38 degrees 14 minutes east 483.17 feet, north 85 degrees 29 minutes east 1,166.18 feet to a point on the westerly line of the right of way of the Harlem Division of the New York Central and Hudson River Railroad, said point being also the most easterly point of Parcel No. 14; thence continuing along the easterly line of said parcel, south 17 degrees 2 minutes east 548.16 feet to a point in the northerly line of Ossining road; thence along the northerly line of Ossining road and southerly line of said Parcel No. 14, south 46 degrees 55 minutes west 589.91 feet; thence continuing along said Parcel No. 14, south 89 degrees 11 minutes west 1,021.56 feet and south 7 degrees 40 minutes west 260.15 feet to the northeast corner of Parcel No. 15; thence along the easterly line of said parcel, south 7 degrees 40 minutes west 832.34 feet to a point on the before mentioned right of way line; thence along the easterly line of said parcel, south 46 degrees 55 minutes west 174.24 feet, north 38 degrees 12 minutes east 150.72 feet, north 49 degrees 11 minutes west 155.50 feet, south 79 degrees 53 minutes west 109.90 feet, north 61 degrees 16 minutes west 83 feet, north 85 degrees 37 minutes west 124.22 feet, north 36 degrees 30 minutes west 285.21 feet, north 83 degrees 51 minutes west 126.02 feet, north 6 degrees 51 minutes west 129.65 feet, north 84 degrees 16 minutes west 74.24 feet, north 27 degrees 59 minutes east 105.66 feet, south 72 degrees 4 minutes east 10 feet to the southwest corner of Parcel No. 14; thence continuing along said Kisco River and the westerly line of Parcel No. 14, the following courses and distances: North 19 degrees 45 minutes west 40.20 feet, north 35 degrees 23 minutes west 85.82 feet, north 20 degrees 49 minutes east 71.17 feet, north 32 degrees 11 minutes west 80.16 feet, north 27 degrees 49 minutes east 234.77 feet, north 6 degrees 46 minutes west 124.17 feet.

PLEASE TAKE NOTICE THAT THE Second Separate Report of George N. Rigby, James P. Aggar and Bernard F

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 83 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 370 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 396.53 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.

mg,120

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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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 49 minutes 49 minutes west 1,156.03 feet, north 40 degrees 11 minutes west 576.38 feet, north 19 degrees 32 minutes east 370 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 396.53 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 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 southwest corner of Parcel No. 597 at the point of intersection of the centre lines of Pleasant place and Commercial avenue, in the northerly line of real estate Section No. 9, 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 the 6th day of April, 1908, and running thence partly along the northerly line of said section, along the centre line of Pleasant place; thence along the centre line of Pleasant place, north 17 degrees 45 minutes east 136.3 feet to the point of intersection of same with the centre line of Barrett street; thence along the centre line of said street, north 78 degrees 1 minute east 31.3 feet, and south 6 degrees 1 minute east 158.4 feet to the northwest corner of Parcel No. 597 at the point of intersection of said westerly line of Adeline avenue with the centre line of a street running from said avenue to Commercial avenue, produced; thence along said centre line and the production thereof, and partly along the northerly line of said Parcel No. 597, north 78 degrees 1 minute east 280.7 feet, crossing Adeline avenue to a point in the westerly line thereof; thence along said line, and continuing along the westerly line of said Parcel No. 596 and the northerly line of Section No. 9, the following courses and distances: North 6 degrees 1 minute west 618.6 feet to the point of intersection of same with the centre line of Pleasant place; thence along the centre line of Pleasant place, north 17 degrees 45 minutes east 136.3 feet to the point of intersection of same with the centre line of Barrett street; thence along the centre line of said street, north 78 degrees 1 minute east 187.4 feet to the point of intersection of same with the centre line of Columbus avenue; thence along the centre line of said avenue, south 11 degrees 59 minutes east 250.1 feet to the point of intersection of same with the centre line of Adeline avenue; thence along the centre line of said street and the production thereof and continuing along the northerly line of Section No. 9 and the westerly line of Parcel No. 596, south 78 degrees 1 minute west 280.7 feet, crossing Adeline avenue to a point in the westerly line thereof; thence along said line, and continuing along the westerly line of said Parcel No. 596 and the northerly line of Section No. 9, the following courses and distances: North 6 degrees 1 minute west 618.6 feet to the point of intersection of same with the centre line of Pleasant place; thence along the centre line of Pleasant place, north 17 degrees 45 minutes east 136.3 feet to the point of intersection of same with the centre line of Barrett street; thence along the centre line of said street, north 78 degrees 1 minute east 187.4 feet to the point of intersection of same with the centre line of Columbus avenue; thence along the centre line of said avenue, south 11 degrees 59 minutes east 250.1 feet to the point of intersection of same with the centre line of Adeline avenue; thence along the centre line of said street and the production thereof and continuing along the northerly line of Section No. 9 and the westerly line of Parcel No. 596, south 78 degrees 1 minute west 280.7 feet, crossing Adeline avenue to a point in the westerly line thereof; thence along said line, and continuing along the westerly line of said Parcel No. 596 and the northerly line of Section No. 9, the following courses and distances: North 6 degrees 1 minute west 618.6 feet to the point of intersection of same with the centre line of Pleasant place; thence along the centre line of Pleasant place, north 17 degrees 45 minutes east 136.3 feet to the point of intersection of same with the centre line of Barrett street; thence along the centre line of said street, north 78 degrees 1 minute east 187.4 feet to the point of intersection of same with the centre line of Columbus avenue; thence along the centre line of said avenue, south 11 degrees 59 minutes east 250.1 feet to the point of intersection of same with the centre line of Adeline avenue; thence along the centre line of said street and the production thereof and continuing along the northerly line of Section No. 9 and the westerly line of Parcel No. 596, south 78 degrees 1 minute west 280.7 feet, crossing Adeline avenue to a point in the westerly line thereof; thence along said line, and continuing along the westerly line of said Parcel No. 596 and the northerly line of Section No. 9, the following courses and distances: North 6 degrees 1 minute west 618.6 feet to the point of intersection of same with the centre line of Pleasant place; thence along the centre line of Pleasant place, north 17 degrees 45 minutes east 136.3 feet to the point of intersection of same with the centre line of Barrett street; thence along the centre line of said street, north 78 degrees 1 minute east 187.4 feet to the point of intersection of same with the centre line of Columbus avenue; thence along the centre line of said avenue, south 11 degrees 59 minutes east 250.1 feet to the point of intersection of same with the centre line of Adeline avenue; thence along the centre line of said street and the production thereof and continuing along the northerly line of Section No. 9 and the westerly line of Parcel No. 596, south 78 degrees 1 minute west 280.7 feet, crossing Adeline avenue to a point in the westerly line thereof; thence along said line, and continuing along the westerly line of said Parcel No. 596 and the northerly line of Section No. 9, the following courses and distances: North 6 degrees 1 minute west 618.6 feet to the point of intersection of same with the centre line of Pleasant place; thence along the centre line of Pleasant place, north 17 degrees 45 minutes east 136.3 feet to the point of intersection of same with the centre line of Barrett street; thence along the centre line of said street, north 78 degrees 1 minute east 187.4 feet to the point of intersection of same with the centre line of Columbus avenue; thence along the centre line of said avenue, south 11 degrees 59 minutes east 250.1 feet to the point of intersection of same with the centre line of Adeline avenue; thence along the centre line of said street and the production thereof and continuing along the northerly line of Section No. 9 and the westerly line of Parcel No. 596, south 78 degrees 1 minute west 280.7 feet, crossing Adeline avenue to a point in the westerly line thereof; thence along said line, and continuing along the westerly line of said Parcel No. 596 and the northerly line of Section No. 9, the following courses and distances: North 6 degrees 1 minute west 618.6 feet to the point of intersection of same with the centre line of Pleasant place; thence along the centre line of Pleasant place, north 17 degrees 45 minutes east 136.3 feet to the point of intersection of same with the centre line of Barrett street; thence along the centre line of said street, north 78 degrees 1 minute east 187.4 feet to the point of intersection of same with the centre line of Columbus avenue; thence along the centre line of said avenue, south 11 degrees 59 minutes east 250.1 feet to the point of intersection of same with the centre line of Adeline avenue; thence along the centre line of said street and the production thereof and continuing along the northerly line of Section No. 9 and the westerly line of Parcel No. 596, south 78 degrees 1 minute west 280.7 feet, crossing Adeline avenue to a point in the westerly line thereof; thence along said line, and continuing along the westerly line of said Parcel No. 596 and the northerly line of Section No. 9, the following courses and distances: North 6 degrees 1 minute west 618.6 feet to the point of intersection of same with the centre line of Pleasant place; thence along the centre line of Pleasant place, north 17 degrees 45 minutes east 136.3 feet to the point of intersection of same with the centre line of Barrett street; thence along the centre line of said street, north 78 degrees 1 minute east 187.4 feet to the point of intersection of same with the centre line of Columbus avenue; thence along the centre line of said avenue, south 11 degrees 59 minutes east 250.1 feet to the point of intersection of same with the centre line of Adeline avenue; thence along the centre line of said street and the production thereof and continuing along the northerly line of Section No. 9 and the westerly line of Parcel No. 596, south 78 degrees 1 minute west 280.7 feet, crossing Adeline avenue to a point in the westerly line thereof; thence along said line, and continuing along the westerly line of said Parcel No. 596 and the northerly line of Section No. 9, the following courses and distances: North 6 degrees 1 minute west 618.6 feet to the point of intersection of same with the centre line of Pleasant place; thence along the centre line of Pleasant place, north 17 degrees 45 minutes east 136.3 feet to the point of intersection of same with the centre line of Barrett street; thence along the centre line of said street, north 78 degrees 1 minute east 187.4 feet to the point of intersection of same with the centre line of Columbus avenue; thence along the centre line of said avenue, south 11 degrees 59 minutes east 250.1 feet to the point of intersection of same with the centre line of Adeline avenue; thence along the centre line of said street and the production thereof and continuing along the northerly line of Section No. 9 and the westerly line of Parcel No. 596, south 78 degrees 1 minute west 280.7 feet, crossing Adeline avenue to a point in the westerly line thereof; thence along said line, and continuing along the westerly line of said Parcel No. 596 and the northerly line of Section No. 9, the following courses and distances: North 6 degrees 1 minute west 618.6 feet to the point of intersection of same with the centre line of Pleasant place; thence along the centre line of Pleasant place, north 17 degrees 45 minutes east 136.3 feet to the point of intersection of same with the centre line of Barrett street; thence along the centre line of said street, north 78 degrees 1 minute east 187.4 feet to the point of intersection of same with the centre line of Columbus avenue; thence along the centre line of said avenue, south 11 degrees 59 minutes east 250.1 feet to the point of intersection of same with the centre line of Adeline avenue; thence along the centre line of said street and the production thereof and continuing along the northerly line of Section No. 9 and the westerly line of Parcel No. 596, south 78 degrees 1 minute west 280.7 feet, crossing Adeline avenue to a point in the westerly line thereof; thence along said line, and continuing along the westerly line of said Parcel No. 596 and the northerly line of Section No. 9, the following courses and distances: North 6 degrees 1 minute west 618.6 feet to the point of intersection of same with the centre line of Pleasant place; 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