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THE CITY RECORD.

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GEORGE B. McCLELLAN, MAYOR.

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PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

No. 154 NASSAU STREET, NEW YORK.

CALENDAR OF HEARINGS.

The following hearings will be held during the remainder of the week beginning Monday, January 11, 1909:

Tuesday, January 12—2 p. m.—Commissioner Maltbie's Room.—Case 826.—PENNSYLVANIA TUNNEL & TERMINAL R. R. CO. AND LONG ISLAND R. R. CO.—East River Gas Co., Complainant.—“Alleged failure to care for mains of East River Gas Co., on Thompson Avenue Viaduct.”—Commissioner Maltbie.

2:30 p. m.—Room 305.—Order No. 459.—INTERBOROUGH RAPID TRANSIT CO.—Republican Committee by David G. McConnell, Complainant.—“Escalators at 155th Street and Eighth Ave.”—Commissioner Eustis.

2:30 p. m.—Room 305.—Order No. 391.—INTERBOROUGH RAPID TRANSIT CO.—Board of Aldermen, Complainant.—“Escalator at the station at 125th Street and Eighth Avenue.”—Commissioner Eustis.

3:30 p. m.—Case 1000.—Room 310.—LONG ISLAND R. R. CO.—“Proposed deflection of a part of Atlantic Avenue and re-location of the west-bound platform at East New York.”—Commissioner McCarroll.

4 p. m.—Case 772.—Room 305.—LONG ISLAND R. R. CO.—“Compliance by Company with requirements of Final Order 772 of the Commission re safety precautions at grade crossings at Fresh Pond Road and Metropolitan Avenue.”—Commissioner Bassett.

Wednesday, January 13.—11 a. m.—Mr. Harkness' Room.—CITY OF NEW YORK AND BRADLEY CONTRACTING CO.—“Arbitration of determination of Henry B. Seaman, Chief Engineer.”

2:30 p. m.—Room 305.—Order No. 739.—RICHMOND LIGHT & R. R. CO. AND STATEN ISLAND MIDLAND RY. CO.—“Refusal to give transfers.”—Commissioner McCarroll.

2:30 p. m.—Room 310.—Case No. 1013.—METROPOLITAN STREET RY. CO. AND ADRIAN H. JOLINE AND DOUGLAS ROBINSON, RECEIVERS.—Wm. W. Hoppin, Complainant.—“Noise made by operation of cars at the curve at 53rd St. and 6th Ave.”—Commissioner Eustis.

2:30 p. m.—Room 310.—Case 1034.—INTERBOROUGH RAPID TRANSIT CO.—“Absence of coverings over stairways at several stations on the Second, Third, Sixth & Ninth Avenue Lines.”—Commissioner Eustis.

Thursday, January 14.—11 a. m.—Mr. Harkness' Room.—CITY OF NEW YORK AND DEGNON CONTRACTING CO.—“Arbitration of Determination of Henry B. Seaman, Chief Engineer.”

2:30 p. m.—Commissioner Maltbie's Room.—Order No. 205.—ELECTRIC LIGHT & POWER COS.—“General Investigation.”—Commissioner Maltbie.

2:30 p. m.—Room 305.—Case 1005.—INTERBOROUGH RAPID TRANSIT CO.—“Public Safety Committee of New York City Federation of Women's Clubs and Rapid Transit Committee of 100, J. Aspinwall Hodge, Chairman of The Executive Committee, Complainants.—“Lack of Destination Signs in Subway Trains.”—Commissioner Eustis.

Regular meetings of the Commission are held every Tuesday and Friday, at 11:30 a. m., in Room 310.

PUBLIC ADMINISTRATOR.

REPORT FOR THE QUARTER ENDING DECEMBER 31, 1908.

Bureau of the Public Administrator, County of New York,
No. 119 Nassau Street, Manhattan,
New York City.

To the Hon. GEORGE B. McCLELLAN, Mayor:

Sir—Pursuant to section 27, chapter 230, of the Laws of 1898, I beg to submit the following report of the proceedings of my Bureau for the three months ending December 31, 1908:

Number of estates reported to and investigated by the Bureau..... 142

Number of estates upon which letters of administration were granted to the Public Administrator upon the application of creditors or next of kin..... 16

Number of estates upon which letters were granted upon the application of the Public Administrator..... 38

Total number of estates upon which letters of administration have been granted..... 54

Three hundred and forty-one estates are at present under administration.

The accounts of proceedings of the Public Administrator have been judicially settled and allowed by the Surrogate in forty-six estates, and the estates distributed pursuant to the decree of the Surrogate.

Five hundred and eighty-three estates of little value were received from the Coroner's office of the Boroughs of Manhattan, Bellevue and Allied Hospitals and the Commissioner of Public Charities.

One hundred and eighty-six estates heretofore received from the Coroner's office of the Borough of Manhattan, from Bellevue and Allied Hospitals, from the House of Relief and from the Commissioner of Public Charities, have been paid directly into the City Treasury.

In twelve cases citations were served on the Public Administrator to attend the probate of a last will and testament, and his appearance noted.

All reports and returns to the Comptroller, Board of Aldermen and to the Supervisor of the City Record have been rendered.

Balance on hand October 1, 1908..... \$302,733 33
Cash received during the last three months..... 64,913 26

Cash disbursements during the last three months..... 102,655 99

Balance on hand January 1, 1909..... \$264,990 60

Deposited as follows:

National Park Bank..... \$55,361 47
United States Trust Company..... 48,846 86
Phenix National Bank..... 47,773 17
Empire Trust Company..... 54,456 40
Bankers' Trust Company..... 58,552 70

\$264,990 60

Total amount paid into the City Treasury during the last three months for commissions..... \$4,741 23

Total amount paid into the City Treasury during the last three months to account of intestate estates..... \$4,112 40

My monthly reports for the last three months, filed with the Board of Aldermen, pursuant to law, give the business of my Bureau in greater detail.

Dated New York, January 2, 1909.

Respectfully,

WILLIAM M. HOES, Public Administrator.

BOROUGH OF RICHMOND.

BUREAU OF BUILDINGS.

Herewith is submitted a report of the operations of the Bureau of Buildings, Borough of Richmond, for the week ending January 2, 1909:

Plans filed for new buildings (estimated cost, \$10,850)..... 5
Plans filed for alterations (estimated cost, \$3,575)..... 7
Plans filed for plumbing (estimated cost, \$1,630)..... 5
Fire escape notices issued..... 2
Construction inspections made..... 241
Plumbing and drainage inspections made..... 40
Modifications of the law allowed as regards concrete footings under foundations..... 6

JOHN SEATON, Superintendent.

James Nolan, Chief Clerk.

BOARD OF EXAMINERS.

December 29, 1908.

Present—Messrs. Warren A. Conover, Charles Buek, Lewis Harding, Charles G. Smith, Edward F. Croker, Henry R. Marshall and George A. Just, Chairman.

Meeting called to order at 2 p. m.

On motion, minutes approved as read.

Chief Croker excused.

Appeal 73 (laid over at last meeting).

Appearances—Messrs. M. Bernstein and M. J. Hackett.

The appellants verbally requested permission to withdraw the appeal, which, on motion, was duly granted. Appeal 73 of 1908 entered on the records as withdrawn by appellants.

Appeal 75 of 1908, Alteration 612 of 1908, Nos. 786 and 788 East One Hundred and Sixty-third street, The Bronx; Fred Hammond, appellant.

Letter of even date from the appellant requested that the appeal be laid over for one week.

On motion, Appeal 75 of 1908 laid over.

Appeal 76 of 1908, Fireproof Shutter Case 15 of 1908, premises northwest corner Tremont avenue and Park avenue, The Bronx; Charles H. Schumann, appellant.

Appearance—Charles H. Schumann.

On motion, the following minute was adopted:

Whereas, Appeal 76, Fireproof Shutter Case 15, being a reappeal of Appeal 54, Fireproof Shutter Case 11, without changed conditions, the Board reaffirms its previous action and denies the appeal.

Adjourned.

EDWARD V. BARTON, Clerk.

BOARD OF ESTIMATE AND APPORTIONMENT.

EXTRACT FROM

MINUTES, BOARD OF ESTIMATE AND APPORTIONMENT, CITY OF NEW YORK, JANUARY 8, 1909.

New York and North Shore Traction Company.

The public hearing on the proposed form of contract for the grant of a franchise to the New York and North Shore Traction Company, to construct, maintain and operate a double track street surface railway from the intersection of Broadway and the City line, thence upon and along various streets and avenues to the former villages of Bayside and Flushing, Borough of Queens, was opened.

The hearing was fixed for this day by resolution adopted December 4, 1908.

Affidavits of publication were received from the "Long Island City Daily Star," the "Flushing Evening Journal" and the CITY RECORD.

No one appeared in opposition to the proposed grant.

The following appeared in favor:

James A. MacElhinny, of Counsel for the Company.

W. W. Kenerson, representing the United Civic Associations of the Borough of Queens.

John C. Gabler, of the Douglaston Civic Association.

Frank Knab, of the Whitestone Improvement Association.

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

The following was offered:

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

This contract made this day of , 1909, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the New York and North Shore Traction Company (hereinafter called the Company), party of the second part, witnesseth:

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

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate a street surface railway with the necessary wires and equipment, for the purpose of conveying persons and property in the Borough of Queens, in The City of New York, upon the portion of the following routes which lies within streets or avenues to which the City has title for street purposes:

Beginning at a point where the boundary line between The City of New York and the County of Nassau intersects Broadway in the Borough of Queens; thence in and upon Broadway to the easterly side of Bell avenue, in the former Village of Bayside;

Also beginning at the intersection of Broadway and Tenth street, in the former Village of Bayside, and there connecting with the above-described route on Broadway; thence in and upon Tenth street to an unnamed street; thence in and upon said unnamed street to Bayside boulevard; thence in and upon Bayside boulevard to Ashburton avenue; thence in and upon Ashburton avenue to Chambers street; thence in and upon Chambers street to Crocheron avenue; thence in and upon Crocheron avenue to Twenty-third street; thence in and upon Twenty-third street to State street; thence in and upon State street to Thirteenth street; thence in and upon Thirteenth street to Chestnut street; thence in and upon Chestnut street, across Murray street, Murray lane, and continuing in and upon private property in line of the prolongation of Chestnut street, to Chestnut street at Flushing place; and thence still in and upon Chestnut street to Whitestone avenue; thence in and upon Whitestone avenue to State street; thence in and upon State street to Farrington street; the railway upon all of said route to be of double track; thence by a single track continuing in and upon State street from Farrington street to Prince street; thence in and upon Prince street to Broadway; thence in and upon Broadway to Farrington street; thence in and upon Farrington street to State street, and there connecting with the double track above described; all in the Borough of Queens, City of New York.

The said routes, with switches and cross-overs, are shown upon two maps, each of which is entitled "Map showing proposed street surface railway of the New York and North Shore Traction Company, in the Borough of Queens, to accompany petition for a franchise in the Board of Estimate and Apportionment, dated June 11, 1908," and signed by John J. Stanley, President, and Charles H. Clark, Consulting Engineer; copies of which maps are attached hereto, and are to be deemed a part of this contract, and are to be construed with the text thereof, and are to be substantially followed, provided that deviations therefrom and additional turnouts, switches and cross-overs which are consistent with the foregoing description and the other provisions of this contract may be permitted by resolution of the Board.

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

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

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

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

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

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six months prior to the ex-

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

Third—The Company shall pay to the City for this privilege the following sums of money:

(a) The sum of seven thousand dollars (\$7,000) in cash within four (4) months after the date on which this contract is signed by the Mayor, and before anything is done to exercise the privilege hereby granted.

(b) During the first term of five years an annual sum which shall in no case be less than two thousand two hundred dollars (\$2,200), and which shall be equal to three (3) per cent. of its gross annual receipts if such percentage shall exceed the sum of two thousand two hundred dollars (\$2,200).

During the second term of five years an annual sum which shall in no case be less than four thousand dollars (\$4,000), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of four thousand dollars (\$4,000).

During the third term of five years an annual sum which shall in no case be less than four thousand five hundred dollars (\$4,500), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of four thousand five hundred dollars (\$4,500).

During the fourth term of five years an annual sum which shall in no case be less than five thousand five hundred dollars (\$5,500), and which shall be equal to six (6) per cent. of its gross annual receipts, if such percentage shall exceed the sum of five thousand five hundred dollars (\$5,500).

During the remaining term of five years an annual sum which shall in no case be less than six thousand two hundred dollars (\$6,200) and which shall be equal to six (6) per cent. of its gross annual receipts if such percentage shall exceed the sum of six thousand two hundred dollars (\$6,200).

The gross receipts mentioned above shall be the gross earnings of the Company from all sources within the limits of the City. The payment of such minimum sums shall begin from the date on which this contract is signed by the Mayor.

All such sums as above shall be paid into the treasury of the City on November 1 of each year and shall be for the amount due to September 30 next preceding.

Whenever such percentage required to be paid shall exceed the minimum amount as above, such sum over and above such minimum shall be paid to the said Comptroller on or before November 1 in each year for the year ending September 30 next preceding. The fiscal year shall end on September 30 next preceding said date of payment, and provisions of the Railroad Law as it now exists, or as it may hereafter be amended, relating to the manner of payments and statements of percentages of gross receipts of street railway companies not inconsistent with this contract, shall be strictly complied with.

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

Fourth—Upon the termination of this original contract, or if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any cause, or upon the dissolution of the Company before such termination, the tracks and equipments of the Company constructed pursuant to this contract within the streets, avenues and highways shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this grant, as above, the City (by the Board) shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract, and the said streets, avenues and highways shall be restored to their original condition at the sole cost and expense of the Company.

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

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

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

The use of said railway which shall be constructed by the Company under this contract, including the tracks, wires and other equipment, or any structures in public streets and avenues owned by the Company and used in connection therewith, shall be permitted by the Company to any individual or corporation to which the City may have granted, or may hereafter grant, the right or privilege to use such streets, avenues or highways for street railway purposes, for a distance not exceeding six thousand (6,000) feet of street, upon payment of an annual sum by such individual or corporation to the Company, which shall be equal to the legal interest on such proportion of the whole cost of the construction of such railway and structures and of the cost of keeping the tracks and track equipment in repair, as the number of cars operated by such company or individual shall bear to the number of cars operated by the companies then using the same, together with the actual cost of the power necessary for the operation of the cars thereon of such individual or corporation and the cost of laying and repairing of pavement and removal of snow and ice, and all the other duties imposed upon the Company by the terms of this contract, in connection with the maintenance or the operation of the said railway so used. Provided, however, that if in the opinion of the Company the legal rate of interest of the cost of such railway shall be an insufficient sum to pay for the use of such tracks, it may appeal to the Board, and the Board may fix a percentage of the cost to be paid to the Company at a sum in excess of the legal rate of interest, if in its opinion such action is justified.

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

Eighth—Said railway may be operated by overhead electric power substantially similar to the overhead electric system now in use by street surface railways in the

Borough of Queens, or by any other motive power, except locomotive steam power or horse power, which may be approved by the Board and consented to by the abutting property owners, in accordance with the provisions of law, and by the Public Service Commission for the First District of the State of New York.

Provided, however, that the Board, at any time after the first ten years of this contract, upon giving to the grantee one year's notice, may require the Company to operate its railway upon the whole or upon any portion of its route by underground electric power substantially similar to the system now in use on the street surface railways in the Borough of Manhattan, and thereupon to discontinue the use of the overhead trolley system, and to remove its poles, wires and other structures used by it for that purpose from the streets, avenues and highways of the City.

Ninth—Upon six months' notice by the Board to the Company all wires for the transmission of power, except trolley wires, for the operation of the railway, upon all or any portion of the route hereby authorized, shall be placed in conduits beneath or alongside of the railway. The Company shall provide in such conduits two ducts not less than three inches in diameter for the exclusive use of the City. Such ducts shall be used only by the Company for the operation of its railway and by the City, as above.

Tenth—The Company shall commence construction of the railway herein authorized within six months from the date upon which the consents of the property owners are obtained, or from the date upon which the decision of the Appellate Division of the Supreme Court that such railway ought to be constructed is rendered in lieu of such consents, and shall complete the construction and place the same in full operation within eighteen months from the date of obtaining such consents or such decision, otherwise this right shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City; provided, that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months each; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and provided further, that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall, in writing, consent that the Board either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

Eleventh—Said railway shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City.

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

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

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

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

Fifteenth—Cars on the said railway shall run at intervals of not more than thirty minutes both day and night, and as much oftener as reasonable convenience of the public may require, or as may be directed by the Board. Provided, however, that the Company, during the first five years of this contract, shall not be required to operate its cars between the hours of 1 o'clock a. m. and 5 o'clock a. m., each day, unless the Board shall determine after a hearing had thereon that public convenience requires the operation of cars during said hours.

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

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

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

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

Twentieth—The Company shall at all times keep the streets, avenues or highways upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, however, that the Company shall, at the option of the President of the Borough of Queens, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of street surface from house line to house line.

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

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

Twenty-third—Before any construction shall be commenced upon any portion of the route, written permits shall be obtained from the President of the Borough of Queens, and the Commissioner of Water Supply, Gas and Electricity, and the Company shall comply with any conditions which those officials may impose, as a condition upon which such permit is granted, provided such conditions are imposed for the purpose of protecting the structures over which those officials have jurisdiction.

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

Twenty-fifth—Should, in the opinion of the President of the Borough of Queens, the present roadway on any of said streets, avenues or highways be of insufficient

width to accommodate both railway and other vehicular traffic, the Company shall widen such roadway under the direction of the President of the Borough of Queens to a width sufficient to accommodate such traffic, provided that no roadway shall be widened beyond the total width of the street, avenue or highway.

Twenty-sixth—Should, in the opinion of the Board at any time before or during construction of the railway, any of said streets, avenues or highways be of insufficient width to accommodate both railway and other vehicular traffic, the Company shall either construct and operate its railway upon a private right of way outside of the lines of such streets, avenues or highways, or shall purchase and cede to the City a strip of land adjacent thereto, for the purpose of widening the same to a width sufficient for the use of a street surface railway and for the accommodation of other vehicular traffic. If such street, avenue or highway is so widened, the Company shall grade the roadway thereon as directed by the President of the Borough of Queens.

Twenty-seventh—Where the bridges, viaducts or culverts encountered in the route are of insufficient width to carry the roadway as the same may be widened, as herein provided, or of insufficient strength to bear the additional load of a street surface railway, the Company shall either carry its tracks upon new structures independent of the existing ones, so as not to interfere with the present and future use by the City of such bridges, viaducts or culverts, or shall, without cost to the City, construct new bridges, viaducts or culverts sufficiently wide to carry the roadway as the same may be widened, as herein provided.

Twenty-eighth—The Company agrees to comply with any and all the rules which may be made by the Commissioner of Water Supply, Gas and Electricity for the purpose of preventing the destruction of the pipes or structures in the street by electrolysis, which may be caused by the electric current used by the Company, whether such rules affect the method of the original construction of said railway or any reconstruction, maintenance or repairs upon such railway at any time during the term of this contract.

Twenty-ninth—The Company hereby agrees that if the City is or shall become entitled to acquire, and shall at any time during the term of this contract acquire, or otherwise come into possession of any of the property on which this Company shall construct railway tracks, on the route herein described, no compensation shall be awarded for the right to have railway tracks thereon.

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

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

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

Thirty-first—The Company shall at all times keep accurate books of account of the gross earnings from all sources within the limits of the City, and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company, for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross earnings, the total miles in operation and the miles of railway constructed and operated under this contract, and such other information as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

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

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

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

Thirty-fifth—This grant is upon the express condition that the Company, within four (4) months after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of the City the sum of ten thousand dollars (\$10,000), either in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railway, and in case of default in the performance by the Company of such terms and conditions the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten days' notice in writing to the Company; or in case of failure to keep the said terms and conditions of this contract relating to the headway, heating and lighting of cars, fenders, wheel-guards and watering of street pavements, the Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation, and the further sum of ten dollars (\$10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel-guards, in case of the violation of the provisions relating to those matters.

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

The Comptroller of the City, on complaint made, shall, in writing, notify the Company, through its President, to appear before him on a certain day not less than ten (10) days after the date of such notice, to show cause why it should not be penalized

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

Thirty-sixth—The grant of this privilege is subject to whatever right, title or interests the owners of abutting property or others may have in and to the streets, avenues and highways in which the Company is authorized to operate.

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

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

Sec. 3. This grant is also upon the further and express condition that the provisions of the Railroad Law, applicable thereto, and all laws or ordinances now in force, or which may be adopted affecting the surface railways operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Company.

Sec. 4. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms, conditions and requirements in this contract fixed and contained.

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

THE CITY OF NEW YORK,

By, Mayor.

[CORPORATE SEAL.]

Attest:
....., City Clerk.

NEW YORK AND NORTH SHORE TRACTION COMPANY,

[SEAL]

By, President.

Attest:
....., Secretary.

(Here add acknowledgments.)

Which was adopted by the following vote:

Affirmative—The Mayor, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn and Queens and the Acting Presidents of the Boroughs of The Bronx and Richmond—13.

New York and Queens County Railway Company.

A communication, dated December 14, 1908, was received from the Mayor's office, returning, duly approved by the Mayor, resolution adopted by this Board December 11, 1908, fixing January 8, 1909, as the date for public hearing on the application of the New York and Queens County Railway Company for a franchise to construct, maintain and operate an extension to its existing system, from the intersection of Debevoise and Pierce avenues, upon and along Debevoise avenue, and connecting with the tracks of the Company upon Jackson avenue, Borough of Queens, and designating the "New York Tribune" and the "New York Herald" as the two daily newspapers in which notice of such hearing shall be published.

Which was ordered filed.

The public hearing on the application of the New York and Queens County Railway Company for a franchise to construct, maintain and operate a double track street surface railway as an extension to its existing system, from the intersection of Debevoise and Pierce avenues, upon and along Debevoise avenue to and connecting with the tracks of the Company upon Jackson avenue, Borough of Queens, was opened.

The hearing was fixed for this day by resolution adopted December 11, 1908.

Affidavits of publication were received from the "New York Tribune," "New York Herald" and CITY RECORD.

No one appeared in opposition to or in favor of the proposed grant.

The Chair thereupon declared the hearing closed.

The Secretary presented the following:

REPORT NO. F-141.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
January 5, 1909.

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

SIR—In accordance with the resolution adopted by the Board of Estimate and Apportionment on December 11, 1908, a public hearing is to be given on January 8, 1909, upon the application of the New York and Queens County Railway Company for a franchise to build and operate an extension of its lines on Debevoise avenue, or Second avenue, between Pierce and Jackson avenues, in the Borough of Queens. The construction of this railroad is dependent upon an adjustment of the grade of Second avenue, at its intersection with Jackson avenue, and the physical work of changing this grade is now in progress. The General Solicitor of the company has advised the Board that the company cannot build this extension until the change in the grade shall have been physically carried out, and it is therefore suggested that after the public hearing on January 8 the matter be referred back to the Chief Engineer of the Board for further report, when the necessary change in grade shall have been carried out.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, No. 277 BROADWAY,
January 4, 1909.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—At a meeting of the Board of Estimate and Apportionment held December 11, 1908, a petition was received from the New York and Queens County Railway Company requesting the grant of a franchise to construct, maintain and operate a double track street surface railway as an extension to its existing lines in the Borough of Queens, upon Debevoise or Second avenue, between Pierce and Jackson avenues.

The petition was referred to the Chief Engineer, and a resolution was adopted fixing January 8, 1909, as the date for the preliminary public hearing.

The General Solicitor of the Company in a communication under date of December 26, 1908, replying to an inquiry from this Division, states:

"The company cannot construct this extension until Second avenue has been raised to the established grade at and near its junction with Jackson avenue."

It appears that bids were received and opened by the President of the Borough of Queens on August 25, 1908, "for regulating, grading, curbing * * * and repaving with granite block pavement on a sand foundation the roadway of Jackson avenue and intersecting streets, from Skillman avenue to Rapelje avenue."

A contract for the above work was subsequently let and executed on November 23, 1908. Work under this contract began about December 15, 1908, and is now being carried on, about one-half of the grading of Jackson avenue having been completed. The time allowed for completing this work under the terms of the contract was ninety working days. I am informed by the Queens Borough authorities that the date for the completion of this work is uncertain and depends upon whether the Fire Department will consent to this portion of Jackson avenue being temporarily closed. Should such consent not be obtained it will be necessary to wait until spring in order to complete the work.

It was my intention to have prepared a report and form of contract for the grant of the franchise on Second avenue in time for the public hearing of January 8, 1909, but in view of the attitude of the Company and the existing physical conditions at the intersection of Jackson and Second avenues, the preparation of such report and contract has been delayed.

It is therefore recommended that at the close of the public hearing on January 8, the matter be referred back to the Chief Engineer for consultation with the representatives of the Company. The report and form of contract will be completed at the earliest possible date and presented to the Board as soon as it can be ascertained when the physical conditions will be such that this extension, should the Board grant the right to construct the same, can be constructed.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

The matter was thereupon referred back to the Chief Engineer.

Proposed Amendments to Charter and Rapid Transit Law.

In the matter of the communication from the Chairman of the New York Charter Commission, appointed pursuant to chapter 114 of the Laws of 1908:

This communication was presented to the Board at its meeting of October 16, 1908, and was referred to the Chief Engineer.

At the meeting of December 11, 1908, a report was received from the Engineer in charge of the Division of Franchises to the Chief Engineer, in answer to the aforesaid communication, making certain recommendations and suggestions in regard to the time limitations of franchises, contracts and leases to railroads, and other public utility corporations, made pursuant to the Charter and the Rapid Transit Law, and the consideration of said report was made a special order for the meeting of December 18, 1908, when a supplemental report was received from the Engineer in charge of the Division of Franchises to the Chief Engineer, and consideration was postponed until this day.

The Secretary presented the following:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,
BROOKLYN, December 23, 1908.

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

GENTLEMEN—There is pending before the Board a form of resolution submitted by the Chief Engineer upon a report of Mr. Harry P. Nichols, Chief Engineer in charge of the Franchise Division of the Board, making certain recommendations to the Charter Revision Commission with relation to the subject of franchises.

I have examined these recommendations, and they, for the most part, seem to be in the public interest.

In addition to the recommendations suggested by the Engineer, however, there is one which seems to me all important, and which I believe should be strongly urged upon the Charter Revision Commission, and this is the introduction into our law of the non-exclusive franchise principle. The precedent therefor has been established in the case of the Livingston street franchise in the Borough of Brooklyn.

It is hardly necessary to call your attention to the fact that the exclusive franchise system has been our Pandora's box of municipal evils. It has given to railroad corporations not only the reasonable use of the street for the purposes of their being, but complete control over the City's thoroughfares, thus enabling them to shut out competition and to make the discomfort and danger of the traveling public the bases for scandalous excess stock flotations.

The principle that the highways belong to the public is so thoroughly established as to make a discussion of it at this time ridiculous. It seems absurd, therefore, for the City to retain only the title of ownership and turn all the essentials thereof over to a corporation which does not require them for the execution of the purposes of its creation.

All that a railroad company needs in order to afford to the public a transportation service is the use of a portion of the street, and it is folly for a municipality to assume that in giving such use to a railroad company it must exclude itself and all other railroad companies from the enjoyment of a thoroughly consistent use of the same thoroughfare. The sensible and practical way is for the City, in framing its franchise contract, to grant only the right to make a proper use of the streets through which the proposed railroad is to run, reserving the right to make a similar use thereof for its own purposes or grant similar rights to other railroad companies up to the limit of capacity. This would mitigate to a great extent the evil effects of a monopolistic control of the City's railway rights. It would impose an automatic and effective check upon the exploitation of city railroad corporations and at the same time would save the public interest by making the furnishing of good transportation service more profitable than the manipulation of transportation company stocks. I would therefore recommend the amendment of the form of resolution proposed by the Chief Engineer by the inclusion therein of the following recommendation:

"That the new charter provide that no franchise for the construction or operation of any transportation line be hereafter granted by the competent board or official of The City of New York which shall grant exclusive rights to the use of any of the streets, parks, public lands, public places or bridges of said city to any railroad corporation whatsoever."

I have included bridges in this recommendation because it seems to me that the reasoning I have applied to the subject generally applies with particular force to the use of public bridges. The City has expended millions of dollars in the construction of these great highways across the East River and the control thereof is a very precious prize to the traction interests. Its loss would be a serious disadvantage to the City and the parting with it would be an inexcusable blunder on the part of any City Board. The bridges were built to be used to their full capacity, and the power of determination of the limit of that capacity should always remain with the City.

Yours very truly,

BIRD S. COLER, President, Borough of Brooklyn.

Action was deferred pending the arrival of the Comptroller, when the matter was considered and the amendment proposed by the President of the Borough of Brooklyn was lost by the following vote:

Affirmative—The President of the Borough of Brooklyn—2.

Negative—The Mayor, the Comptroller, the President of the Board of Aldermen, the President of the Borough of Queens and the Acting Presidents of the Boroughs of The Bronx and Richmond—12.

Present and Not Voting—The President of the Borough of Manhattan—2.

The following was offered:

Whereas, At the meeting of October 16, 1908, a communication was received from the Chairman of the New York Charter Commission wherein questions were addressed to this Board as follows:

First—"Should the provision with regard to tunnel roads providing for the grant of perpetual franchises be repealed?"

Second—"Should the term of other grants be for a longer period than now provided by the Charter and Rapid Transit Law, and, if so, for what period?"

--which communication was referred to the Chief Engineer; and

Whereas, At the meeting of December 11, 1908, a report was received from the Engineer in charge of the Division of Franchises to the Chief Engineer with regard to the time limitation of franchises, contracts and leases to railroads and other public utility corporations, made pursuant to the City Charter and the Rapid Transit Law, together with proposed amendments thereto; and

Whereas, The consideration of the suggestions and recommendations contained in said report was made a special order for the meeting of this Board on December 18, 1908, when consideration was postponed until January 8, 1909; and

Whereas, After due consideration, this Board approves the suggestions and recommendations contained in the aforesaid report; now therefore be it

Resolved, That the New York Charter Commission be and it is hereby advised as follows:

Authority should be vested in the Public Service Commission to issue certificates, subject to the approval of the Board of Estimate and Apportionment, to railroads described in section 32 of the Rapid Transit Act for a longer term than that now specified in either the Rapid Transit Law or the City Charter.

In view of the fact that such railroads will be used merely as connections between trunk line railroads, whose franchises do not appear to be limited as to time, there are sufficient grounds for the granting of a long term franchise. The term should in any event be sufficient to enable the companies to see their way clear to finance the proposition in providing for a sinking fund to cover the cost of the road, together with operating charges and a fair rate of interest on the money actually invested. As there may be a decided difference of opinion as to what can or cannot be financed, the term should be sufficiently long to permit of a fair latitude to the Public Service Commission to fix terms and conditions as the circumstances may at the time require, taking into consideration the purpose for which the railroad is to be used.

As to Section 73 of the Charter.

First—

(a) The tunnel railroads referred to should be more definitely defined, so as not to conflict with those specifically defined in the Rapid Transit Law, and terms of grant increased from fifty years original term and one renewal of twenty-five years to fifty years original term with two renewal terms not exceeding twenty-five years each.

In any event authority should be given to the Board of Estimate and Apportionment by the Charter to grant franchises for tunnel railroads other than those described in Rapid Transit Act.

(b) The provision as to compensation should be changed from the basis of percentage of the net receipts to the basis of percentage of the gross receipts.

Second—The provision in regard to the terms of grants to general utility corporations appears to be satisfactory, and, therefore, needs no change.

Third—

(a) The provision in regard to leases of the property in the street and plant and appurtenances where the same reverts to the City without compensation at the end of the grant does not appear to need any change.

(b) The provision in regard to leases of property where the same in the streets reverts to the City without cost and the plant and appurtenances are purchased by the City at the end of grant should be made more definite, and the maximum term of such leases fixed at ten years original term with one ten-year renewal.

Fourth—The provision in regard to the property in the streets reverting to the City without cost and the purchasing of the plant and appurtenances not within the streets should be made more clear.

Fifth—This section should be amended so that the principle laid down by the Legislature and expressed in section 71 of the Charter shall apply to all grants of a public character, whether made pursuant to the Charter or the Rapid Transit Law.

As to Section 242 of the Charter.

This section should be amended so as to authorize the Board to grant what are known as revocable consents for periods not exceeding ten years.

As to Section 32 of the Rapid Transit Law.

The provision which apparently gives permission to grant franchises in perpetuity should be repealed, and authority be given to the Public Service Commission, as successor to the former Board of Rapid Transit Railroad Commissioners, upon approval of the Board of Estimate and Apportionment to make the grant described in this section for a term not exceeding two hundred years, with provision for readjustment of compensation at intervals not exceeding twenty-five years each.

As to Section 32A of the Rapid Transit Law.

First—This section should be redrawn so as to remove the apparent conflicting authority of the Public Service Commission and the Board of Estimate and Apportionment in this section and sections 73 and 242 of the Charter.

Second—If this section is redrawn to apply only to what are commonly known as rapid transit railroads, then it should also provide that such railroads shall not be constructed upon the surface of any street.

Third—If the section should be redrawn to apply to rapid transit railroads which shall be constructed above or below the surface of the streets, then it appears that the maximum term of grant prescribed is not sufficient and should be increased in order to give the Public Service Commission sufficient discretion in fixing the term of grant for such franchises.

As to Sections 34, 34A and 34B of the Rapid Transit Law.

First—The provision which limits the term of contract for the construction, equipment and operation, where the contractor furnishes the equipment at his expense, to twenty years, with a renewal of twenty years, should be changed to give the Public Service Commission the privilege of fixing such limits within a period of fifty years original term and one twenty-five-year renewal term.

Second—The provision in regard to the maximum term of lease of rapid transit railroads constructed and equipped at the expense of the City should be changed from the maximum of ten-year original term, with one ten-year renewal, to give the Public Service Commission the discretion in fixing such terms within a maximum of ten-year original term and two ten-year renewal terms.

As to Section 34F of the Rapid Transit Law.

There seems to be no objection to the maximum term of grant fixed by this section

As to Section 38A of the Rapid Transit Law.

This section should be repealed, as it appears to be obsolete, but if the same is not repealed some limitation should be placed on the term of grant therein provided for; and be it further

Resolved, That the Secretary of this Board be and he hereby is directed to forward a copy of the report herein mentioned and a copy of these resolutions to the Chairman of the New York Charter Commission.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan and Queens and the Acting Presidents of the Boroughs of The Bronx and Richmond—14.

Negative—The President of the Borough of Brooklyn—2.

Long Island Railroad Company, for Itself and as Lessee of the New York, Brooklyn and Manhattan Beach Railway Company.

In the matter of the application of the Long Island Railroad Company, for itself and as lessee of the New York, Brooklyn and Manhattan Beach Railway Company, requesting certain amendments to the agreement, with respect to a relocation and change of grade in the tracks of the Manhattan Beach Division of the last-named Company, from Avenue M to a point south of Emmons (or Neptune) avenue, Borough of Brooklyn.

At the meeting of December 18, 1908, reports were received from the Select Committee to which this matter had been referred, and from the Chief Engineer, which reports were adopted and the Chief Engineer directed to prepare resolutions in accordance therewith.

The Secretary presented the following:

REPORT NO. F-25.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
January 5, 1909.

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

SIR—On December 18, 1908, reports were presented to the Board of Estimate and Apportionment from the Select Committee to which was referred the question of a freight yard to be established by the Long Island Railroad Company at Avenue I and East Sixteenth street, in the Borough of Brooklyn, and also a report from the Chief Engineer of the Board relative to a modification in the agreement authorized by the Board on June 7, 1907, relating to a change in the location of the tracks of the Manhattan Beach Division of the Long Island Railroad. Both of these reports were approved by the Board, but as it was not known that they were to be presented until the meeting of the Board had been called to order, the necessary resolutions, which are somewhat complicated, had not been prepared for adoption. Resolutions rescinding the former contract and approving the new one have been meanwhile prepared and are herewith submitted for adoption by the Board.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, No. 277 BROADWAY,
January 4, 1909.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—At the meeting of the Board of Estimate and Apportionment held December 18, 1908, a report was received from the Select Committee to which was referred, at the meeting of March 6, 1908, the matter of the establishment of a freight yard by the Long Island Railroad Company at Avenue I and East Sixteenth and East Seventeenth streets, as was also a report from yourself on the application of the Long Island Railroad Company, for itself and as lessee of the New York, Brooklyn and Manhattan Beach Railway Company, requesting certain amendments to the agreement with respect to a relocation and change of grade in the tracks of the Manhattan Beach Division of the last named Company, which was authorized by resolution adopted by the Board June 7, 1907, and approved by the Mayor June 11, 1907.

The reports presented at the meeting of December 18, 1908, recommended that the petition of the railroad company for certain amendments be granted, and the report from the Select Committee recommended that an additional provision be added to the agreement requiring the railroad company to plant and maintain at or above the grade of adjoining streets, a sufficient barrier of trees and shrubbery on the easterly side of the proposed freight yard or terminal, from the northerly side of Avenue I to the westerly curb line of East Eighteenth street, so as to form a barrier or screen.

The reports were adopted by the Board and the matter was then referred to the Chief Engineer to prepare a resolution rescinding the resolution of June 7, 1907, and also prepare a contract in accordance with the recommendation contained in the said reports.

I have caused the proper resolutions to be prepared and am transmitting the same herewith.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

The Comptroller arrived at this point, took his place in the Board, and thereafter took part in the proceedings.

The following was offered:

Whereas, By resolution adopted by the Board of Estimate and Apportionment June 7, 1907, approved by the Mayor June 11, 1907, the Long Island Railroad Company, for itself and as lessee of the New York, Brooklyn and Manhattan Beach Railway Company, was granted the right to relocate and change the grade of the tracks of the Manhattan Beach Division of the New York, Brooklyn and Manhattan Beach Railway, from Avenue M to a point south of Emmons (or Neptune) avenue, Borough of Brooklyn; and

Whereas, At the meeting of January 10, 1908, a joint petition, dated December 31, 1907, was received from said railroad companies, requesting certain amendments to the form of agreement required to be executed by the aforesaid resolution; and

Whereas, At the same meeting a petition was received from the Flatbush Board of Trade transmitting resolutions adopted by that body protesting against the establishment of a freight yard at Avenue I and East Sixteenth and East Seventeenth streets by the Long Island Railroad Company; and

Whereas, Public hearings were had on the aforesaid petitions January 24, 1908, and March 6, 1908; and

Whereas, At the meeting of January 24, 1908, the petition of the railroad companies was referred to the Chief Engineer; and

Whereas, At the meeting of March 6, 1908, the protest of the Flatbush Board of Trade was referred to a Select Committee, consisting of the Comptroller, the President of the Board of Aldermen and the President of the Borough of Brooklyn; and

Whereas, At the meeting held December 18, 1908, reports were received from the aforesaid Select Committee and from the Chief Engineer of this Board, recommending

among other things that the resolution adopted by this Board June 7, 1907, and approved by the Mayor June 11, 1907, be rescinded, which reports were adopted; now therefore be it

Resolved, That the aforesaid resolution adopted by this Board June 7, 1907, and approved by the Mayor June 11, 1907, consenting to a relocation and change of grade of the tracks of the Manhattan Beach Division of the New York, Brooklyn and Manhattan Beach Railway from Avenue M to a point south of Emmons (or Neptune) avenue, Borough of Brooklyn, be and it hereby is rescinded.

Which was adopted by the following vote:

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

The following was offered:

Whereas, The New York, Brooklyn and Manhattan Beach Railway Company, the Long Island Railroad Company and the Brooklyn Grade Crossing Commission have petitioned the Board of Estimate and Apportionment under date of January 12, 1906, for the consent of said Board to a relocation and change of grade of the tracks of the Manhattan Beach Division of the New York, Brooklyn and Manhattan Beach Railway Company (leased to the Long Island Railroad Company) as fully set forth in said petition, and

Whereas, This Board has made inquiry as to the proposed relocation and change of grade of the said tracks of the said company, and has reached the conclusion that such relocation and change are desirable and in the public interest; now, therefore, it is

Resolved, That the Board of Estimate and Apportionment hereby consents to a relocation and change of grade in the tracks of the Manhattan Beach Division of the New York, Brooklyn and Manhattan Beach Railway Company, as fully set forth and described in the following form of proposed agreement for the granting thereof, subject to the terms and conditions in said proposed form of agreement contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such agreement in the name and on behalf of The City of New York, as follows, to wit:

This agreement, made and entered into this _____ day of _____, 1909, by and between the New York, Brooklyn and Manhattan Beach Railway Company, a steam surface railroad corporation, organized and existing under and by virtue of the laws of the State of New York (hereinafter termed the Manhattan Beach), party of the first part, the Long Island Railroad Company, a steam surface railroad corporation, organized and existing under and by virtue of the laws of the State of New York (hereinafter termed the Long Island), party of the second part, and The City of New York, a municipal corporation, organized and existing under and by virtue of the laws of the State of New York (hereinafter termed the City), party of the third part.

Whereas, The Brooklyn Union Elevated Railroad Company and the Manhattan Beach Division of the Manhattan Beach leased to the Long Island have each been operating a steam surface railroad running parallel with each other and separated by a distance of only two blocks between Avenue M and a point south of Neptune avenue, in the Borough of Brooklyn, City of New York; and

Whereas, By chapter 507 of the Laws of 1903 and the acts amendatory thereof, these railroads were required to elevate their tracks so that all the intersecting streets and highways could be carried beneath them; and

Whereas, By section 1 of said act, as amended by chapter 589 of the Laws of 1905, it was provided that if in the judgment of the Brooklyn Grade Crossing Commission created by said act such relocation should be for the public interests, the Manhattan Beach, or its lessee, the Long Island, after acquiring the right to so relocate its line, shall remove the said railroad from its present location between Avenue M and a point south of Emmons or Neptune avenue, and shall reconstruct the same between the said points upon such grades as the said Commission shall determine upon a right of way acquired by said corporation, or one of them, adjacent to and easterly of the present right of way of the Brooklyn Union Elevated Railroad Company between said points, and shall carry all intersecting streets and highways between said points beneath said railroad so to be located; and

Whereas, By said act it was further provided that whenever any structure was located in any public street or avenue the approval of the Commissioner of Public Works of the Borough of Brooklyn as to the location of such structure shall be first obtained; and

Whereas, The said Commission on the 24th day of March, 1905, determined that it was for the public interest that the location provided for in said act of a portion of the railroad of the Manhattan Beach, known as the Manhattan Beach Division, should be made by that Company and its lessee, the Long Island, so that such tracks should be placed alongside of and easterly of the right of way of the Brooklyn Union Elevated Railroad Company between the points hereinbefore mentioned, so that a single embankment should carry the tracks of both companies and the public inconvenience of having two parallel railroad embankments only two blocks apart bisecting this portion of the Borough of Brooklyn should be avoided; and

Whereas, The said Commission thereupon caused a plan and profile designating specifically the relocation of the tracks, which plan was entitled "Brooklyn Grade Crossing Commission; Joint Plan and Profile of Section No. 3 of the Bay Ridge Improvement and Section 3 of the Brighton Beach Improvement, also showing change of location of the New York, Brooklyn and Manhattan Beach Railroad," bearing date the 14th day of December, 1905, and approved by said Commission on the 22d day of December, 1905; and

Whereas, On the 29th of December, 1905, said Commission duly adopted and transmitted to the Manhattan Beach and its lessee, the Long Island, a resolution wherein were recited the facts hereinbefore stated and whereunto was annexed a copy of the map and profile hereinbefore mentioned; and

Whereas, The Commissioner of Public Works of the Borough of Brooklyn duly approved said plans and profile and the same were duly filed in the office of the City Clerk of The City of New York; and

Whereas, On the 16th day of February, 1906, the said Commission, the Long Island and the Manhattan Beach presented to the Board of Estimate and Apportionment, pursuant to section 13 of the Railroad Law, a petition dated the 12th day of January, 1906, requesting the consent of said Board to said change and relocation, which petition recited all the facts hereinbefore stated; and

Whereas, On the 21st day of December, 1906, the said Board of Estimate and Apportionment adopted a resolution that the plan approved by the said Grade Crossing Commission on the 22d day of December, 1905, be amended so as to provide that the legal grade of all streets intersecting the lines of the proposed railroad embankments be shown upon the map for adoption, giving in every case a minimum clearance of 14 feet from the proposed surface of such streets to the underside of the track girders, except where conditions at Avenues J and K necessitate some reduction in this clear headroom of 14 feet; and

Whereas, The said Commission has prepared an amended plan and profile entitled "Brooklyn Grade Crossing Commission, Amended Joint Plan and Profile of Section No. 3 of the Bay Ridge Improvement and Section No. 3 of the Brighton Beach Improvement, also showing change of location of the New York, Brooklyn and Manhattan Beach Railway," dated December 27, 1906, and which was approved by said Commission the 28th day of December, 1906; and

Whereas, Conformably with a resolution of the Board of Estimate and Apportionment on the 15th day of March, 1907, the map or plan submitted by the Brooklyn Grade Crossing Commission was returned to such Commission with a copy of the recommendations of the Select Committee of said Board of Estimate and Apportionment, so that said map or plan be corrected and then approved by the Commissioner of Public Works of the Borough of Brooklyn; and

Whereas, Thereafter and on the 22d day of March, 1907, said map or plan was revised and approved by said Brooklyn Grade Crossing Commission and approved by the Commissioner of Public Works of the Borough of Brooklyn, and such map or plan, as so revised, was filed in the office of the City Clerk of The City of New York; and

Whereas, By resolution adopted by the Board of Estimate and Apportionment June 7, 1907, approved by the Mayor June 11, 1907, the City consented to the relocation and reconstruction of the tracks of the Manhattan Beach leased to the Long Island, from Avenue M, to a point south of Emmons or Neptune avenue, subject to certain terms and conditions fully set forth and described in the form of agreement contained in said resolution; and

Whereas, The Manhattan Beach and the Long Island failed to execute and deliver said agreement; and

Whereas, The Manhattan Beach and the Long Island, in a joint petition, dated December 31, 1907, which was presented to the Board of Estimate and Apportionment on January 10, 1908, requested that the aforesaid agreement be amended in certain particulars; and

Whereas, At the meeting of the Board of Estimate and Apportionment held December 18, 1908, reports were received from the Select Committee and from the Chief Engineer of said Board, recommending that the resolution adopted June 7, 1907, and approved by the Mayor June 11, 1907, be rescinded, and that the suggestions of the railroad companies be incorporated in a new form of agreement, which reports were adopted; now, therefore, this agreement witnesseth:

That in consideration of the premises, the City consents to the relocation and reconstruction of the tracks of the Manhattan Beach, leased to the Long Island, from Avenue M to a point south of Emmons or Neptune avenue, in accordance with the said amended plan and profile last above mentioned, and the said Manhattan Beach and Long Island, in consideration of the premises and of the consent of The City, hereby covenant and agree as follows:

First—That railroad bridges be provided at Avenues J, K and L, Locust avenue, Chestnut avenue, Elm avenue, Avenues N, O and P, Kings highway (100-foot span), Avenues R, S, T, U and V, Neck road (not less than 50-foot span), Avenue Y, Shore road and Neptune avenue, and that a foot bridge of ample width be provided over the railroad tracks at East Eighteenth street, between Avenues H and I, and that the expense of providing such bridges shall be charged to the original improvement or "joint account."

Second—That all highway crossings or bridges have a clearance of fourteen (14) feet, with the exception of Avenues J and K, on account of local conditions, and when it is necessary to lower the grade of the street or avenue to secure such headroom such depression shall not exceed four (4) feet.

Third—(a) That all bridge abutments shall be built within the house lines of the streets or avenues, except where abutments of the Brighton Beach Railroad are already built on streets not opened, that is, on Avenues S, T and V, at which streets the abutments shall continue on the same line;

(b) No column shall be placed in streets where the span is less than seventy-five (75) feet, except on these unopened Avenues S, T and V, where the Brighton Beach abutments and column foundations are already built;

(c) That the slope of the embankment along the westerly side of East Sixteenth street shall not exceed seven (7) feet beyond the westerly line of said street, and a concrete curb preventing further encroachment of the said embankment shall be constructed along and within the said strip of seven feet in width where the said street is open or improved, which curb shall be at least ten (10) inches wide and twenty-four (24) inches deep. No construction of any kind except as above mentioned and the necessary retaining walls at intersecting streets shall extend beyond the westerly line of the said East Sixteenth street. On the westerly side of said curb a wood fence at least five feet in height shall be erected at the expense of the Manhattan Beach Company. The above slope, curb and fence to be constructed to the satisfaction of the Borough President before the Brooklyn Grade Crossing Commission finally accepts the work. Additional curb or fences to be constructed or maintained on those portions of the street which may be opened or improved in the future.

Fourth—That simultaneously with the execution and delivery of this instrument, the said Manhattan Beach and the said Long Island will convey to The City, free from all incumbrances and without cost, all their right, title and interest in and to the land occupied by the present right-of-way, which is about to be abandoned, between Avenue M and Neck road, and between the northerly lines of Avenue Z and the southerly line of Voorhees avenue, and the westerly line of East Fifteenth street, except where such right-of-way is to be used as an approach to the new station at Sheepshead Bay, wherever such land lies within the limits of any street or highway now opened or laid down upon the land map of Kings County; and also the land lying in East Seventeenth street, south of Avenue I, to provide a connection between the roadways of East Seventeenth street and Avenue I of at least thirty (30) feet. The deed to the said premises so to be conveyed by the said Manhattan Beach and the said Long Island Company shall be delivered by them to the Comptroller of The City of New York in escrow, but shall not, however, take effect until the relocation and reconstruction of the tracks of the Manhattan Beach, leased to the Long Island, from Avenue M to a point south of Emmons or Neptune avenue, in accordance with the said amended plan and profile hereinbefore mentioned, shall have been completed so that the said railroads can operate their cars over the same, and until such completion the said railroads shall be authorized to continue to occupy the lands occupied by the present right-of-way which are to be conveyed by them to the City, as hereinabove provided.

Fifth—That the said Manhattan Beach and the said Long Island will give their consent upon demand to the opening by the City of any street, at any time in the future, across the right of way of the Manhattan Beach, between First avenue, at or near Sixty-fifth street, and the boundary line between the Boroughs of Queens and Brooklyn, or its Manhattan Beach Branch Division, between Avenue M and a point south of Neptune avenue, and will convey to the City easement to construct and maintain such streets across the present or proposed right of way, without cost to the City, subject to the right of such railroads to operate over such right of way.

Sixth—The said Manhattan Beach and the said Long Island agree to hold the City free and harmless of and from any and all liability arising from damage to persons or property, which may result from the construction, maintenance or operation of the said railroads as relocated.

Seventh—That the said Manhattan Beach and the said Long Island will convey to the City as an addition to its existing athletic field (situated between Avenues K and L and the centre line of East Sixteenth street, which street has been closed between such avenues and Seventeenth street) so much of the westerly half of East Sixteenth street, between Avenues K and L as extends from its centre to the eastern edge of its western courtyard line. Such conveyance to be made as soon as the relocation and construction of the tracks of the said railroads have been completed and cars are operating over the same.

Eighth—That the said Manhattan Beach and the said Long Island will convey or cause to be conveyed to the City title to the bed of East Sixteenth street, as laid down on the City map, from the northerly side of Neck road to the southerly side of Avenue S, from the northerly side of Avenue R to the southerly side of Kings highway, from the northerly side of Locust avenue to the southerly side of Avenue L, and from the northerly side of Avenue K to the southerly side of Avenue J, wherever the bed of said street is owned or controlled by the Manhattan Beach or the Long Island between the points above mentioned.

Ninth—That the said Manhattan Beach and the Long Island agree, immediately after the execution of this agreement, to plant and maintain at or above the grade of adjoining streets a sufficient barrier of trees and shrubbery on the easterly side of the proposed freight yard or terminal, from the northerly side of Avenue J to the southerly side of Avenue I, and from the northerly side of Avenue I to the westerly curb line of East Eighteenth street, said trees and shrubbery to be of such variety and quantity to form a sufficient barrier or screen within the term of three years from the execution of this agreement to serve the purposes intended to the satisfaction of the President of the Borough of Brooklyn, all to be maintained so long as the property so bounded or shown on the map of the Brooklyn Grade Crossing Commission, No. 764, dated March 26, 1907, is used for freight or storage purposes by the said parties of the first part and the said parties of the second part, their assignees or assigns.

In witness whereof, the said parties of the first and second parts hereto have hereunto set their hands and seals and the party of the third part hereto has caused

these presents to be subscribed by the Mayor and the common seal of The City of New York to be hereunto affixed the day and year first above written.

NEW YORK, BROOKLYN AND MANHATTAN BEACH
RAILWAY COMPANY,

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

Attest:Secretary.

LONG ISLAND RAILROAD COMPANY,
By.....President.

[SEAL.] Attest:Secretary.

[CORPORATE SEAL.] By.....Mayor.

Attest:City Clerk.

Approved as to form:

.....Corporation Counsel.

(Here add acknowledgments.)

Which was adopted by the following vote:

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

South Shore Traction Company.

The Secretary presented the following:

SOUTH SHORE TRACTION COMPANY, TIMES BUILDING,
FORTY-SECOND STREET AND BROADWAY,
NEW YORK, December 28, 1908.

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

GENTLEMEN—Inclosed please find a petition of the South Shore Traction Company, asking for the right to be granted to said company to construct a street surface railroad across the new Queensboro Bridge and through certain streets and highways in the Borough of Queens, described at length in the body of said petition.

It is the desire of our company that the petition formerly filed by the South Shore Traction Company, and dated April 13, 1908, be withdrawn, and that the petition herewith sent you be substituted in place of said original application.

The reasons for the withdrawal of our earlier petition, and the substitution of the new one, are that our earlier proposed route embraced at least one street upon which street railroad construction was prohibited by special statute. It is also felt that the route described in our later petition will be found to be more direct, of greater convenience to a larger number of residents of the Borough of Queens, and in every way more desirable.

Several routes have been described in Jamaica near the proposed new station of the Long Island Railroad Company for the reason that we have been informed by this company that their plans with regard to the street layout in the immediate neighborhood of this new station have not been definitely determined by them. It is our purpose, therefore, to select several routes in this neighborhood, so that no matter how questions now open and undetermined may be settled, we will have at least one available route through this section.

To avoid the objection to granting us franchise rights in all the streets designated in our petition, we would respectfully suggest that a paragraph be inserted in any franchise which may be granted to us, providing that our company be required, within a time limited by the terms of the proposed franchise, to make a definite and final selection of its route, and that upon such selection being made by the company, the franchise rights granted to it in the other streets shall cease. We would respectfully submit herewith a clause which, we believe, would be sufficient for this purpose.

Trusting to be informed when the date for a public hearing upon this application has been set, I remain,

Very truly yours,

ARTHUR CARTER HUME, Secretary.

REPORT No. F-95.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
January 5, 1909.

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

SIR—The South Shore Traction Company has already applied for a franchise to construct and operate a double track railway in a number of streets in the Borough of Queens and across the Queensboro Bridge. Their petition was amended by excluding certain streets named in the original petition upon which the building of railroads was prohibited, and a public hearing was given on June 12, 1908, at which time a proposed form of contract was submitted to the Board and the matter was referred to a Select Committee. It has since been discovered that the amended petition includes one street of which the law prohibits the use by surface railroads, and the company has again amended its petition by the elimination of prohibited streets and substitution of another route. It would seem necessary to have a further hearing, and it is recommended that February 5, 1909, be fixed as the date for such hearing. At that time a report containing suggestions as to a proposed form of contract will be submitted.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, No. 277 BROADWAY,
January 4, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—The South Shore Traction Company under date of September 12, 1907, petitioned the Board of Estimate and Apportionment for the right to construct, maintain and operate a double track street surface railway beginning at the approach to the Queensboro Bridge, in the Borough of Queens, thence upon various streets and avenues to the boundary line between The City of New York and Nassau County.

An examination of the petition revealed the fact that the use of several of the streets applied for was prohibited by law, and after consultation with the company an amended petition dated January 14, 1908, was presented, which was supposed to eliminate these streets. Subsequent to January 14, 1908, it was determined by the Corporation Counsel that the Board of Estimate and Apportionment had jurisdiction over the Queensboro Bridge, and the company thereupon under date of April 13, 1908, presented another amended petition which included in the route the Queensboro Bridge from the plaza at the approach in the Borough of Queens to the approach at Second avenue, in the Borough of Manhattan.

A public hearing was held upon the latter petition on June 12, 1908, and a report of this Division containing a proposed form of contract dated June 6, 1908, was presented at the meeting held on that day. At the close of the hearing the matter was referred to a Select Committee, composed of the Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan and Queens, but to date no report has been received from such Committee.

It has since been ascertained that even the amended petition did not eliminate all the prohibited streets, but that one certain street contained in the form of petition could not be used.

The company has now presented a petition covering several alternate routes in and near the former Village of Jamaica, which are all designed to eliminate such streets in which the construction of a street surface railway is prohibited.

The company in a communication dated December 28, 1908, requests to be permitted to withdraw the former petitions and substitute in lieu thereof the new petition dated December 28, 1908.

It is suggested that the Board fix February 5, 1909, as the date for a preliminary public hearing, previous to which time I shall have prepared a report containing suggestions as to the proposed form of contract.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

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

The petition of the South Shore Traction Company respectfully shows:

First—That your petitioner is a street surface railroad corporation, duly organized and existing under the laws of the State of New York, and is now constructing a line of street surface railroad in the Counties of Nassau and Suffolk, in the State of New York; and has duly filed, pursuant to section 90 of the Railroad Law, a statement of the extension of its road or branch herein described.

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 the grant of the right, privilege and franchise for the construction, maintenance and operation by your petitioner of a single or double track street surface railroad for use in the conveyance of persons and property for compensation in, upon, along and over the surface of 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 southeasterly line of the Blackwells Island Bridge plaza, the same being the northwesterly side line of Jackson avenue; thence southeasterly across Jackson avenue to a proposed new street, so named and laid out upon a map or plan, which map was adopted by the Board of Estimate and Apportionment on May 26, 1905, and approved by the Mayor June 13, 1905; thence in and upon said proposed new street, and across the proposed viaduct to be constructed as a part of such proposed new street to Thomson avenue; thence in and upon Thomson avenue to Hoffman boulevard; thence in and upon Hoffman boulevard to Brooklyn and Jamaica turnpike or Fulton street; thence in an easterly direction upon, through and along said Brooklyn and Jamaica turnpike or Fulton street to the intersection of Campion avenue with said turnpike or street; thence in a generally southerly direction upon, through and along said Campion avenue to Archer place; thence in a generally easterly direction upon, through and along Archer place and by private right of way to the intersection of Tyndall street and Archer place; thence in an easterly direction upon, through and along Archer place and by private right of way crossing Rockaway turnpike and Division street to Church street; thence upon, through, along and across Church street to Twombly place; thence in a generally easterly direction along, through and upon Twombly place and Fleet street to Prospect street; thence in a generally southerly direction crossing the tracks of the Long Island Railroad along, through and upon Prospect street to Cumberland street; thence in a generally easterly direction along, through and upon Cumberland street to a point within 600 feet of the Merrick road; thence in a generally southerly direction and approximately parallel with New York avenue, along, through and upon private right of way to a point approximately opposite Central avenue, if the same were extended; thence in a generally easterly direction along, through and upon private right of way to and across the Merrick road to Central avenue; thence in a generally easterly direction along, through and upon Central avenue, crossing the tracks of the Montauk Division of the Long Island Railroad to the city line.

Also beginning at the intersection of Rose avenue and the Brooklyn and Jamaica turnpike or Fulton street; thence extending southerly upon, through and along Rose avenue to Archer place; thence extending easterly along, through and upon Archer place to the intersection of Archer place and Campion avenue.

Also beginning at the intersection of Rose avenue and Carll street and extending thence in a generally easterly direction upon, through and along Carll street, and by private right of way to the intersection of Archer place and Tyndall street.

Also beginning on Division street at a point approximately where Archer place, if extended, would intersect the same, and extending thence in a southerly direction upon, through and along Division street to Twombly place; thence in an easterly direction along Twombly place to and across Church street.

Also beginning at a point on private right of way between the Brooklyn and Jamaica turnpike or Fulton street and the tracks of the Long Island Railroad, approximately on the line of Guilford street, if the same were extended; thence extending southerly upon, through and along private right of way to and across the tracks of the Long Island Railroad to Guilford street; thence southerly along, through and upon Guilford street to Liberty avenue; thence westerly along, through and upon Liberty avenue to Henry street; thence in a generally southerly direction along, through and upon Henry street to South street; thence in a generally easterly direction along, through and upon South street to New York avenue; thence southerly along, through and upon New York avenue to a point approximately opposite Central avenue, if the same were extended; thence along, through and upon private right of way in a generally easterly direction to and across the Merrick road to Central avenue.

Also beginning at a point on the Brooklyn and Jamaica turnpike or Fulton street, opposite Alsop street; thence in a westerly direction along, through and upon Brooklyn and Jamaica turnpike or Fulton street to the intersection of Rockaway turnpike and Brooklyn and Jamaica turnpike or Fulton street; thence southerly along, through and upon the Rockaway turnpike, crossing the tracks of the Long Island Railroad, to or near Johnson avenue; thence in a generally easterly direction along, through and upon private right of way and across Division street to Beaver street; thence along, through and upon Beaver street and crossing the tracks of the Long Island Railroad Company to Church street; thence southerly and easterly along, through and upon Church street to South street.

Also beginning at the intersection of Guilford street and Johnson avenue; thence in a generally easterly direction along, through and upon Johnson avenue to Rockaway turnpike.

Also beginning at the intersection of Fleet street and Prospect street, and running thence in an easterly direction along, through and upon Fleet street to Washington street; thence in a southerly direction along, through and upon Washington street and crossing the tracks of the Long Island Railroad to South street.

Also beginning at the intersection of Hoffman boulevard and Pierson street, and extending thence easterly along, through and upon Pierson street to Kaplan avenue; thence southerly along, through and upon Kaplan avenue to Amherst street; thence easterly along, through and upon Amherst street to Alsop street; thence along, through and upon Alsop street to the Brooklyn and Jamaica turnpike or Fulton street; thence easterly along, through and upon the Brooklyn and Jamaica turnpike or Fulton street to Church street; thence southerly along, through and upon Church street, crossing the tracks of the Long Island Railroad, to and across Beaver street.

Also beginning at the intersection of Kaplan avenue and Degrauw avenue; thence extending easterly upon, through and along Degrauw avenue to Alsop street; thence southerly upon, through and along Alsop street to and across Amherst street.

And also crossing such other streets, avenues and highways as may intersect such designated routes, all of the above described streets, avenues, highways, public places and private property being in the Borough of Queens, City of New York.

Also beginning at the northwesterly side line of Jackson avenue at the bridge plaza, in the Borough of Queens, and there connecting with the tracks of the Company above described; thence in and upon said bridge plaza to the easterly approach to the Blackwells Island Bridge; thence upon and along said bridge approach and across intersecting streets and avenues to the Blackwells Island Bridge; thence upon and along the Blackwells Island Bridge to the westerly bridge approach; thence upon and along said westerly bridge approach to the westerly terminus thereof at Second avenue, in the Borough of Manhattan.

And also for consent for such connections, sidings, switches, turnouts and cross-overs as may be necessary or convenient for the operation of said railroad, and for the accommodation of your petitioner's cars; and also for the further permission and consent to the erection by your petitioner, upon such streets, avenues, highways and private property, of the necessary poles and the stringing of wires so that the cars of your petitioner may be moved by the means or power of electricity.

Third—That said corporation proposes to operate said extension or branch by the overhead system of electricity, or other motor power which 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 December 28, 1908.

SOUTH SHORE TRACTION COMPANY,
By JAMES T. WOOD, President.

[SEAL.]

Attest:

ARTHUR CARTER 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 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 28th day of December, 1908.

C. V. EGAN, Notary Public, Kings County.

Certificate filed in New York County.

The following was offered:

Whereas, The foregoing petition from South Shore Traction Company, dated December 28, 1908, was presented to the Board of Estimate and Apportionment at a meeting held January 8, 1909.

Resolved, That, in pursuance of law, this Board sets Friday, the 5th day of February, 1909, 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.

Which was adopted by the following vote:

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

The communication was ordered filed and the petition referred to the Chief Engineer.

East River Terminal Railroad.

In the matter of the application of the East River Terminal Railroad for a franchise to construct, maintain and operate a railroad by locomotive steam power upon and along Wythe and Kent avenues and North Fourth street, Borough of Brooklyn.

This petition was presented to the Board at its meeting of January 24, 1908, and was referred to the Chief Engineer.

The Secretary presented the following:

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES,
December 28, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—Under date of January 15, 1908, the East River Terminal Railroad petitioned the Board of Estimate and Apportionment for the right to construct, maintain and operate railroad tracks by locomotive steam power, as follows: Four tracks crossing Wythe avenue, just south of North Fourth street, and a single track beginning at the westerly side line of Kent avenue at North Fourth street, and thence curving northerly and easterly in Kent avenue and North Fourth street to the northerly side line of North Fourth street, intersecting the same at a point about 100 feet easterly from the easterly side line of Kent avenue, all in the Borough of Brooklyn.

The petition was presented to the Board on January 24, 1908, and referred to the Chief Engineer, but the company failed to file a map showing the railroad proposed until June.

On June 26, 1908, the Board fixed December 18, 1908, as the date for the preliminary public hearing, and directed that the same be advertised in two daily newspapers, to be designated by the Mayor. The papers so designated were the "Brooklyn Daily Eagle" and "Brooklyn Daily Times."

The public hearing was duly held on the date fixed, and Henry F. Cochrane, Esq., attorney for the applicant, appeared in favor of the proposed grant, no one appearing in opposition.

The East River Terminal Railroad was incorporated by filing its certificate in the office of the Secretary of State, on November 19, 1907. The object of the company, as stated in this certificate of incorporation, is to construct and maintain a railroad of standard gauge and operate the same by dummy or locomotive engines, of the switching variety, as a freight railroad, exclusively for the receiving and distributing of all classes of freight for and to all shippers of merchandise in the Borough of Brooklyn, City and State of New York.

The route of such railroad is to begin at the easterly bank of the East River, between North Third and North Fourth streets, and running thence easterly about one-half mile to a point east of Wythe avenue, between North Third and North Fourth streets. The present petition is for the right to occupy the surface of the avenues encountered in this route, and, in addition, a spur track as above described, connecting such railroad with private property on the northerly side of North Fourth street.

Under date of January 3, 1907, a petition was presented by the firm of Havemeyers & Elder for the same privilege now applied for by the East River Terminal Railroad, with the exception that more tracks were asked for in North Fourth street than in the present petition.

After this petition was presented to the Board, the President of the Borough of Brooklyn was asked to have the petition examined and advise whether there were any special conditions which should be imposed in the grant. The matter was examined by the engineers of the Borough President's office, and, after conferences with the petitioner's representatives, an amended petition was presented, which included only one track in North Fourth street, instead of two in the original petition, and changed the position of some of the tracks originally applied for in Kent avenue.

This amended petition was dated April 16, 1907, and was referred to the Chief Engineer on April 26, 1907.

In view of the fact that the firm of Havemeyers & Elder was not incorporated as a railroad company, the opinion of the Corporation Counsel was asked as to whether or not the City could legally grant to the petitioners the right to construct a railway. Under date of January 19, 1907, the Corporation Counsel replied and stated he was of the opinion that the City could not legally grant the privilege sought, to either an individual or a firm which was not incorporated as a railroad company.

In consequence of this opinion, the petition was denied by the Board on September 20, 1907, and as a result of such action, the firm of Havemeyers & Elder has incorporated the East River Terminal Railroad, which company has petitioned the Board for practically the same privilege as that applied for by Havemeyers & Elder.

Character and Growth of the Terminal Business in the District.

Much of the district in the vicinity of the proposed railroad is devoted to shipping and manufacturing. This is true with almost the entire area bounded by the centre line of the block between North Fourth street and North Third street, Kent avenue, North Tenth street and East River, and all the streets between and including North Fourth street and North Ninth street, between Kent avenue and the East River are occupied to some extent by railroad tracks used for switching freight cars, and all

the private property within the area is connected by tracks across the streets near the water front. In addition to this, two tracks are operated across Kent avenue just north of North Fifth street and one track across Kent avenue and continuing the length of the entire block between Kent avenue and Wythe avenue in North Fifth street. Tracks are also operated across Wythe avenue near North Fifth street.

The tracks proposed by the petitioner will add three other blocks for terminal facilities, namely the blocks between North Third and North Fourth streets and extending back three blocks from the water front. The petitioners state in the application that numerous large industries have recently located in this portion of the Borough of Brooklyn, that the terminal facilities for freight have not been increased in this section for a number of years, and it is now found necessary to use more space for the handling of freight.

The firm of Havemeyers & Elder is closely allied with the Brooklyn and Eastern District Terminal Company, which company operates the present terminal, together with the tracks in the streets above described.

Freight is brought by the Brooklyn and Eastern District Terminal Company to the docks upon the river front occupied by the Terminal Company, from water front terminals of the trunk lines of railroad companies in New York Harbor. This freight is brought in cars on floats owned by the Terminal Company, and is distributed from this terminal to its destination within the Borough of Brooklyn.

From information obtained from representatives of the company, it appears that the present terminal is the result of the establishment of the terminal by the firm of Havemeyers & Elder, about thirty years ago, for the purpose of facilitating the handling of freight for that firm. Later, the trunk line railroads began to utilize this terminal for the receipt and shipment of all classes of freight. This led to the establishment of the Brooklyn and Eastern District Terminal Company, which company operates the terminal tracks now in operation in that vicinity.

There are in use at the present time twelve car floats, having a capacity of from ten to twenty cars each, and four tugboats are used for handling these floats. Nine dummy engines are used for moving the cars upon the terminal tracks. The company handles an average of about 200 cars a day of general freight, and, in addition, about 60 cars of coal.

The company has furnished a statement of the amount of freight handled at the terminals in the district each year from 1889 to 1907, which shows that the same has been steadily increasing to the present time. The amount during the year 1907 is stated to be 2,254,621.085 pounds, or over one million tons, while during the year 1897 the amount was 1,612,825.731 pounds, which shows that the increase has been very nearly 40 per cent. during the ten years previous to 1908. It is stated that, notwithstanding this increase, there has been no increase in the size of the terminal within the last twenty years, and that the present terminal is inadequate for the purpose of handling the freight for the district, and that railroad companies have refused, in many cases, to deliver perishable freight at this terminal, because of the inability of the Terminal Company to handle, without undue risk, that class of freight. Perishable freight, therefore, is shipped to terminals in the Borough of Manhattan, the consignee being required to cart the freight from these terminals to points in Brooklyn.

The additional facilities which would be the result of the granting of this petition (although the petitioner is not the present Terminal Company, but a company organized independently, the reason for which has already been stated) are designed to increase the facilities, in order to properly handle the rapidly increasing business, for which the present terminal is entirely inadequate. These additional terminal facilities which will be provided by the tracks petitioned for, will, no doubt, be operated in conjunction with the tracks of the present Terminal Company.

Other Rights in the Vicinity.

Since the tracks were proposed to be connected with the existing terminal tracks in the vicinity, an investigation has been made to ascertain the authority for the construction and operation of such terminal tracks. It was found that resolutions were adopted by the Board of Aldermen of the former City of Brooklyn, permitting the construction of tracks across Kent avenue, between North Fifth and North Sixth streets, on Ninth street, between Kent avenue and the East River, and portions of the existing track on North Fifth street, between the East River and Wythe avenue, and across Wythe avenue, between North Fifth street and North Sixth street, but no authority has been found for the existing tracks in North Eighth street, North Seventh street, North Sixth street and North Fourth street, between Kent avenue and the East River, and portions of the track in North Fifth street between Wythe avenue and the East River.

The resolution granting these permits required the payment of no compensation to the City, and but few conditions governing the use of such tracks. The permits were granted in some cases to Havemeyers & Elder, and in others to Lowell M. Palmer.

It is apparent that City property is being occupied without proper authority from the City government, and without compensation to the City.

The applicant company was incorporated since these tracks were laid, and probably does not own any of such tracks, though it is closely allied with the firm of Havemeyers & Elder, and with the Brooklyn and Eastern District Terminal Company, which companies own and operate all of the terminal tracks in the vicinity.

I have not insisted that the owners of these tracks, who are closely allied with the applicant company, shall petition the Board for the right to maintain the same, before considering the present petition, for the reason that additional facilities seem to be necessary immediately, but I would suggest that the Board take this matter up and require an application to be made by some railroad company to which such authority may be legally granted, or that such tracks be removed by the present owners.

I inclose a proposed resolution calling upon the present owners of these tracks to cause a proper application to be made for all of them, on or before February 1, 1909.

Similar Privilege Previously Granted.

A resolution was adopted by the Board of Aldermen, and by the Common Council, on November 19, 1901, and approved by the Mayor November 21, 1901, permitting the firm of Havemeyers & Elder:

"To lay tracks on North Fourth street, between the East River and Wythe avenue, proceeding easterly along North Fourth street by a curve and entering upon property of the said Havemeyers & Elder between Kent avenue and Wythe avenue; also to lay rails across Kent avenue connecting tracks on their property on the west side of Kent avenue with other property belonging to them on the east side thereof, and also to lay rails across Wythe avenue, connecting tracks on their property on the west side of Wythe avenue with other property belonging to them on the east side thereof."

No track has ever been constructed pursuant to this resolution, and in view of the fact that the applicant company has applied for the privilege to lay similar tracks, I would suggest that the Board rescind the resolution granting permission to Havemeyers & Elder.

A resolution to this effect is herewith submitted.

Grade Crossings.

It should be noted that this petition is for the right to construct a steam railroad across streets and avenues at grade and that the tracks, if laid as applied for, will cross the tracks of a street surface railway now in operation on Kent avenue. As a rule, it would seem that such a railroad should not be permitted to be constructed upon the surface of any street where it is possible to cross the street either above or below the grade thereof, unless the construction above or below the grade of the street would cause the expenditure of a sum for the construction or operation in excess of that which would be proportionate to the benefit derived by the Company, and in no case should such a railroad be permitted to be constructed upon the surface unless the construction of such a railroad would add to facilities which are necessary for the accommodation of the public. It appears that the construction of this railroad above the surface of the streets would be impracticable on account of the excessive grades which would be required and the inconvenience of the handling of freight from such elevated structure. The construction of the railroad below the surface of the streets would involve a very great expense, necessitating the construction below tide-water, and would also be expensive in operation because of the inconvenience of handling freight from such a level. It has been conclusively shown that additional terminal facilities are necessary in this district, and the extension of the area for that purpose must be made by the acquisition of property extending back from the water-front, there being no opportunity for such extension either north or south along the water-front without the destruction of buildings or plants which would be impracticable for the Company to acquire.

The Company submitted a petition to the Public Service Commission for the First District, as successor to the State Board of Railroad Commissioners, for a certificate of convenience and a necessity, pursuant to section 59 of the Railroad Law. This petition was not acted upon because it is found to be defective in that the language of the petition indicated that the proposed railway was a street surface railway. The petition was, therefore, withdrawn on June 15, 1908, and an amended petition was submitted under date of November 19, 1908. Upon this last petition the Public Service Commission, on December 1, 1908, granted a certificate, pursuant to section 59 of the Railroad Law.

A portion of section 60 of the Railroad Law reads as follows:

"All steam surface railroads hereafter built, except additional switches and sidings, must be so constructed as to avoid all public crossings at grade, *whenever practicable so to do*. Whenever application is made to the Board of Railroad Commissioners, under section 59 of the Railroad Law, there shall be filed with said Board a map showing the streets, avenues and highways proposed to be crossed by the new construction, and the said Board shall determine whether such crossing shall be under or over the proposed railroad, except where said Board shall determine such method of crossing to be impracticable."

The maps and plans which were submitted to the Public Service Commission, I understand, show the railroad to be at the grade of the streets and avenues. In the order granting the certificate no mention is made as to whether the railroad would be constructed at the grade of the streets and avenues or above or below the grade thereof. In consequence, I assume that the certificate was granted permitting the Company to construct its railroad upon the surface of the streets and avenues.

I believe much caution should be exercised by the Board in granting rights in streets for purposes similar to that for which the Company desires this right, even though the Public Service Commission seems to have, as far as that Commission is concerned, approved of the construction of the railway upon the surface.

The form of contract attached hereto permits the construction of the railroad upon the surface, and conditions are proposed which will tend to protect the City in case the railroad is operated upon the surface. As has been stated, the petition was sent to the President of the Borough of Brooklyn, who, through his representatives, negotiated with the Company with a view to arranging the tracks crossing the street differently from that first proposed by the Company, but neither the President of the Borough of Brooklyn nor the Public Service Commission referred to the construction of the railroad other than on the surface. In order to protect the City, I am proposing herein that the term of grant be limited to fifteen years, original term, with a renewal of ten years.

Conditions for the Proposed Franchise.

The Repair of Pavement and Removal of Snow and Ice—While the Railroad Law requires a railroad company to pave and keep in permanent repair only that portion of the street between its tracks, the rails of its tracks and for a distance of two feet on either side thereof, it would seem that in this case, since the Company occupies a greater portion of Kent avenue between the northerly side line of North Fourth street and the line parallel thereto and about 120 feet therefrom, and the portion of Wythe avenue between the northerly side line of North Fourth street and the line parallel thereto and about 60 feet northerly therefrom, that this Company should be required to keep such portions of pavement in Wythe avenue and Kent avenue in repair. This should apply also to the curbing and to the sidewalks, since these tracks cross both curbs and both sidewalks. In regard to the track in North Fourth street, the Company should be required to keep the pavement in repair between tracks and two feet beyond the rails on each side.

Term of Grant—There has been in existence at this point a freight terminal for many years; a large amount of freight is handled and large sums of money have been expended in the plant. In consequence, the terminal is as permanent as the plant of most public utility corporations within the City. By the granting of this petition additional facilities will be added to the enterprise, and should the Company be deprived of such additional facilities in the future the effect would be detrimental to the economic working of the entire plant. From this standpoint it would seem that the Company should have a franchise of a duration equal to the maximum period prescribed by law, as has been fixed for grants of various character to public service corporations. However, since the railroad is in all probability to be constructed upon the surface of the street, is to be used for freight only and is to be operated by steam power, it is suggested that the term of grant be fixed at only fifteen years original term, with the privilege of renewal of a further term of ten years, it being possible that the interests of the City will require the removal of these tracks from the surface before the expiration of the maximum period fixed by law for such grants.

The proposed form of contract attached hereto contains such a condition.

Motive Power—The company petitions for the right to use locomotive steam power. It is possible that locomotive steam power may not be objectionable in this district, though in time it may be necessary to require the use of electricity. I have, therefore, placed in the contract a clause which allows the use of locomotive steam power, but such locomotives shall be housed or boxed so as to conform with the type commonly known as dummy engines. Further, that the company shall, upon one year's notice from the Board, operate its railroad by electric power of such a system as shall be designated by the Board. This clause gives the Board the power to require either the overhead or the underground system.

Crossing Gates—In the letter from the President of the Borough of Brooklyn, dated May 2, 1907, he suggests that crossing gates for the exclusion of vehicles and pedestrians from the tracks while cars are being operated thereon be maintained on each side of the tracks in Wythe avenue and southerly side of the tracks in Kent avenue, and at the northerly side of North Fourth street. The gates in Kent avenue, as suggested, would not prevent traffic from entering the tracks from North Fourth street, but would so prevent the traffic in Kent avenue. There is considerable traffic in North Fourth street between Kent avenue and the river front, and it is possible that other gates will be necessary in time for protection at the intersection of Kent avenue and North Fourth street. I have, therefore, inserted a clause in the proposed contract giving to the Board the authority to require the construction and operation of gates in North Fourth street at any time during the term of the contract, and have required the construction and operation of the four gates suggested by the President of the Borough of Brooklyn, such gates to be operated from the date on which the operation of the railroad begins.

Time for Use of Railroad—There is considerable vehicular traffic in both Kent and Wythe avenues, and it would seem that some restrictions should be put upon the company as to the length of time which this traffic shall be obstructed. I would, therefore, suggest that none of the tracks shall be used for greater period than five consecutive minutes at any time, and that the aggregate of these periods shall not exceed ten minutes in any hour between 7 o'clock a. m. and 6 o'clock p. m.

There is a double-track street surface railroad operated in Kent avenue which is a part of the Brooklyn Rapid Transit system. The cars on this line should be given the right-of-way over those of the cars of the applicant company. The traffic on this line is not very heavy at present.

Compensation and Security Fund—It is evident that the rate of compensation for this privilege cannot be fixed upon the basis of a percentage of gross receipts, for the reason that there is no way of obtaining the amount of the receipts from the operation of these tracks. Perhaps the franchise most nearly like that proposed by this company is the one granted to the Bush Terminal Railroad Company.

This company received a franchise from the Board of Aldermen on January 31, 1905, upon terms fixed by the Board of Estimate and Apportionment, to construct a railroad in the streets and avenues of the Borough of Brooklyn connecting tracks of the company upon private property. The right was given to construct the railroad for the purpose of conveying both freight and passengers. Compensation was fixed upon the basis of a percentage of the gross receipts from the passenger car operation for the privilege of maintaining a passenger railroad, and a fixed sum per annum for each running foot of track laid for the privilege of maintaining a freight railroad. The fixed sum per running foot was based upon the assessed valuation of the abutting property.

The railroad proposed by the applicant company is similar to that constructed by the Bush Terminal Railroad Company in that it is proposed to construct tracks in the streets and avenues to connect with tracks of the company upon private property, and used for terminal purposes.

In arriving at the sums herein recommended the assessed valuation of the abutting property was used, but instead of a fixed sum per running foot, it is suggested

that a charge per annum for the entire privilege be made, inasmuch as the entire area of portions of Kent avenue and Wythe avenue for some distance will be occupied by railroad tracks. Such sum to be obtained by taking the valuation of such area instead of a strip of land occupied by the tracks, as was done in arriving at the charge for the Bush Terminal Railroad. The sums which I would recommend are as follows:

As an initial payment the sum of three thousand dollars (\$3,000) within thirty (30) days from the date on which this contract is signed by the Mayor.
Annually during the first ten years of the contract..... \$450 00
Annually during the remaining five years..... 900 00

For security deposit to insure the faithful performance of the terms and conditions of the contract I would propose the sum of \$3,000, in either cash or in securities, to be approved by the Comptroller, and to be paid to him within thirty (30) days after the signing of the contract by the Mayor.

The form of contract attached hereto has been submitted to the Company, and under date of December 14, 1908, the Secretary of the Company states that on December 12, 1908, the Board of Directors of the East River Terminal Railroad adopted a resolution authorizing the President to execute the contract in the form attached hereto.

In view of the fact that the Board does not meet again until January 8, 1909, and this petition has been before the Board nearly a year, I would suggest that the form of contract be submitted in the meantime to the Corporation Counsel for his approval as to form and to incorporate therein such matters as he deems necessary to fully protect the interests of the City, and that copies of this report be forwarded to members of the Board, in order that they may be familiar with the situation prior to the meeting of the Board on January 8, on or before which time the Corporation Counsel will probably be able to report.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

SYNOPSIS OF PROVISIONS OF CONTRACT.

- Section 1. Grant; description of tracks.
Section 2. Conditions of grant.
First—Property owners' consents to be obtained.
Second—Term of grant, fifteen years, with renewal of ten years upon revaluation.
Third—When rights cease, property to become City's.
Fourth—Compensation to the City. Such compensation not to be considered a tax.
Fifth—Annual charges to be maintained throughout the term of contract.
Sixth—Rights not to be assigned.
Seventh—Commencement and completion of construction.
Eighth—Construction not to interfere with the use of streets and avenues.
Ninth—Street surface passenger railways to have right of way.
Tenth—If consented to by the Public Service Commission, cars may be operated upon tracks by locomotive steam power, but shall change to electricity upon one year's notice by the Board.
Eleventh—Vehicular traffic not to be excluded from tracks more than five consecutive minutes at any one time, nor more than ten minutes in any hour.
Twelfth—Company to maintain and operate gates and flagmen.
Thirteenth—Company to keep in repair the pavement.
Fourteenth—Snow and ice to be removed.
Fifteenth—Company to change railroad if grades or lines of streets are changed.
Sixteenth—Construction and operation not to interfere with any public work.
Seventeenth—Railroad to be operated in approved manner.
Eighteenth—Expense of alteration to sewerage or drainage system to be borne by Company.
Nineteenth—Construction and operation to be under control of City authorities. Permits to construct to be obtained from administrative officers.
Twentieth—Rates for carrying property to be reasonable.
Twenty-first—Company to report to Comptroller.
Twenty-second—City may sue for forfeiture.
Twenty-third—Fine for failure to maintain structures in good condition.
Twenty-fourth—Company to assume all liability of damages.
Twenty-fifth—Security deposit of three thousand dollars (\$3,000).
Twenty-sixth—Grant subject to right of abutting property owners.
Twenty-seventh—Definition of words "Notice" and "Direction."
Twenty-eighth—If authority of Board or other officer is transferred, then such Board or officer may act for City.
Section 3. Provisions of Railroad Law to be complied with.
Section 4. Company agrees to abide by all terms and conditions.

PROPOSED FORM OF CONTRACT.

This contract made this _____ day of _____, 1909, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the East River Terminal Railroad (hereinafter called the Company), partly of the second part, witnesseth:

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

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate railroad tracks either at the grade of the surface of the streets and avenues or above or below the grade thereof, as shall be determined by the Public Service Commission for the First District of the State of New York, pursuant to law, for the purpose of conveying goods, wares and merchandise only, in the Borough of Brooklyn, City of New York, as follows:

(a) Four tracks beginning at the westerly side of Wythe avenue; thence across Wythe avenue to the easterly side thereof, all of such tracks to be situated in the portion of Wythe avenue between the southerly side line of North Fourth street and a line parallel thereto crossing Wythe avenue about sixty (60) feet southerly therefrom.

(b) Six tracks beginning at the westerly side line of Kent avenue; thence across Kent avenue to the easterly side line thereof, all of such tracks to be situated in the portion of Kent avenue, between the southerly side line of North Fourth street and the line parallel thereto, and crossing Kent avenue about one hundred and twenty (120) feet southerly therefrom.

(c) One track beginning at the westerly side line of Kent avenue; thence curving northerly and easterly across Kent avenue and North Fourth street to the northerly side line of North Fourth street at a point about one hundred and ten feet easterly from the easterly side line of Kent avenue. Said tracks hereby authorized are shown upon a map entitled:

"Plan showing proposed tracks on North Fourth street, Kent avenue and Wythe avenue, Borough of Brooklyn, N. Y., to Accompany Application, dated January 15, 1908, of the East River Terminal Railroad to the Board of Estimate and Apportionment."

—and signed by the East River Terminal Railroad Company, W. B. Duncan, Jr., President, and approved by H. O. Havemeyer, Jr., dated June, 1908, a copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed. Provided that deviations therefrom which are consistent with the foregoing description, and the other provisions of this contract, may be permitted by resolution of the Board.

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

First—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of said railroad shall be obtained by the Company within one month after the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time, the Company shall within one month thereafter make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner

provided by the Railroad Law to determine if said railroad ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate said railway shall be held and enjoyed by the Company for the term of fifteen (15) years from the date upon which this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of ten (10) years upon a fair revaluation of such right and privilege.

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

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

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

Third—Upon the termination of this original contract, or if the same is renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any other cause, or upon the dissolution of the Company before such termination, the tracks of the Company constructed pursuant to this contract, within the streets, avenues and highways shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this grant as above the City (by the Board) shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of the tracks and other equipment constructed pursuant to this contract, and the said streets, avenues and highways shall be restored to their original condition at the sole cost and expense of the Company.

Fourth—The Company shall pay to the City for this privilege the following sums of money:

(a) The sum of three thousand dollars (\$3,000) in cash within thirty (30) days after the date on which this contract is signed by the Mayor.

(b) During the first ten (10) years of this contract, beginning on the date when this contract is signed by the Mayor, an annual sum of four hundred and fifty dollars (\$450).

During the succeeding five (5) years of this contract an annual sum of nine hundred dollars (\$900).

Such sums as above shall be paid into the treasury of the City on November 1 of each year, and shall be for the amount due to September 30 next preceding.

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

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

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

Seventh—The Company shall commence construction of the railroad herein authorized, within two (2) months from the date upon which the consents of the property owners are obtained, or from the date upon which the decision of the Appellate Division of the Supreme Court that such railroad ought to be constructed is rendered in lieu of such consents, and shall complete the construction and place the same in full operation within six (6) months from the date of obtaining such consents or such decision, otherwise this grant shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City as hereinafter provided, shall thereupon be forfeited to the City; provided, that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months each; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within the control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and provided further that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall in writing consent that the Board either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

Eighth—The work of construction of the tracks hereby authorized shall be done in such manner as shall not substantially interfere with the ordinary use of any street, avenue or highway as a public highway.

Ninth—The street surface passenger railway now operated upon Kent avenue shall have the right of way over the cars or trains operated upon the tracks hereby authorized.

Tenth—Cars may be operated upon said tracks by steam locomotives, which shall be housed or boxed so as to conform with the type commonly known as the dummy engine, or by any other motive power which may be approved by the Board, and consented to by the abutting property owners, in accordance with the provisions of law, and by the Public Service Commission for the First District of the State of New York, provided, however, that the Board, upon giving to the grantee one year's notice, may require the company to operate its railroad upon the whole or any portion of the tracks hereby authorized by such system of electric power as may be designated by the Board, and the company shall thereupon discontinue the use of steam locomotives from such tracks.

Eleventh—Neither passengers nor vehicles shall be prevented from crossing the tracks hereby authorized by the occupation of such tracks by cars or trains operated thereon, for a greater period than five consecutive minutes at any time, and the aggregate of such periods shall not exceed ten minutes in any hour between 7 o'clock a. m. and 6 o'clock p. m.

Twelfth—Should the Company be allowed to operate at the grade of streets and avenues, it shall erect, maintain, and operate gates across Kent avenue at or near the northerly side line of North Fourth street, and at a point about one hundred and twenty (120) feet southerly from the said southerly side line of North Fourth street; also gates across Wythe avenue at or near the southerly side line of North Fourth street, and at a point about sixty (60) feet southerly from the said southerly side line of North Fourth street. Such gates shall be closed so as to exclude pedestrians and vehicles from the tracks hereby authorized, when cars or trains are operated thereon. In addition to such gates, the Company shall station flagmen at the intersection of Kent avenue and North Fourth street for the protection of persons and vehicles using North Fourth street. Should it seem necessary, in the opinion of the Board, that gates other than those herein required should be maintained for the protection of persons or property, the Company shall erect, maintain and operate such gates upon thirty (30) days' notice by the Board to the Company.

Thirteenth—As long as the said tracks, or any portion thereof, shall remain in the streets, avenues or highways, the Company shall set the curbs and pave the roadway and sidewalk and keep the same in permanent repair upon that portion of the surface of Kent avenue, between the southerly side line of North Fourth street and a point one hundred and twenty (120) feet southerly therefrom; that portion of Wythe avenue between the southerly side line of North Fourth street and a point sixty (60) feet southerly therefrom, and that portion of North Fourth street between the rails of the tracks hereby authorized in that street and for a distance of two feet beyond such rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe. The City shall have the right to change the material or character of pavement of any such streets, avenues or highways, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City officer at its own expense, and the provision as to repairs herein contained shall apply to such renewal or altered pavement.

Fourteenth—The Company shall at all times keep that portion of the surface of Kent avenue, between the southerly side line of North Fourth street and a point one hundred and twenty (120) feet southerly therefrom; that portion of Wythe avenue between the southerly side line of North Fourth street and a point sixty (60) feet southerly therefrom, and that portion of North Fourth street between the rails of the tracks hereby authorized in that street, and for a distance of two (2) feet beyond such rails on either side thereof, free and clear from snow and ice, provided, however, that the Company shall, at the option of the Commissioner of Street Cleaning, enter into an agreement for each winter season, or part thereof, to clear an equivalent amount of street surface from house line to house line.

Fifteenth—Should the grades or lines of any street, avenue or highway in which said tracks are hereby authorized be changed at any time during the term of this contract, the Company shall change its tracks to conform with such new grades and lines, and during the construction of such public improvement upon such street, avenue or highway, the Company shall take care of and protect the tracks and appurtenances at its own expense, all to be done subject to the direction of the President of the Borough of Brooklyn.

Sixteenth—It is agreed that the right hereby granted to operate a railroad shall not be in preference or in hindrance to public work of the City, and should the said railroad in any way interfere with the construction of public work in the streets or avenues, whether the same is done by the City directly or by a contractor for the City, the Company shall at its own expense protect or move the tracks and appurtenances in a manner as directed by the President of the Borough of Brooklyn.

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

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

Nineteenth—Said railroad shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City. Before any construction shall be commenced upon any portion of the route, written permits shall be obtained from the President of the Borough of Brooklyn and the Commissioner of Water Supply, Gas and Electricity, and the Company shall comply with any conditions which those officials may impose as a condition upon which such permit is granted, provided such conditions are imposed for the purpose of protecting the structures over which those officials have jurisdiction.

Twentieth—The rates for carrying property upon the tracks hereby authorized shall in all cases be reasonable in amount, and shall be subject to the control of the Board, and be fixed by the Board after notice to the Company, and hearing had thereon, and when so fixed such rate shall be binding upon the Company, and no rates in excess of those fixed shall be charged for such service.

Twenty-first—The Company shall at all times keep accurate books of account of the gross earnings from all sources, and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross earnings, total miles in operation and the miles of railway constructed and operated under this contract and such other information as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

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

Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

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

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

Twenty-fifth—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of the City the sum of three thousand dollars (\$3,000), either in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railroad; and in case of default in the performance by the Company of such terms and conditions the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten days' notice in writing to the Company; or in case of failure to keep the said terms and conditions of this contract relating to obstruction of traffic, the maintenance of gates and flagmen, the repair of pavements and removal of snow and ice, the Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation.

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

The Comptroller of the City, on complaint made, shall, in writing, notify the Company, through its president, to appear before him on a certain day not less than ten (10) days after the date of such notice, to show cause why it should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or, after a hearing, appears in the judgment of the Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice in writing, pay to the Comptroller of the City a sum sufficient to restore said security fund to the original amount of three thousand dollars (\$3,000), and in default thereof this contract shall be cancelled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Twenty-sixth—The grant of this privilege is subject to whatever right, title or interest the owners of abutting property or others may have in and to the streets, avenues and highways in which the Company is authorized to operate.

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

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

Sec. 3. This grant is also upon the further and express condition that the provisions of the Railroad Law applicable thereto, and all laws or ordinances now in force, or which may be adopted affecting the surface railways operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Company.

Sec. 4. The Company promises, covenants and agrees on its part and behalf, to conform to and abide by and perform all the terms and conditions and requirements in this contract fixed and contained.

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

THE CITY OF NEW YORK,

[CORPORATE SEAL.] By.....Mayor.

Attest:City Clerk.

EAST RIVER TERMINAL RAILROAD,

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

Attest:Secretary.

(Here add acknowledgment.)

CITY OF NEW YORK—LAW DEPARTMENT,
OFFICE OF THE CORPORATION COUNSEL.
NEW YORK, January 4, 1909.

Board of Estimate and Apportionment:

SIRS—I have received from you the following communication, dated December 29, 1908, signed by Joseph Haag, Secretary:

"I transmit herewith report from the Engineer in charge of the Division of Franchises to the Chief Engineer upon the application of the East River Terminal Railroad for a franchise to construct, maintain and operate railroad tracks on the surface of certain streets in the Borough of Brooklyn.

"The application has been pending for nearly a year, and as the Board will not meet again until January 8 the form of franchise is submitted to you for approval as to form, and the incorporation therein of such matter as you may deem necessary to fully protect the interests of the City.

"In order that it may be in such form at the next meeting that the Board may take action upon it, it is, therefore, requested that your reply reach this office not later than January 4, 1909, so that the same may be placed upon the calendar for the following Friday."

I beg to state I have but one suggestion to make to the form of contract proposed. My attention has recently been called to the fact that attorneys for railroads have objected to the form of section 3 on the ground that it does not comply with section 92 of the Railroad Law. This section provides, in part, as follows:

"Such consent must be upon the expressed condition that the provisions of this article pertinent thereto shall be complied with and shall be filed in the office of the clerk of the county in which such railroad is located."

Section 3, as proposed, provides as follows:

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

Obviously it is impossible by any provisions of this contract to attempt to limit the application of the Railroad Law or modify the duties and obligations created by such law.

I therefore recommend that section 3 be modified to read as follows:

"This grant is also upon the further and express condition that the provisions of the Railroad Law pertinent hereto, and further all laws or ordinances now in force, or which may be adopted affecting the surface railways operating in the City, not incon-

sistent with the said Railroad Law and the terms and conditions hereinbefore fixed, shall be strictly complied with by the company."

If the franchise contract with the East River Terminal Railroad, as contained in the report of the Division of Franchises of December 28, 1908, be amended as above suggested, such contract will then have my approval as to form.

Respectfully yours,

GEORGE L. STERLING, Acting Corporation Counsel.

Henry F. Cochrane, of counsel for the company, appeared and stated the form of contract was satisfactory and the contract would be executed by the company if adopted by the Board.

The following was offered:

Whereas, The East River Terminal Railroad has, under date of January 15, 1903, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate railroad tracks by locomotive steam power upon Wythe avenue, Kent avenue and North Fourth street, in the Borough of Brooklyn; and

Whereas, Section 92 of the Railroad Law and sections 72, 73 and 74 of the Greater New York Charter, as amended by chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on June 26, 1908, fixing the date for public hearing thereon as September 18, 1908, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "Brooklyn Daily Eagle" and the "Brooklyn Daily Times," newspapers designated by the Mayor, and in the CITY RECORD for ten (10) days immediately prior to the date of hearing, and the public hearing was duly held on such day; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for and proposed to be granted to the East River Terminal Railroad and the adequacy of the compensation proposed to be paid therefor; now therefore it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the East River Terminal Railroad containing the form of proposed contract for the grant of such franchise or right be hereby introduced and entered in the minutes of this Board as follows, to wit:

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

Proposed Form of Contract.

This contract made this day of , 1909, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the East River Terminal Railroad (hereinafter called the Company), party of the second part, witnesseth:

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

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate railroad tracks either at the grade of the surface of the streets and avenues or above or below the grade thereof, as shall be determined by the Public Service Commission for the First District of the State of New York, pursuant to law, for the purpose of conveying goods, wares and merchandise only, in the Borough of Brooklyn, City of New York, as follows:

(a) Four tracks beginning at the westerly side of Wythe avenue; thence across Wythe avenue to the easterly side thereof, all of such tracks to be situated in the portion of Wythe avenue between the southerly side line of North Fourth street and a line parallel thereto crossing Wythe avenue about sixty (60) feet southerly therefrom.

(b) Six tracks beginning at the westerly side line of Kent avenue; thence across Kent avenue to the easterly side line thereof, all of such tracks to be situated in the portion of Kent avenue between the southerly side line of North Fourth street and the line parallel thereto and crossing Kent avenue about one hundred and twenty (120) feet southerly therefrom.

(c) One track beginning at the westerly side line of Kent avenue; thence curving northerly and easterly across Kent avenue and North Fourth street to the northerly side line of North Fourth street at a point about one hundred and ten (110) feet easterly from the easterly side line of Kent avenue. Said tracks hereby authorized are shown upon a map entitled:

"Plan showing proposed tracks on North Fourth street, Kent avenue and Wythe avenue, Borough of Brooklyn, N. Y., to Accompany Application, dated January 15, 1908, of the East River Terminal Railroad to the Board of Estimate and Apportionment."

—and signed by the East River Terminal Railroad Company, W. B. Duncan, Jr., President, and approved by H. O. Havemeyer, Jr., dated June, 1908, a copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed. Provided that deviations therefrom which are consistent with the foregoing description, and the other provisions of this contract, may be permitted by resolution of the Board.

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

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

Second—The said right to construct, maintain and operate said railroad shall be held and enjoyed by the Company for the term of fifteen (15) years from the date upon which this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of ten (10) years upon a fair revaluation of such right and privilege.

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

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

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

Third—Upon the termination of this original contract, or if the same is renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any other cause, or upon the dissolution of the Company before such termination, the tracks of the Company constructed pursuant to this contract within the streets, avenues and highways shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this grant as above the City (by the Board) shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of the tracks and other equipment constructed pursuant to this contract, and the said streets, avenues and highways shall be restored to their original condition at the sole cost and expense of the Company.

Fourth—The Company shall pay to the City for this privilege the following sums of money:

(a) The sum of three thousand dollars (\$3,000) in cash within thirty (30) days after the date on which this contract is signed by the Mayor.

(b) During the first ten (10) years of this contract, beginning on the date when this contract is signed by the Mayor, an annual sum of four hundred and fifty dollars (\$450).

During the succeeding five (5) years of this contract an annual sum of nine hundred dollars (\$900).

Such sums as above shall be paid into the treasury of the City on November 1 of each year, and shall be for the amount due to September 30 next preceding.

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

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

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

Seventh—The Company shall commence construction of the railroad herein authorized within two (2) months from the date upon which the consents of the property owners are obtained, or from the date upon which the decision of the Appellate Division of the Supreme Court that such railroad ought to be constructed is rendered in lieu of such consents, and shall complete the construction and place the same in full operation within six (6) months from the date of obtaining such consents or such decision, otherwise this grant shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City as hereinafter provided, shall thereupon be forfeited to the City; provided, that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months each; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within the control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and provided further that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall in writing consent that the Board either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

Eighth—The work of construction of the tracks hereby authorized shall be done in such manner as shall not substantially interfere with the ordinary use of any street, avenue or highway as a public highway.

Ninth—The street surface passenger railway now operated upon Kent avenue shall have the right of way over the cars or trains operated upon the tracks hereby authorized.

Tenth—Cars may be operated upon said tracks by steam locomotives, which shall be housed or boxed so as to conform with the type commonly known as the dummy engine, or by any other motive power which may be approved by the Board, and consented to by the abutting property owners, in accordance with the provisions of law, and by the Public Service Commission for the First District of the State of New York, provided, however, that the Board, upon giving to the grantee one year's notice, may require the Company to operate its railroad upon the whole or any portion of the tracks hereby authorized by such system of electric power as may be designated by the Board, and the Company shall thereupon discontinue the use of steam locomotives from such tracks.

Eleventh—Neither passengers nor vehicles shall be prevented from crossing the tracks hereby authorized by the occupation of such tracks by cars or trains operated thereon, for a greater period than five consecutive minutes at any time, and the aggregate of such periods shall not exceed ten minutes in any hour between 7 o'clock a. m. and 6 o'clock p. m.

Twelfth—Should the Company be allowed to operate at the grade of streets and avenues, it shall erect, maintain and operate gates across Kent avenue at or near the northerly side line of North Fourth street, and at a point about one hundred and twenty (120) feet southerly from the said southerly side line of North Fourth street; also gates across Wythe avenue at or near the southerly side line of North Fourth street, and at a point about sixty (60) feet southerly from the said southerly side line of North Fourth street. Such gates shall be closed so as to exclude pedestrians and vehicles from the tracks hereby authorized when cars or trains are operated thereon. In addition to such gates, the Company shall station flagmen at the intersection of Kent avenue and North Fourth street for the protection of persons and vehicles using North Fourth street. Should it seem necessary, in the opinion of the Board, that

gates other than those herein required should be maintained for the protection of persons or property, the Company shall erect, maintain and operate such gates upon thirty (30) days' notice by the Board to the Company.

Thirteenth—As long as the said tracks, or any portion thereof, shall remain in the streets, avenues or highways, the Company shall set the curbs and pave the roadway and sidewalk and keep the same in permanent repair upon that portion of the surface of Kent avenue, between the southerly side line of North Fourth street and a point one hundred and twenty (120) feet southerly therefrom; that portion of Wythe avenue between the southerly side line of North Fourth street and a point sixty (60) feet southerly therefrom, and that portion of North Fourth street between the rails of the tracks hereby authorized in that street and for a distance of two feet beyond such rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe. The City shall have the right to change the material or character of the pavement of any such streets, avenues or highways, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City officer at its own expense, and the provision as to repairs herein contained shall apply to such renewal or altered pavement.

Fourteenth—The Company shall at all times keep that portion of the surface of Kent avenue, between the southerly side line of North Fourth street and a point one hundred and twenty (120) feet southerly therefrom; that portion of Wythe avenue between the southerly side line of North Fourth street and a point sixty (60) feet southerly therefrom, and that portion of North Fourth street between the rails of the tracks hereby authorized in that street, and for a distance of two (2) feet beyond such rails on either side thereof, free and clear from snow and ice, provided, however, that the Company shall, at the option of the Commissioner of Street Cleaning, enter into an agreement for each winter season, or part thereof, to clear an equivalent amount of street surface from house line to house line.

Fifteenth—Should the grades or lines of any street, avenue or highway in which said tracks are hereby authorized be changed at any time during the term of this contract, the Company shall change its tracks to conform with such new grades and lines, and during the construction of such public improvement upon such street, avenue or highway, the Company shall take care of and protect the tracks and appurtenances at its own expense, all to be done subject to the direction of the President of the Borough of Brooklyn.

Sixteenth—It is agreed that the right hereby granted to operate a railroad shall not be in preference or in hindrance to public work of the City, and should the said railroad in any way interfere with the construction of public work in the streets or avenues, whether the same is done by the City directly or by a contractor for the City, the Company shall at its own expense protect or move the tracks and appurtenances in a manner as directed by the President of the Borough of Brooklyn.

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

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

Nineteenth—Said railroad shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City. Before any construction shall be commenced upon any portion of the route, written permits shall be obtained from the President of the Borough of Brooklyn and the Commissioner of Water Supply, Gas and Electricity, and the Company shall comply with any conditions which those officials may impose as a condition upon which such permit is granted, provided such conditions are imposed for the purpose of protecting the structures over which those officials have jurisdiction.

Twentieth—The rates for carrying property upon the tracks hereby authorized shall in all cases be reasonable in amount, and shall be subject to the control of the Board, and be fixed by the Board after notice to the Company, and hearing had thereon, and when so fixed such rate shall be binding upon the Company, and no rates in excess of those fixed shall be charged for such service.

Twenty-first—The Company shall at all times keep accurate books of account of the gross earnings from all sources, and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross earnings, total miles in operation and the miles of railroad constructed and operated under this contract and such other information as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

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

Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

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

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

Twenty-fifth—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of the City the sum of three thousand dollars (\$3,000), either in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of the construction of the railroad; and in the case of default in the performance by the Company of such terms and conditions the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten days' notice in writing to the Company; or in case of failure to keep the said terms and conditions of this contract relating to obstruction of traffic, the maintenance of gates and flagmen, the repair of pavements and removal of snow and ice, the Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation.

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

The Comptroller of the City, on complaint made, shall, in writing, notify the Company, through its President, to appear before him on a certain day, not less than ten (10) days after the date of such notice, to show cause why it should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or, after a hearing, appears in the judgment of the Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice in writing, pay to the Comptroller of the City a sum sufficient to restore said security fund to the original amount of three thousand dollars (\$3,000), and in default thereof this contract shall be canceled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Twenty-sixth—The grant of this privilege is subject to whatever right, title or interest the owners of abutting property or others may have in and to the streets, avenues and highways in which the Company is authorized to operate.

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

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

Sec. 3. This grant is also upon the further and express condition that the provisions of the Railroad Law pertinent hereto, and, further, all laws or ordinances now in force, or which may be adopted affecting the surface railways operating in the City, not inconsistent with the said Railroad Law and the terms and conditions hereinbefore fixed, shall be strictly complied with by the Company.

Sec. 4. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms and conditions and requirements in this contract fixed and contained.

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

THE CITY OF NEW YORK,

[CORPORATE SEAL.] By Mayor.

Attest: City Clerk.

EAST RIVER TERMINAL RAILROAD,

[SEAL.] By President.

Attest: Secretary.

(Here add acknowledgments.)

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

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the East River Terminal Railroad and the said form of a proposed contract for the grant of such franchise or rights, containing said results of such inquiry after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Friday, February 19, 1909, in the CITY RECORD and at least twice during the ten (10) days immediately prior to Friday, February 19, 1909, in two daily newspapers to be designated by the Mayor therefor and published in the City of New York at the expense of the East River Terminal Railroad, together with the following notice, to wit:

Notice is hereby given, That the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the East River Terminal Railroad and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing any such contract, will at a meeting of said Board, to be held in the old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Friday, February 19, 1909, at 10.30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Aldermen on November 19, 1901, adopted by the Council on November 19, 1901, and approved by the Mayor, November 21, 1901, granting permission to the firm of Havemeyers & Elder to lay tracks on North Fourth street, between East River and Wythe avenue, proceeding easterly along North Fourth street by a curve and entering upon property of the said Havemeyers & Elder, between Kent avenue and Wythe avenue; also to lay rails across Kent avenue, connecting tracks on their property on the west side of Kent avenue with other property belonging to them on the east side thereof, and also to lay rails across Wythe avenue and connecting tracks on their property on the west side of Wythe avenue with other property belonging to them on the east side thereof, in the Borough of Brooklyn, be and it hereby is rescinded.

Which was adopted by the following vote:

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

The following was offered:

Whereas, It is reported to this Board that there are railroad tracks laid in the streets of the Borough of Brooklyn, in the district bounded by North Fourth street, Wythe avenue, North Sixth street, Kent avenue, North Ninth street and East River, some by authority of the Board of Aldermen of the former City of Brooklyn, and some without authority; and

Whereas, These tracks are being operated by individuals or companies other than companies authorized by law to so operate; now therefore be it

Resolved, That the owners of said railroad tracks be and they are hereby directed to cause a proper application to be made for the maintenance and operation of such tracks and present such petition to this Board on or before February 1, 1909; and be it further

Resolved, That the Secretary cause a copy of these resolutions to be forwarded to:

Lowell M. Palmer, Havemeyers & Elder, Brooklyn Eastern District Terminal Railroad Company, East River Terminal Railroad and H. O. Havemeyer, Jr.

Which was adopted by the following vote:

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

Queensboro Bridge and Jamaica Railway Company.

The Secretary presented the following:

MAYER & GILBERT, COUNSELORS-AT-LAW,
No. 41 WALL STREET AND No. 43 EXCHANGE PLACE,
NEW YORK, January 5, 1909.

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

GENTLEMEN—We beg to herewith submit amended petition on behalf of Queensboro Bridge and Jamaica Railway Company, in place of the petition dated December 11, 1908, and heretofore submitted. The reason for the submission of the amended petition is that various alterations have been made in the proposed route of the railroad, and also an additional spur or line.

We would respectfully ask that the Board fix a day for a public hearing, as required by law.

Yours respectfully,

MAYER & GILBERT,
Attorneys for Queensboro Bridge and Jamaica Railway Company.

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

The petition of the Queensboro Bridge and Jamaica 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 has duly filed, pursuant to section 90 of the Railroad Law, a statement of its road, and thereafter said corporation, at a meeting of its directors, duly called, and by a vote of more than two-thirds of said directors, as required by the Railroad Law, duly altered or changed the route as originally proposed, so that the said route is as hereinafter set forth in paragraph second hereof.

Second—That for the purpose of constructing and operating its 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 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 a description:

Beginning in the Borough of Manhattan, in The City of New York, at the west line of the plaza or terminal leading to the Queensboro Bridge; thence across the Queensboro Bridge to the southeasterly line of Queensboro Bridge plaza, in the Borough of Queens, same being the northwesterly side of Jackson avenue, in the Borough of Queens; thence southeasterly across Jackson avenue to a proposed new street laid out upon a map or plan, which map was adopted by the Board of Estimate and Apportionment of The City of New York on May 26, 1905, and approved by the Mayor of said City June 13, 1905; thence in and upon said new street and across the proposed new viaduct to be constructed as a part of such new street, to Thomson avenue; thence in and upon Thomson avenue to Hoffman boulevard; thence in and upon Hoffman boulevard to Brooklyn and Jamaica turnpike or Fulton street, from the intersection of Hoffman boulevard and Pierson street, Jamaica; on Pierson street to Kaplan avenue; on Kaplan avenue and private property to De Grauw avenue; on De Grauw avenue to a point intersecting the prolongation of Carlton avenue northward; thence south on private property and across Hillside avenue and on Carlton avenue to Fulton street, across Fulton street to Guildford street, as the same may be extended, and when crossing of tracks and property of Long Island Railroad has been provided at that locality; thence south on Guildford street to Broadway. Also from the intersection of Willett street and Carlton avenue on Willett street to Flushing avenue; south on Flushing avenue to Fulton street; easterly on Fulton street to Union Hall street; south on Union Hall street to South street.

Also commencing at the intersection of Thomson avenue and Greenpoint avenue, Borough of Queens, City of New York; running thence in and upon Greenpoint avenue to Skillman avenue; thence in and upon Skillman avenue to Fifth street; thence in and upon Fifth street to Stryker avenue; thence in and upon Stryker avenue to Roosevelt avenue; thence in and upon Roosevelt avenue and across private property through Corona to Paulding street. From the intersection of Roosevelt avenue and Paulding street, on Roosevelt avenue and private property, and across Flushing Creek, when bridge is built at that point, to Amity street, in Flushing; thence on Amity street to Murray lane, Flushing.

Also beginning at the intersection of Park avenue and Forty-second street, in the Borough of Manhattan, City of New York; thence through the Steinway or Forty-second street tunnel to Van Alst avenue, in the Borough of Queens, City of New York; thence in and upon Van Alst avenue to Hunters Point avenue; thence in and upon Hunters Point avenue to Greenpoint avenue; thence in and upon Greenpoint avenue to the intersection of Thomson and Greenpoint avenues.

Also a spur beginning at the intersection of Hunters Point avenue and Van Dam street, in the Borough of Queens, City of New York; thence in and upon Van Dam street to the point of intersection of Thomson avenue and the viaduct to be constructed as a part of the new street above referred to, shown on map or plan approved by the Mayor of The City of New York June 13, 1905, a distance of about twenty miles of double track.

Also the right to operate through the Steinway or Forty-second Street Tunnel and the approaches thereto, when and so far as the City may acquire the ownership of said tunnel or the right to lease or grant the privilege of operating therein.

Third—That your petitioner proposes to operate said road by the overhead system of electricity, substantially similar to that now in use on 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 January 4, 1909.

QUEENSBORO BRIDGE AND JAMAICA RAILWAY COMPANY.

By STUART HIRSCHMAN, President.

Attest:

ARTHUR B. TURNER, Secretary.

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

Stuard Hirschman, being duly sworn, deposes and says: That he is the President of the Queensboro Bridge and Jamaica 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 it to be true.

Subscribed and sworn to before me this 5th day of January, 1909.

RICHARD E. WHITTLESEY, Notary Public, New York County.

The following was offered:

Whereas, The foregoing petition from Queensboro Bridge and Jamaica Railway Company dated January 4, 1909, was presented to the Board of Estimate and Apportionment at a meeting held January 8, 1909.

Resolved, That in pursuance of law this Board sets Friday, the 5th day of February, 1909, 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.

Which was adopted by the following vote:

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

The communication was then ordered filed and the petition referred to the Chief Engineer.

Manhattan and Queensboro Railway Company.

The Secretary presented the following:

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, No. 277 BROADWAY,
January 6, 1909.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—The Manhattan and Queensboro Railway Company, in a petition dated December 11, 1908, and signed by Stuard Hirschman, President, has applied for a franchise to construct, maintain and operate a street surface railway from the intersection of Eleventh avenue and Fifty-seventh street, Borough of Manhattan, thence upon and along West and East Fifty-seventh street to Second avenue, and thence upon, along and over the Queensboro Bridge, and the approaches thereto, to the Borough of Queens; thence southeasterly upon and along Jackson avenue to a proposed new street laid out on the map or plan adopted by the Board of Estimate and Apportionment May 26, 1905, and approved by the Mayor June 13, 1905; thence in and upon said new street, and across the proposed new viaduct to be constructed as a part of such new street, to Thomson avenue, at its intersection with Van Dam street.

This petition was presented to the Board at the meeting of December 11, 1908, and was referred to the Chief Engineer.

The application of the Queensboro Bridge and Jamaica Railway Company has been placed on the calendar for the meeting of January 8, 1909, with the recommendation that February 5, 1909, be fixed as the date for the preliminary public hearing thereon. The Manhattan and Queensboro Railway is closely allied to the Queensboro Bridge and Jamaica Railway Company, and the two applications should be considered at the same time, and I would recommend that February 5, 1909, be also fixed as the date for the preliminary public hearing on this petition, and the Mayor be requested to designate the newspapers in which the notice of public hearing shall be advertised, in addition to the publication in the CITY RECORD, as required by law. A resolution to this effect is transmitted herewith.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

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

The petition of the Manhattan and Queensboro Railway Company respectfully shows:

First—That your petitioner is a street railway corporation duly organized and existing under the Laws of the State of New York, and has duly filed, pursuant to section 90 of the Railroad Law, a statement of its road herein proposed.

Second—That for the purpose of constructing and operating its 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 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 a description:

Beginning in the Borough of Manhattan in The City of New York, at the intersection of Eleventh avenue and Fifty-seventh street; thence in and upon West Fifty-seventh street and East Fifty-seventh street to Second avenue; thence in and upon Second avenue to the entrance to Queensboro Bridge; thence in and upon and across the Queensboro Bridge and the approaches thereto to the northwesterly side of Jackson avenue in the Borough of Queens; thence southeasterly across Jackson avenue to a proposed new street, laid out on a map or plan adopted by the Board of Estimate and Apportionment May 26, 1905, and approved by the Mayor June 13, 1905; thence in and upon said new street and across the proposed new viaduct to be constructed as a part of such new street, to Thomson avenue at its intersection with Van Dam street, a distance of 3½ miles of double track.

Third—That your petitioner proposes to operate said road by the overhead system of electricity, across the Queensboro Bridge, substantially similar to that now in use on other lines, or by other motive power that may be lawfully employed, and by underground system of electricity in the Borough of Manhattan.

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 December 11, 1908.

MANHATTAN AND QUEENSBORO RAILWAY COMPANY,

By STUARD HIRSCHMAN, President.

Attest:

WM. H. WILLIAMS, Jr., Secretary.

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

Stuard Hirschman being duly sworn, deposes and says: That he is the president of the Manhattan and Queensboro 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 it to be true.

Subscribed and sworn to before me this 10th day of December, 1908.

H. C. TUXBURY, Notary Public, New York County.

The following was offered:

Whereas, The foregoing petition from Manhattan and Queensboro Railway Company dated December 11, 1908, was presented to the Board of Estimate and Apportionment at a meeting held December 11, 1908.

Resolved, That in pursuance of law, this Board sets Friday the 5th day of February, 1909, 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.

Which was adopted by the following vote:

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

Brooklyn Union Elevated Railroad Company.

A communication, dated December 29, 1908, was received from the West End Board of Trade approving the action of the Public Service Commission in denying the application of the Brooklyn Union Elevated Railroad Company for a franchise to construct, maintain and operate an elevated railway on Flatbush avenue, and requesting said Commission to submit comprehensive plan for transit facilities over the Manhattan Bridge that will permit travelers from Brooklyn to reach points in Manhattan, without change, as far north as Fourteenth, and, if possible, Twenty-third street.

Which was ordered filed.

Long Island Railroad Company.

In the matter of the consent granted to the Long Island Railroad Company to construct, maintain and operate a sidetrack or switch upon and along Range avenue, at Creedmoor, Borough of Queens, connecting the tracks and right of way of the railroad company with the grounds of the Long Island State Hospital.

This consent was granted by resolution adopted by the Board December 18, 1908, and approved by the Mayor December 21, 1908, but as the Long Island Railroad Company has declined to accept the same, the matter was submitted to the Board for consideration.

At the request of the Hon. J. Edward Swanstrom, who appeared on behalf of the Long Island State Hospital, the matter was referred back to the Chief Engineer for further consultation with the applicant.

Seventieth Street Hygeia Ice Company.

An application was received from the Seventieth Street Hygeia Ice Company for permission to construct, maintain and use an iron pipe under and across the carriage-ways of the exterior street and Seventieth street for the purpose of conducting water from the river to the premises of the company, situated on East Seventieth street, between Avenue A and the exterior street, Borough of Manhattan.

Which was referred to the Chief Engineer.

Brooklyn Union Elevated Railroad Company.

(Bridge Over Tracks and Right of Way at Intersection of Lincoln Place, Brooklyn.)

By resolution adopted June 26, 1908, approved by the Mayor June 30, 1908, this company was required, as the successor or owner of the franchise rights of the Coney Island and East River Railway Company, to construct, at its own expense, for public use, a bridge over the tracks and right of way of said railroad at its intersection with Lincoln place (formerly Degraw street), Borough of Brooklyn.

At the meeting of October 2, 1908, an opinion was received from the Corporation Counsel that the objections raised by the railroad company were not tenable, and, in the absence of instructions to the contrary, proceedings would be commenced to enforce the action of this Board.

The Secretary presented the following:

LAW DEPARTMENT,
OFFICE OF THE CORPORATION COUNSEL,
NEW YORK, December 14, 1908.

To the Board of Estimate and Apportionment:

GENTLEMEN—I beg to acknowledge the receipt of a communication from your Board, over the signature of your Secretary, bearing date October 20, 1908, acknowledging the receipt of my communication of October 16, 1908, and forwarding certain papers therein asked for.

In reply, permit me to say that a proceeding to compel the Brooklyn Union Elevated Railroad Company to construct a bridge at Lincoln place, in the Borough of Brooklyn, has been commenced, and the motion for a mandamus is returnable at the special term of the Supreme Court in Kings County on the 21st inst.

When the Railroad Company has answered, I will have a copy of our moving papers together with a copy of the answering affidavits sent to your office, as requested.

Respectfully yours,

G. L. STERLING, Acting Corporation Counsel.

Which was ordered filed.

Brooklyn, Queens County and Suburban Railroad Company; Third Avenue Railroad Company.

Communications (2) were received from the Mayor's office, as follows:

(a) Designating the "Brooklyn Daily Eagle" and the "Brooklyn Citizen" as the two daily newspapers in which the notice of public hearing and form of contract for the grant of a franchise to the Brooklyn, Queens County and Suburban Railroad Company should be published, previous to the final hearing on January 22, 1909.

(b) Designating the "New York Times" and the "New York Tribune" as the two daily newspapers in which notice of public hearing and form of contract for the grant of a franchise to the Third Avenue Railroad Company should be published, previous to the final hearing on January 22, 1909.

Which were ordered filed.

Approval of Various Resolutions by Mayor.

Communications (9) were received from the Mayor's office, returning, duly approved by the Mayor, resolutions as follows:

(a) Fixing Friday, January 22, 1909, as the date for the preliminary hearing on the application of the New York and North Shore Traction Company, for a franchise to construct, maintain and operate an extension to its existing line, from Flushing to Whitestone, Borough of Queens, and designating the "Flushing Evening Journal" and the "Long Island City Daily Star" as the newspapers in which notice of such hearing shall be published.

(b) Rescinding the resolution adopted by the Board of Aldermen April 23, 1895, permitting the New York Institution for the Instruction of the Deaf and Dumb to construct, maintain and use certain pipes under and across Fort Washington avenue, Borough of Manhattan.

(c) Granting permission to the New York Central and Hudson River Railroad Company to construct a temporary canopy over and across Depew place, Borough of Manhattan.

(d) Granting permission to the Long Island Railroad Company to construct, maintain and operate a temporary sidetrack or switch upon and along Range avenue, Creedmoor, Borough of Queens, connecting the tracks of the Company with the grounds of the Long Island State Hospital.

(e) Granting a franchise to the Union Railway Company of New York City to construct, maintain and operate a double track street surface railway, from the intersection of its existing tracks at Third and Pelham avenues, upon and along Pelham avenue to the Southern boulevard, Borough of The Bronx.

(f) Granting a franchise to the Union Railway Company of New York City to construct, maintain and operate a double track street surface railway from the intersection of its existing tracks on Sedgwick avenue and Fordham road, Borough of The Bronx, upon and along Fordham road, Hampden place, West One Hundred and Eighty-fourth street, and the University Heights Bridge and the approaches thereto, to the Borough of Manhattan, to West Two Hundred and Seventh street, to Amsterdam (or Tenth) avenue, to Emerson street, and connecting with the existing tracks on Broadway.

(g) Granting a franchise to the Bronx Traction Company to construct, maintain and operate a double track street surface railway, connecting with the existing tracks at the intersection of Westchester avenue and Clason's Point road, upon and along Clason's Point road to the public place at the easterly terminus thereof, and running thence, with a loop, upon and along said public place, Borough of The Bronx.

(h) Granting to the New York and Portchester Railroad Company an extension of time until July 1, 1909, in which to comply with the provisions of section 2, twenty-eighth of the contract, dated May 31, 1906, granting a franchise to said Company.

(i) Granting to the New York City Interborough Railway Company an extension of time until June 27, 1909, in which to complete twenty-four miles of double track street surface railway, in the Borough of The Bronx.

Which were ordered filed.

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

R. H. Macy & Co.

An application was received from the firm of R. H. Macy & Co. for a refund of the security deposit and payments made under and pursuant to the consent granted to said firm to construct, maintain and operate certain spur tracks, in the Boroughs of Manhattan and The Bronx, by resolution adopted by this Board July 6, 1906, and approved by the Acting Mayor July 13, 1906.

Which was referred to the Chief Engineer.

Manhattan Railway Company.

An application was received from the Manhattan Railway Company for a franchise to construct, maintain and operate railway tracks across One Hundred and Eightieth street, between LaFontaine and Monterey avenues, to connect with property on the north side of One Hundred and Eightieth street, to be used for storage yard purposes, and the right to construct along the curb line of One Hundred and Eightieth street, on the east side thereof, necessary pillars, etc., to carry said tracks by means of an elevated viaduct structure.

Which was referred to the Chief Engineer.

Indebtedness of Street Surface Railway Companies to City.

The Comptroller presented the following:

In the Board of Aldermen.

Whereas, The development of The City of New York is being seriously retarded because of the lack of transit facilities and citizens occasioned great annoyance owing to the failure of the existing companies to afford reasonable and sufficient accommodations; and

Whereas, The recent abrogation of transfers by the street railroad companies has worked an additional hardship upon the people and emphasized the pressing need of additional subways; and

Whereas, The various street railroad companies are, and long have been, in arrears for taxes and in debt to the City; and

Whereas, The sums due are reputed to run into many millions of dollars, which if paid would go far towards enabling the City to commence subway construction; therefore be it

Resolved, That the Board of Aldermen request the Comptroller and the Chief of the Bureau of Franchises to furnish it at the earliest possible date with a complete statement setting forth the indebtedness of every kind, of all the several street railroad companies of The City of New York, with dates when such amounts became due, and full details of the measures taken and about to be taken towards effecting prompt payment; with complete data as to measures taken or about to be taken, with particular reference to the protection of the City's interests in the case of such companies as may be in the hands of receivers.

Adopted by the Board of Aldermen, January 4, 1909, a majority of all the members elected voting in favor thereof.

P. J. SCULLY, Clerk.

Which was referred to the Comptroller and to the Chief Engineer.

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

JOSEPH HAAG, Secretary.

DEPARTMENT OF FINANCE.

Abstract of transactions of the Department of Finance for the week ending November 7, 1908:

Deposited in the City Treasury.

To the credit of the City Treasury.....	\$21,372,431 42
To the credit of the Sinking Funds.....	3,362,840 11
Total.....	\$24,735,271 53

Warrants Registered for Payment.

Appropriation Accounts, "A" Warrants.....	\$1,707,349 53
Special and Trust Accounts, "B" Warrants.....	10,613,240 19
Total.....	\$12,320,589 72

Stock and Bonds Issued.

Three per cent. Stock.....	\$225,000 00
Three and one-half per cent. Bonds.....	100,000 00
Three and three-quarters per cent. Bonds.....	600,000 00
Three and seven-eighths per cent. Bonds.....	100,000 00
Four per cent. Bonds.....	1,320,000 00
Total.....	\$2,345,000 00

Suits, Orders of Court, Judgments, etc.

Court.	Title of Action.	Amount.	Subject Matter.	Attorney.
App. Div...	One Hundred and Thirteenth street, Manhattan	.....	Certified copy of order, entered October 30, 1908, directing payment of award to Antonio Spinelli.....	E. W. Murphy
Supreme, N. Y. Co..	L. Napoleon Levy.....	.....	Certified copy of order, entered October 31, 1908, reducing assessment, 1904.....	Gratz Nathan.
Supreme, N. Y. Co..	East Two Hundred and Eighth street.....	.....	Certified copy of order, entered October 31, 1908, directing payment of award to Grant Humphrey and ano.	J. A. Flannery.
Municipal, Queens....	John Vlacancich.....	\$169 65	Transcript of judgment, entered October 22, 1908.....	L. N. Manley.
Supreme, Kings....	Brooklyn avenue.....	.....	Certified copy of order, entered November 4, 1908, directing payment of award to Magdalena Sahn.....	John T. Eno.
Supreme, Kings....	East Thirty-first street..	.....	Certified copy of order, entered November 4, 1908, directing payment of award to Louis Bonert.....	M. E. Finnigan.
Supreme, Queens....	Hemlock street.....	.....	Certified copy of order, entered November 2, 1908, substituting name of Edward K. Milliken, guardian..	M. J. France.
Supreme, Nassau....	Emma Banta against City of New York.....	.....	Copy of summons and complaint..	S. M. Hoye.
Supreme, Nassau....	Fredk. L. Corsa against City of New York...	.....	Copy of summons and complaint..	S. M. Hoye.
Supreme, Nassau....	Adam Gaenger against City of New York...	.....	Copy of summons and complaint..	S. M. Hoye.
Supreme, Nassau....	Diedrich H. Hein against City of New York...	.....	Copy of summons and complaint..	S. M. Hoye.
Supreme, Nassau....	Franklin Soper against City of New York...	.....	Copy of summons and complaint..	S. M. Hoye.
Supreme, Kings....	Eightieth street.....	.....	Certified copy of order, entered November 5, 1908, directing payment of award to John Biehn.....	E. J. Villanyi.
Supreme, N. Y. Co..	Kossuth place.....	.....	Certified copy of order, entered November 2, 1908, directing payment of award to John S. Roberts.....	Fischer & Rosenbaum.
General Sessions...	People of State of New York against John Roach and ano.....	.....	Certified copy of order, entered November 2, 1908, vacating judgment of conviction, etc.....	Fromme Bros.
Supreme, Kings....	Fifty-fifth street.....	.....	Certified copy of order, entered November 6, 1908, directing payment of award to Christina A. Tilly.....	J. J. Bakerman
Supreme, Kings....	Fifty-fifth street.....	.....	Certified copy of order, entered November 6, 1908, directing payment of award to Cesario Vigil.....	J. J. Bakerman.
Supreme, Nassau....	Thos. F. Fitzpatrick against City of New York .....	.....	Copy of summons and complaint...	S. M. Hoye.
Supreme, Nassau....	Adam Gaenger against City of New York...	.....	Copy of summons and complaint...	S. M. Hoye.
Supreme, Nassau....	Carl Kircherer against City of New York...	.....	Copy of summons and complaint...	S. M. Hoye.
Supreme, Nassau....	Edward Makopke against City of New York...	.....	Copy of summons and complaint...	S. M. Hoye.
Supreme, Nassau....	Henry Meyer against City of New York...	.....	Copy of summons and complaint...	S. M. Hoye.
Supreme, Nassau....	John H. Strang against City of New York...	.....	Copy of summons and complaint...	S. M. Hoye.
Supreme, Nassau....	Henry and Dorette Von Hafen against City of New York.....	.....	Copy of summons and complaint...	S. M. Hoye.
Supreme, Nassau....	Jacob Wiebel against City of New York.....	.....	Copy of summons and complaint...	S. M. Hoye.
Supreme, Nassau....	Jacob Wisbel against City of New York.....	.....	Copy of summons and complaint...	S. M. Hoye.
Supreme, Nassau....	Chas. Voyaschek against City of New York...	.....	Copy of summons and complaint...	S. M. Hoye.
Supreme, N. Y. Co..	Blanche P. Webster....	.....	Notice of levy.....	
Supreme, N. Y. Co..	Chas. W. Sanders.....	.....	Copy of affidavit and order to show cause re writ of mandamus.....	Goeller, Shaffer & Eisler.
Supreme, Kings....	Seventeenth avenue....	.....	Certified copy of order, entered November 6, 1908, directing payment of award to Elwood Realty Company	E. M. Davis.

Claims Filed.

Date Filed.	Claimant.	Amount.	Nature of Claim.	Attorney.
1908.				
Nov. 2	Estate of Chas. A. Coe....	\$411 00	Rent of premises on Butler street, near Court street, Brooklyn, for three months ending September 30, 1908.....	
Nov. 2	Hyman Schultz, guardian of Sadie Schultz.....	500 00	Personal injuries sustained by Sadie Schultz, July 3, 1907, by being run over by a Department of Street Cleaning wagon in front of No. 11 Rutgers place, Manhattan.....	Leo Schafran.

Date Filed.	Claimant.	Amount.	Nature of Claim.	Attorney.	Date Filed.	Claimant.	Amount.	Nature of Claim.	Attorney.
1908.					1908.				
Nov. 2	Clara Byrne.....	1,622 50	Damages to farm lands at Oyster Bay, Long Island, by pumping stations and infiltration system.....	Stephen M. Hoye.	Nov. 6	James Cunningham.....	500 00	Personal injuries sustained October 28, 1908, by the wheel of his truck going into a hole or rut near the railroad tracks on Twelfth avenue, near Thirty-fourth street, Manhattan	Francis X. McCollum.
Nov. 2	Regina Umbauer.....	5,680 00	Damages to farm lands at Hempstead, Long Island, by pumping stations and infiltration system.....	Stephen M. Hoye.	Nov. 6	Joseph Nigro.....	10,000 00	Death of infant son, Peter Nigro, at the hospital on North Brother Island about July 18, 1908, through lack of proper care and as a result of an operation.....	N. J. O'Connell.
Nov. 2	Frederick Wieners.....	86,889 00	Damages to farm lands at Oyster Bay and Hempstead, Long Island, by pumping stations and infiltration system	Stephen M. Hoye.	Nov. 6	James H. Holmes.....	137 43	Trucking water pipe, castings, etc., for laying in Clinton avenue, Brooklyn, from the City yard.....	
Nov. 4	Interstate Paving Company.	1,565 26	Extra work done on White Plains road, from Morris street to the City line, The Bronx, not provided for in contract.....		Nov. 6	The Ross Valve Manufacturing Company.....	20,000 00	Damages on account of breach of trust by the City in allowing its competitor, the D'Olier Engineering Company, to copy plans, specifications, etc., while in the City's custody	Hayner & Ward.
Nov. 4	Caroline E. Barrett.....	50,000 00	Personal injuries sustained May 20, 1908, by falling into a ditch adjacent to tracks on alighting from car on Lenox avenue, near One Hundred and Twenty-second street, Manhattan		Nov. 6	Bertha Topping, guardian...	10,000 00	Personal injuries sustained October 14, 1908, by infant son, George Topping, by being run down by a City team at the corner of Butler street and Fourth avenue, Brooklyn	Leo G. Steiner.
Nov. 4	Charles R. Barrett.....	20,000 00	Personal injuries sustained May 20, 1908, by his wife, Caroline E. Barrett, by falling into a ditch adjacent to tracks on alighting from car on Lenox avenue, near One Hundred and Twenty-second street, Manhattan		Nov. 6	Charles Muller.....	10,000 00	Personal injuries sustained August 13, 1908, by being thrown from his wagon, due to a hole in the pavement of Monteith street, between Bremen street and Bushwick avenue, Brooklyn.....	Alvin C. Cass.
Nov. 5	Charles Parker.....	2,033 60	Award and interest on Damage Parcels Nos. 4YY and 4ZZ, in the matter of opening Canal place, from East One Hundred and Thirty-eighth street to East One Hundred and Forty-fourth street, The Bronx.....	Clarence C. Ferris.	Nov. 6	Alexander Campbell.....	5,000 00	Damage to No. 619 Manhattan avenue, Brooklyn, through the maintenance of an ash dumping and carting station on Manhattan avenue, near Driggs avenue, Brooklyn....	Mayer, McLeer & Dobson.
Nov. 5	Norman C. Stiles.....	2,033 60	Award and interest on Damage Parcels Nos. 4YY and 4ZZ, in the matter of opening Canal place, from East One Hundred and Thirty-eighth street to East One Hundred and Forty-fourth street, The Bronx.....	Clarence C. Ferris.	Nov. 6	Julia V. Duffy.....	78 50	Wages due, Stenographer, Brooklyn Disciplinary Training School, February 1, 1905, to March 18, 1905...	Benjamin W. Moore.
Nov. 5	Chas. W. Alcott and Chas. C. Wehrum.....	9,416 00	Award and interest on Damage Parcels Nos. 4FF, 4YY2, 4ZZ, 4AA3, 4BB3 and 4CC3, in the matter of opening Canal place, from East One Hundred and Thirty-eighth street to East One Hundred and Forty-fourth street, The Bronx.....	Clarence C. Ferris.	Nov. 6	Robert M. Herber.....	329 11	Balance of wages due, Pilot, Department of Public Charities, December 1, 1905, to July 15, 1906.....	Fred. Ingraham.
Nov. 5	Chas. H. Caldwell.....		Wages during unlawful suspension, Watchman, Bureau of Public Buildings and Offices, The Bronx, October 11, 1907, to June 15, 1908.....	Truax & Watson.	Nov. 7	Phebe A. Smith.....	1,000 00	Damages to lands at Wantagh, Long Island, by the operation of pumping stations, etc.....	Fred. Ingraham.
Nov. 5	Lena Reibstein.....	500 00	Personal injuries sustained October 14, 1908, by falling, due to the defective condition of sidewalk in front of No. 839 Park avenue, Brooklyn	Maxwell Wyckoff.	Nov. 7	William E. Smith.....	2,000 00	Damages to lands at Wantagh, Long Island, by the operation of pumping station, etc.....	Fred. Ingraham.
Nov. 6	Herman C. Boedicker.....		Personal injuries sustained May 7, 1908, by falling over a large iron pipe at the edge of sidewalk at southeast corner of Walker and Lafayette streets, Manhattan.....	House, Grossman & Vorhaus.	Nov. 7	Charles B and Lizzie Wright		Award for Damage Parcels Nos. 225 and 226, in the matter of acquiring title to lands, etc., for the construction of the Catskill Aqueduct, Section No. 5.....	A. C. & F. W. Hottenroth.
					Nov. 7	Cecil R. Wood.....	7 45	Carfares expended as Electrical Inspector, Department of Water Supply, Gas and Electricity, Brooklyn, for month of August, 1908.....	

Contracts Registered for the Week Ending November 7, 1908.

No.	Date of Contract.	Department.	Borough.	Names of Contractors.	Names of Sureties.	Amount of Bond.	Description of Work.	Cost.
22211	June 17, 1908	Education.....	Manhattan....	Frank Dobson Company (Inc.).....	Massachusetts Bonding and Insurance Company.....	\$15,000 00	For installing heating and ventilating apparatus in addition to and alterations in Public School 4.....Total,	\$29,888 00
22212	Oct. 14, 1908	Education.....	Manhattan....	Frank Dobson Company (Inc.).....	Massachusetts Bonding and Insurance Company.....	15,000 00	For installing heating and ventilating apparatus in new Public School 100.....Total,	55,200 00
22213	June 17, 1908	Education.....	Manhattan and Brooklyn....	Syndicate Trading Company.....	Massachusetts Bonding and Insurance Company.....	200 00	For furnishing and delivering kindergarten supplies, etc. Estimate,	400 00
22214	Sept. 30, 1908	Education.....	Brooklyn.....	McCoy & Wobie.....	The Empire State Surety Company.....	1,500 00	For alterations, repairs, etc., at Eastern District High School	2,260 00
22215	Oct. 2, 1908	Education.....	Brooklyn.....	James I. Newman.....	The Empire State Surety Company.....	2,000 00	For alterations, repairs, etc., at Public School 3....Total,	2,900 00
22216	Oct. 2, 1908	Education.....	Queens.....	James I. Newman.....	The Empire State Surety Company.....	2,500 00	For alterations, repairs, etc., to Public Schools 53 and 54. Total,	4,730 00
22217	Oct. 2, 1908	Education.....	Brooklyn.....	James I. Newman.....	The Empire State Surety Company.....	400 00	For alterations, repairs, etc., for Public School 56...Total,	594 00
22218	Oct. 19, 1908	President of the Borough of Queens.....	Queens.....	Henry J. Mullen.....	United Surety Company; Massachusetts Bonding and Insurance Company.....	40,000 00	For regulating and repaving with granite block pavement on a broken stone and concrete foundation the roadway of Jamaica avenue, from Van Wyck avenue to the Brooklyn Borough line, Fourth Ward, etc.....Estimate,	164,174 95
22219	Oct. 19, 1908	Police.....	Manhattan....	The Canton Art Metal Company.....	The United States Fidelity and Guaranty Company.....	80 00	For furnishing and delivering one steel cabinet, with base, for the Detective Bureau.....Total,	160 00
22220	Oct. 19, 1908	Police.....	Manhattan....	The Van Dorn Iron Works	Illinois Surety Company.....	100 00	For furnishing and delivering one steel cabinet, with base, for Bertillon records.....Total,	194 00
22221	Oct. 16, 1908	Police.....	Manhattan....	John H. Parker Company.	The Title Guaranty and Surety Company; the United States Fidelity and Guaranty Company.....	75,000 00	For building and completing the new station house, prison and stable for the Second Precinct, on the west side of Greenwich street, south of Cortlandt street.....Total,	182,979 00
22222	Oct. 24, 1908	Correction.....	Brooklyn.....	John T. Brady & Co.....	The Empire State Surety Company.....	50,000 00	For the erection and completion of the improvements to the City Prison.....Total,	262,840 00
22223	Sept. 25, 1908	Health.....	Richmond....	W. H. C. Russell.....	National Surety Company.....	800 00	For erecting and completing an addition to the stable of the disinfection and ambulance station on the grounds of the County Poor House farm.....Total,	1,593 00
22224	Oct. 12, 1908	Water Supply, Gas and Electricity.....	The Bronx....	The Wilton Construction Company.....	National Surety Company.....	2,000 00	For hauling and laying water mains in Briggs and Burnside avenues.....Estimate,	3,692 91
22225	Oct. 13, 1908	Parks.....	Brooklyn.....	Geo. F. Driscoll.....	People's Surety Company of New York.....	3,500 00	For the erection and completion of a shelter house at New Lots Park.....Total,	6,890 00
22226	Oct. 13, 1908	Parks.....	Manhattan....	The Sicilian Asphalt Paving Company.....	National Surety Company; the United States Fidelity and Guaranty Company.....	10,000 00	For paving and repaving with rock asphalt mastic, where directed, the walks of the Central and other parks in the Borough of Manhattan.....Estimate,	14,175 00

No.	Date of Contract.	Department.	Borough.	Names of Contractors.	Names of Sureties.	Amount of Bond.	Description of Work.	Cost.
22227	Sept. 23, 1908	Parks.....	Manhattan....	McHarg-Barton Company.	National Surety Company.....	15,000 00	For furnishing, delivering and laying water mains and appurtenances in the Ramble and in the vicinity of Fifth avenue, between Sixty-sixth and Sixty-ninth streets, all in Central Park.....Estimate,	26,271 00
22228	Sept. 25, 1908	Parks.....	Manhattan....	Edward Theriault.....	National Surety Company.....	750 00	For repairing the cast and wrought iron fences inclosing Stuyvesant Park and the grass plots in Park avenue, from Thirty-fourth street to Fortieth street and from Fifty-sixth street to Ninety-sixth street.....Estimate,	2,600 00
22229	Sept. 25, 1908	Parks.....	Manhattan....	Edward Theriault.....	National Surety Company.....	2,500 00	For painting the cast and wrought iron fences inclosing Stuyvesant Park, Bryant Park and the grass plots in Park avenue, from Thirty-fourth street to Fortieth street and from Fifty-sixth street to Ninetieth street.....Estimate,	3,830 00
22230	Aug. 1, 1908	President of the Borough of The Bronx (Bond).	The Bronx....	Joseph J. Haiduven.....	C. W. Collins.....	100 00	For building a retaining wall, placing the necessary filling to bring the sidewalk to its proper grade, relaying flagging where necessary and erecting guard rail on the south side of East One Hundred and Seventieth street, between Harlem Railroad and Brook avenue.....Total,	218 00
22231	Aug. 1, 1908	President of the Borough of The Bronx (Bond).	The Bronx....	Joseph J. Haiduven.....	C. W. Collins.....	12 00	For repairing and adjusting sidewalks on the east side of Grand avenue, 150 feet north of Tremont avenue.....Total,	24 00
22232	June 12, 1908	President of the Borough of The Bronx (Bond).	The Bronx....	P. J. Kane.....	C. W. Collins.....	75 00	For repairing sidewalks on east side of Webster avenue for a distance of 125 feet, beginning 50 feet south of Anna place, and placing guard rail where necessary.....Total,	155 00
22233	April 24, 1908	President of the Borough of The Bronx (Bond).	The Bronx....	P. J. Kane.....	C. W. Collins.....	75 00	For fencing the premises on the northwest corner of East One Hundred and Eightieth street and Bryant avenue (old West Farms Presbyterian Cemetery).....Total,	125 00
22234	May 27, 1908	President of the Borough of The Bronx (Bond).	The Bronx....	Wm. T. Bernhart.....	Jno. C. Rodgers, Jr.....	10 00	For placing guard rail in front of lots on the west side of Brook avenue, beginning at a point 158.25 feet north of One Hundred and Sixty-ninth street and extending about 112 feet.....Total,	25 50
22235	May 27, 1908	President of the Borough of The Bronx (Bond).	The Bronx....	Wm. T. Bernhart.....	Jno. C. Rodgers, Jr.....	25 00	For repairing sidewalks and placing guard rail on the south side of One Hundred and Thirty-seventh street, at the southwest corner of Brook avenue.....Total,	57 00
22236	April 22, 1908	President of the Borough of The Bronx (Bond).	The Bronx....	Wm. T. Bernhart.....	C. W. Collins.....	30 00	For placing guard rail on the east side of Webster avenue, about 210 feet north of St. Pauls place, and extending 250 linear feet therefrom.....Total,	62 50
22237	July 18, 1908	President of the Borough of The Bronx.....	The Bronx....	Wm. T. Bernhart.....	Joseph J. Haiduven.....	75 00	For erecting a tight board fence on the north side of the Southern boulevard, beginning about 250 feet east of Willis avenue and extending about 190 feet easterly.....Total,	152 00
22238	Oct. 23, 1908	Public Charities.	Manhattan....	Bloomington Bros.....	United States Guarantee Company.....	1,550 00	For furnishing and delivering furniture, crockery and glassware, etc.....Estimate,	3,032 42
22239	Oct. 24, 1908	Public Charities.	Manhattan....	A. S. Traub.....	National Surety Company.....	15,000 00	For the erection and entire completion of two fire escapes on School for Feeble-minded Children, and iron balconies on the North Hospital, Ward 15, and old Pavilion ABC, at the New York City Children's Hospitals and Schools, Randalls Island.....Total,	12,780 00
22240	Oct. 14, 1908	Education.....	Brooklyn.....	Raisier Heating Company.	National Surety Company.....	15,000 00	For installing heating and ventilating apparatus in new Public School 93.....Total,	29,787 00
22241	Sept. 14, 1908	Board of Water Supply.....		Continental Playing Card Company.....	The Title Guaranty and Surety Company.....	656 62	For furnishing and delivering supplies (printed forms, etc.) Estimate,	1,876 05

Approval of Sureties for the Week Ending November 7, 1908.

The Comptroller approved of the adequacy and sufficiency of the sureties on the following proposals, viz.:

November 2, 1908—For regulating, etc., Sixty-eighth street—For the President of the Borough of Brooklyn.
W. W. Sherman, No. 1521 Third avenue, Principal.
The Metropolitan Surety Company, No. 38 Park row, New York, Surety.

November 2, 1908—For laying crosswalks in East Fourth street—For the President of the Borough of Brooklyn.
W. W. Sherman, No. 1521 Third avenue, Principal.
The Metropolitan Surety Company, No. 38 Park row, New York, Surety.

November 2, 1908—For constructing sewer in Stewart street—For the President of the Borough of Brooklyn.
Joseph Jennings, Napier place, Principal.
The Empire State Surety Company, No. 34 Pine street, New York, Surety.

November 2, 1908—For constructing sewer basins in Ditmas avenue—For the President of the Borough of Brooklyn.
Empire Contracting Company, No. 234 Eighty-eighth street, Principal.
The Metropolitan Surety Company, No. 38 Park row, New York, Surety.

November 2, 1908—For building approach, etc., to the new New York Public Library, Borough of Manhattan—For the Department of Parks.
The Norcross Bros. Company, No. 160 Fifth avenue, Principal.
Bankers' Surety Company of Cleveland, Ohio, New York office, No. 27 Liberty street; the Title Guaranty and Surety Company, No. 84 William street, Sureties.

November 2, 1908—For supplies of coal, City of New York—For the Department of Water Supply, Gas and Electricity.
George D. Harris & Co., No. 1 Broadway, Principal.
The Empire State Surety Company, No. 34 Pine street, New York, Surety.

November 4, 1908—For furnishing cement, Borough of Brooklyn—For the Department of Parks.
G. M. Roden, Spuyten Duyvil, N. Y., Principal.
F. W. Douglass, No. 156 Fifth avenue; J. L. Roden, Laight and Varick streets, Sureties.

November 5, 1908—For electrical work in buildings and grounds of the Metropolitan Hospital District, Borough of Manhattan—For the Department of Public Charities.
L. K. Comstock & Co., No. 50 Church street, Principal.
The Metropolitan Surety Company, No. 38 Park row, New York, Surety.

November 5, 1908—For furnishing supplies—For the President of the Borough of Richmond.
Eugene Dietzgen Company, No. 214 East Twenty-third street, Principal.
The Aetna Indemnity Company, No. 68 William street, Surety.

November 5, 1908—For furnishing broken stone for the First Ward—For the President of the Borough of Richmond.
Quinroy Construction Company, Port Richmond, S. I., Principal.
The Empire State Surety Company, No. 34 Pine street, New York, Surety.

November 5, 1908—For furnishing broken stone for the Third Ward—For the President of the Borough of Richmond.
Quinroy Construction Company, Port Richmond, S. I., Principal.
The Empire State Surety Company, No. 34 Pine street, New York, Surety.

November 5, 1908—For furnishing broken stone for the Fourth Ward—For the President of the Borough of Richmond.
Clinton Point Stone Company, No. 115 Broadway, Principal.
People's Surety Company of New York, No. 26 Court street, Brooklyn, Surety.

November 5, 1908—For furnishing fifty draft and ten driving horses, Borough of Brooklyn—For the Department of Street Cleaning.
Fiss, Doerr & Carroll Horse Company, No. 153 East Twenty-fourth street, Principal.
The United States Fidelity and Guaranty Company, No. 66 Liberty street, New York, Surety.

November 5, 1908—For alterations, etc., to quarters of Eagle Hook and Ladder Company, No. 1, and Union Hose Company, No. 1, Borough of Queens—For the Fire Department.
Edward Stapelton, No. 36 Juniper street, Principal.
The Empire State Surety Company, No. 34 Pine street, New York, Surety.

November 5, 1908—For alterations, etc., to quarters of Engine Company, No. 27, Borough of Manhattan—For the Fire Department.
Ahearn Construction Company, No. 271 West One Hundred and Twenty-fifth street, Principal.
National Surety Company, No. 346 Broadway, Surety.

November 6, 1908—For furniture for new Nurses' Home, Metropolitan Training School, Blackwells Island—For the Department of Public Charities.
Peter J. Constant, No. 422 Gates avenue, Principal.
The Empire State Surety Company, No. 34 Pine street, New York, Surety.

November 6, 1908—For supplies of cement, etc., City of New York—For the Department of Docks and Ferries.
Interboro Sand and Gravel Company, No. 17 State street, Principal.
Massachusetts Bonding and Insurance Company, Nos. 27 and 29 Pine street, Surety.

November 6, 1908—For furnishing supplies, City of New York—For the Department of Docks and Ferries.
H. W. Johns-Manville Company, No. 100 William street, Principal.
The Metropolitan Surety Company, No. 38 Park row, New York, Surety.

November 6, 1908—For furnishing supplies, City of New York—For the Department of Docks and Ferries.
J. Edward Ogden, No. 147 Cedar street, Principal.
The Metropolitan Surety Company, No. 38 Park row, New York, Surety.

- November 6, 1908—For supplies of cast-iron pipe, City of New York—For the Department of Water Supply, Gas and Electricity.
M. J. Drummond & Co., No. 182 Broadway, Principal.
The Metropolitan Surety Company, No. 38 Park row, New York, Surety.
- November 6, 1908—For repaving intersection of East One Hundred and Eighty-ninth street with Hoffman street, etc.—For the President of the Borough of The Bronx.
The Asphalt Construction Company, No. 207 Broadway, Principal.
The United States Fidelity and Guaranty Company, No. 66 Liberty street, New York; National Surety Company, No. 346 Broadway, Sureties.
- November 6, 1908—For repaving Webster street—For the President of the Borough of The Bronx.
The Asphalt Construction Company, No. 207 Broadway, Principal.
The United States Fidelity and Guaranty Company, No. 66 Liberty street, New York; National Surety Company, No. 346 Broadway, Sureties.
- November 6, 1908—For repaving St. Anns avenue—For the President of the Borough of The Bronx.
The Hastings Pavement Company, No. 25 Broad street, Principal.
The Metropolitan Surety Company, No. 38 Park row, New York; American Surety Company of New York, No. 100 Broadway, Sureties.
- November 6, 1908—For regulating, etc., Richmond terrace—For the President of the Borough of Richmond.
W. J. Quinlan, Port Richmond, S. I., Principal.
National Surety Company, No. 346 Broadway, Surety.
- November 6, 1908—For regulating, etc., Lafayette avenue—For the President of the Borough of Richmond.
W. J. Quinlan, Port Richmond, S. I., Principal.
National Surety Company, No. 346 Broadway, Surety.
- November 6, 1908—For regulating, etc., Prospect street—For the President of the Borough of Richmond.
W. J. Quinlan, Port Richmond, S. I., Principal.
National Surety Company, No. 346 Broadway, Surety.
- November 6, 1908—For constructing a public comfort station—For the President of the Borough of Queens.
Peter Guthy, No. 924 Broadway, Principal.
The Metropolitan Surety Company, No. 38 Park row, New York, Surety.
- November 6, 1908—For regulating, etc., Seventeenth avenue—For the President of the Borough of Queens.
Richard E. Henningham, No. 1 Madison avenue, Principal.
The Empire State Surety Company, No. 34 Pine street, New York, Surety.
- November 6, 1908—For paving Elm street—For the President of the Borough of Queens.
Continental Asphalt Paving Company, No. 79 Wall street, Principal.
The United States Fidelity and Guaranty Company, No. 66 Liberty street, New York; Fidelity and Deposit Company of Maryland, No. 2 Rector street, Sureties.
- November 6, 1908—For regulating Academy street—For the President of the Borough of Queens.
National Cement Construction Company, No. 150 Nassau street, Principal.
National Surety Company, No. 346 Broadway, Surety.
- November 6, 1908—For constructing sewer basins, northwest corner Ward avenue and Boulevard—For the President of the Borough of Queens.
Lyons McHugh, No. 155 Riker avenue, Principal.
National Surety Company, No. 346 Broadway, Surety.
- November 6, 1908—For constructing sewer basin, northwest corner of Eldert avenue and Boulevard—For the President of the Borough of Queens.
Lyons & McHugh, No. 155 Riker avenue, Principal.
National Surety Company, No. 346 Broadway, Surety.
- November 6, 1908—For grading Greenpoint Park, Borough of Brooklyn—For the Department of Parks.
John E. Monohan Contracting Company, No. 496 Manhattan avenue, Principal.
The Empire State Surety Company, No. 34 Pine street, New York, Surety.
- November 6, 1908—For furnishing cast-iron water pipe, City of New York—For the Department of Parks.
John Fox & Co., No. 253 Broadway, Principal.
The United States Fidelity and Guaranty Company, No. 66 Liberty street, New York, Surety.
- November 6, 1908—For replacing curbstones along Broadway where required, Borough of Manhattan—For the Department of Parks.
W. J. Fitzgerald, No. 547 West Forty-fifth street, Principal.
The Empire State Surety Company, No. 34 Pine street, New York, Surety.
- November 6, 1908—For paving between Sixtieth and Eightieth streets, Borough of Manhattan—For the Department of Parks.
The Hastings Pavement Company, No. 25 Broad street, Principal.
The Metropolitan Surety Company, No. 38 Park row, New York; American Surety Company of New York, No. 100 Broadway, Sureties.
- November 6, 1908—For laying water mains in Bronx Park, etc., Borough of The Bronx—For the Department of Parks.
John B. Malatesta, No. 3169 Jerome avenue, Principal.
National Surety Company, No. 346 Broadway, Surety.
- November 6, 1908—For constructing fences, St. Marys Park, Borough of The Bronx—For the Department of Parks.
New Jersey Foundry and Machine Company, No. 90 West street, Principal.
National Surety Company, No. 346 Broadway, Surety.
- November 6, 1908—For furnishing 1,000 linear feet of 3-pipe iron fence, Borough of The Bronx—For the Department of Parks.
New Jersey Foundry and Machine Company, No. 90 West street, Principal.
The Title Guaranty and Surety Company, No. 84 William street, Surety.
- November 6, 1908—For regulating Seventy-seventh street—For the President of the Borough of Brooklyn.
Cranford Company, No. 190 Montague street, Principal.
People's Surety Company of New York, No. 26 Court street, Brooklyn; the Empire State Surety Company, No. 34 Pine street, New York, Sureties.
- November 6, 1908—For furnishing headstones—For the President of the Borough of Brooklyn.
P. M. Haran, Tilden avenue, Principal.
The Metropolitan Surety Company, No. 38 Park row, New York, Surety.
- November 6, 1908—For building a sewer basin on Ditmas avenue—For the President of the Borough of Brooklyn.
Empire Contracting Company, No. 234 Eighty-eighth street, Principal.
The Metropolitan Surety Company, No. 38 Park row, New York, Surety.
- November 6, 1908—For constructing cement sidewalks on the east side of Fiske place—For the President of the Borough of Brooklyn.
National Cement and Construction Company, No. 150 Nassau street, Principal.
National Surety Company, No. 346 Broadway, Surety.
- November 6, 1908—For fencing vacant lots on the south side of Hancock street—For the President of the Borough of Brooklyn.
Richard T. Jennings, No. 456 Forty-first street, Principal.
The Empire State Surety Company, No. 34 Pine street, New York, Surety.
- November 6, 1908—For regulating, etc., Twentieth street—For the President of the Borough of Brooklyn.
Charles Cranford, Foster avenue and East Sixteenth street, Principal.
People's Surety Company of New York, No. 26 Court street, Brooklyn, Surety.
- November 6, 1908—For grading lots on the north side of Forty-first street—For the President of the Borough of Brooklyn.
The Empire Contracting Company, No. 234 Eighty-eighth street, Principal.
The Metropolitan Surety Company, No. 38 Park row, New York, Surety.
- November 6, 1908—For erecting gates in the Gowanus Flushing Tunnel—For the President of the Borough of Brooklyn.
John Peirce Company, No. 90 West street, Principal.
National Surety Company, No. 346 Broadway, Surety.
- November 6, 1908—For repaving Morris Park avenue—For the President of the Borough of The Bronx.
Barber Asphalt Paving Company, No. 30 Church street, Principal.
The United States Fidelity and Guaranty Company, No. 66 Liberty street, New York; People's Surety Company of New York, No. 26 Court street, Brooklyn, Sureties.
- November 6, 1908—For laying a 72-inch steel pipe from Valley Stream to Amityville, L. I.—For the Department of Water Supply, Gas and Electricity.
The T. A. Gillespie Company, No. 90 West street, Principal.
The Empire State Surety Company, No. 34 Pine street, New York; American Surety Company of New York, No. 100 Broadway; Fidelity and Deposit Company of Maryland, No. 2 Rector street; the United States Fidelity and Guaranty Company, No. 66 Liberty street, New York; the Title Guaranty and Surety Company, No. 84 William street; Massachusetts Bonding and Insurance Company, Nos. 27 and 29 Pine street, Sureties.
- November 6, 1908—For regulating, etc., Nicholas avenue—For the President of the Borough of Brooklyn.
The Barber Asphalt Paving Company, No. 30 Church street, Principal.
People's Surety Company of New York, No. 26 Court street, Brooklyn; the United States Fidelity and Guaranty Company, No. 66 Liberty street, New York, Sureties.
- November 6, 1908—For regulating, etc., Eighty-fourth street—For the President of the Borough of Brooklyn.
The Barber Asphalt Paving Company, No. 30 Church street, Principal.
People's Surety Company of New York, No. 26 Court street, Brooklyn; the United States Fidelity and Guaranty Company, No. 66 Liberty street, New York, Sureties.
- November 6, 1908—For dredging Newtown Creek Canal—For the President of the Borough of Brooklyn.
United States Dredging and Construction Company, No. 260 Washington street, Principal.
American Bonding Company of Baltimore, No. 32 Nassau street, Surety.
- November 7, 1908—For furniture for Public School 64, Borough of Brooklyn—For the Department of Education.
Superior Manufacturing Company, Muskegon, Mich., Principal.
American Surety Company of New York, No. 100 Broadway, Surety.
- November 7, 1908—For furnishing wood, etc., for evening schools, City of New York—For the Department of Education.
P. J. Foster, No. 21 East Fifteenth street, Principal.
The United States Fidelity and Guaranty Company, No. 66 Liberty street, New York, Surety.

Opening of Proposals for the Week Ending November 7, 1908.

The Comptroller, by representative, attended the opening of proposals at the following Departments, viz.:

- November 2, 1908—For building an addition to the Morris High School; for improvements to Public School 37, Borough of The Bronx; for installing heating and ventilating plants in Public School 114; for erecting deckhouses, etc., on training ship "Newport"; for building partition on the recreation pier foot of East Twenty-fourth street, Borough of Manhattan—For the Department of Education.
- November 2, 1908—For furniture, etc., for Training School for Women Nurses; for improvements in front of Pavilion A, etc., of the new Bellevue Hospital, Borough of Manhattan—For the Trustees of Bellevue and Allied Hospitals.
- November 2, 1908—For repaving Twenty-first street, from Fifth avenue to Sixth avenue, and for improvements in forty-three other streets, Borough of Manhattan—For the President of the Borough.
- November 2, 1908—For erecting a new building for Engine Company 163 and Hook and Ladder Company 67, Borough of Queens—For the Fire Department.
- November 2, 1908—For the erection of iron balconies on the North Hospital, Ward 11 and Dormitory No. 2 at the Children's Hospital and Schools, Randalls Island, City of New York—For the Department of Public Charities.
- November 4, 1908—For regulating, grading, etc., Canton avenue, Ditmas avenue, Eighty-fourth street, Hinsdale avenue, Nichols avenue, Prospect place, Rochester avenue, Sixty-fourth street and Sutter avenue, Borough of Brooklyn—For the President of the Borough.
- November 5, 1908—For furnishing gravel to the Ocean parkway, Borough of Brooklyn; for furnishing topsoil to Kings Park, Jamaica, Borough of Queens—For the Department of Parks.

Official Designation.

N. Taylor Phillips, Deputy Comptroller, to act as Comptroller from Monday, November 2, 1908, to Saturday, January 30, 1909, both days inclusive.
Hubert L. Smith, Assistant Deputy Comptroller, to sign, in his own name and in place of Comptroller, warrants drawn upon the City Chamberlain from Monday, November 2, 1908, to Saturday, January 30, 1909, both days inclusive.

N. TAYLOR PHILLIPS, Deputy Comptroller.

POLICE DEPARTMENT.

January 2, 1909.

The following proceedings were this day directed by the Police Commissioner:
Whereas, Under chapter 160 of the Laws of 1907 it is provided that the total number of Patrolmen of the Police Force of the Police Department of The City of New York shall be 7,839, "until otherwise provided by the Board of Estimate and Apportionment upon the recommendation of the Mayor and the Police Commissioner;" and

Whereas, In the annual Budget of the Police Department for the year 1908 the Board of Estimate and Apportionment provided for an increase of the Police Force by the appropriation of \$320,000, to allow the appointment of 600 Patrolmen during the year 1908, to average eight months' service; and

Whereas, The quota of Patrolmen on the Police Department was increased January 4, 1908, by 600, making a total of 8,439; and

Whereas, In the annual Budget of the Police Department for the year 1909 the Board of Estimate and Apportionment provided for an increase of the Police Force by the appropriation of \$80,000, to allow the appointment of 150 Patrolmen during the year 1909, to average eight months' service;

Ordered, That it be and is hereby recommended to the Board of Estimate and Apportionment that the quota of Patrolmen of the Police Force of The City of New York be increased by 150, making a total of 8,589.

Ordered, That his Honor the Mayor be respectfully requested to concur in the foregoing.

Whereas, For the prompt and efficient operation of the Police Department it is necessary and expedient that its horses be shod at such points and in such numbers as to give the best results; and

Whereas, The expenditure for this purpose exceeds \$1,000 in the aggregate for one year,

Ordered, That the Board of Aldermen be and is hereby respectfully requested, in pursuance of the provisions of section 419 of the Charter, to authorize the Police Commissioner to purchase the necessary horseshoeing for the Department without advertising for competing bids or proposals.

Whereas, For the prompt and efficient operation of the Police Department it is necessary and expedient that its horses be boarded and stabled at such points and in such numbers as to give the best results; and

Whereas, The expenditure for this purpose exceeds \$1,000 in the aggregate for one year,

Ordered, That the Board of Aldermen be and is hereby respectfully requested to authorize the Police Commissioner to purchase the necessary boarding and stabling of Department horses where the same cannot be cared for at Department stables without advertising for competing bids or proposals.

In accordance with the power vested in me by chapter 1483 of the Greater New York Charter, I hereby revoke the privilege heretofore granted to sell and furnish wine, beer or strong or spirituous liquors in the auditorium or lobbies of the Orpheum, No. 100 Third Avenue, Borough of Manhattan, City of New York, which place holds a concert license.

The following probationary Patrolman having qualified is hereby appointed Patrolman in the Police Department of The City of New York, being the tenth installment in increase of quota of Patrolmen for the year 1908, to take effect as of January 1, 1909; James E. Connelly.

The following probationary Patrolmen having qualified are hereby appointed Patrolmen in the Police Department of The City of New York, to fill vacancies caused by death, retirement, etc., to take effect as of January 1, 1909:

Daniel A. Carroll, William Cowley, John F. L. Dennin, Martin Downey, Charles J. Hoffmann, Peter Hoffman, Michael J. Hurley, George P. Lang, Joseph A. Metzler, John J. O'Brien, Valentine O'Toole, George G. Ossmann, George H. Plate, John J. Thorpe, Frederick W. Wolfschlag.

Ordered, That, in accordance with the provisions of Rule XI. of the Municipal Civil Service Commission, probationary Patrolman Michael J. Burns, Jr., be notified in writing that his conduct and capacity while on probation are unsatisfactory to the Police Commissioner, and for that reason that he be and is hereby dismissed from such employment.

It appearing that Peter Doertlein, who was employed on probation as Patrolman January 1, 1909, did not appear to qualify, and in response to inquiry declined such employment.

Ordered, That the employment on probation of Peter Doertlein as Patrolman in the Police Department of The City of New York be and is hereby revoked.

Ordered, That the following named persons, whose names appear on eligible list of the Municipal Civil Service Commission, dated December 22, 1908, be and are hereby employed as Patrolmen on probation in the Police Department of The City of New York:

Jacob Schifferdecker, Jr., Joseph P. Murtagh.

Masquerade Ball Permits Granted.

- L. Fisher, Palm Garden, Manhattan, January 9; fee, \$25.
- L. Fisher, Palm Garden, Manhattan, January 16; fee, \$25.
- W. Flatz, Amperson Club room, The Bronx, January 2; fee, \$5.
- E. Veischleiser, Jackson Casino, The Bronx, January 9; fee, \$25.
- A. Anderson, Imatra Hall, Brooklyn, December 31; fee, \$5.
- R. L. Townes, Beck's Casino, Brooklyn, January 9; fee, \$10.
- Weber & Glatterer, Palm Garden, Brooklyn, January 9; fee, \$10.
- Weber & Glatterer, Palm Garden, Brooklyn, January 16; fee, \$10.
- Weber & Glatterer, Palm Garden, Brooklyn, January 30; fee, \$10.
- G. E. Gerber, Hettinger's Broadway Hall, Queens, January 30; fee, \$10.

On File, Send Copy.

Report of Lieutenant in command of Boiler Squad, dated December 30, 1908, relative to engineers' licenses granted. For publication in the CITY RECORD.

Special Order No. 1, issued this day, is hereby made part of the proceedings of the Police Commissioner.

Special Order No. 1.

The following Probationary Patrolmen having qualified as Patrolmen, are assigned to precincts indicated, to take effect January 1, 1909, and temporarily assigned to School of Instruction until uniforms are procured:

Carroll, Daniel A., One Hundred and Fifty-seventh Precinct; Connelly, James E., One Hundred and Sixty-fourth Precinct; Dennin, John F. L., Twenty-fifth Precinct; Cowley, William, Ninth Precinct; Hurley, Michael J., Second Precinct; Downey, Martin, One Hundred and Forty-sixth Precinct; Hoffmann, Charles J., One Hundred and Forty-ninth Precinct; Hoffman, Peter, Thirteenth Precinct; O'Brien, John J., Twenty-ninth Precinct; Lang, George P., Thirty-first Precinct; Ossmann, George G., One Hundred and Sixty-fifth Precinct; Metzler, Joseph A., Fifteenth Precinct; Thorpe, John J., Twenty-second Precinct; O'Toole, Valentine, Eighth Precinct; Wolfschlag, Frederick W., Forty-third Precinct; Plate, George H., One Hundred and Fiftieth Precinct.

The following having been employed on probation as Patrolmen are assigned to precincts indicated, to report as follows:

December 31, 1908, 8 p. m.—Kelly, James, Twenty-ninth Precinct.
January 2, 1909, 8 p. m.—Robichaud, James E., One Hundred and Fifty-fifth Precinct; Conroy, John T., Eightieth Precinct.

The following transfers and assignment are hereby ordered, to take effect 8 a. m., January 4, 1909:

Mounted Patrolmen—Daniel J. McNichol, from One Hundred and Fifty-third Precinct to Traffic Precinct D, without horse and equipments; Michael C. Singer, Traffic Precinct D, dismounted, and transferred to One Hundred and Fifty-third Precinct.

Patrolmen—Frederick Bird, One Hundred and Sixty-third Precinct, transferred to Tenth Inspection District and assigned to duty in plain clothes; Otis B. Smith, from Traffic Precinct D to One Hundred and Sixty-seventh Precinct.

The following temporary assignments are hereby ordered:

Inspectors—Richard Walsh, Fourth Inspection District, assigned to command Third Inspection District, in addition to his own district, during absence of Inspector George W. McClusky, for eighteen hours, from 8 p. m., January 1, 1909; William G. Hogan, Thirteenth Inspection District, assigned to command Second Inspection District, in addition to his own district, during absence of Inspector Patrick Corcoran, for eighteen hours, from 7 a. m., January 5, 1909.

Lieutenants—John J. McKeon, Thirteenth Precinct, assigned to command precinct during absence of Captain Martin Handy on sick leave, from 12 noon, December 30, 1908; Louis M. Haupt, Traffic Precinct A, assigned to Brooklyn Borough Headquarters Squad, duty in Borough Inspector's office for ten days, from 6 p. m., December 31, 1908.

Sergeants—Charles Maas, Second District Court Squad, Night Court, assigned to Central Office Squad, duty in Bureau of Information, for three days, from 8 p. m., December 31, 1908; Redmond C. Thompson, Thirty-first Precinct, assigned to Second District Court Squad, at Night Court, during temporary detail of Sergeant Charles Maas at Central Office Squad, from 8 p. m., December 31, 1908; George D. Siffert, Twenty-sixth Precinct, assigned as Acting Lieutenant in precinct during absence of Lieutenant Charles E. Sherwood on sick leave, from 8 a. m., December 31, 1908; William J. Burns, Traffic Precinct A, assigned to Brooklyn Borough Headquarters Squad, duty in Borough Inspector's office, for ten days, from 6 p. m., December 31, 1908; Patrick L. Donovan, Twenty-ninth Precinct, assigned as Acting Lieutenant in precinct during absence of Lieutenant Alexander Chandler on sick leave, from 8 a. m., December 31, 1908.

Patrolmen—Thomas C. Kerrigan, Traffic Precinct C, assigned to Central Office Squad, duty in Second Deputy Commissioner's office, from 2 p. m., December 31, 1908;

George D. Hopkins, Nineteenth Precinct, assigned to Third Inspection District, duty in plain clothes, for five days, from 12.01 a. m., January 1, 1909.

The following extensions of temporary assignments are hereby ordered:

Lieutenant—Edward McAniff, Twenty-ninth Precinct, to Traffic Precinct C, for twenty days, from 8 a. m., December 31, 1908.

Patrolmen—John S. Seery, One Hundred and Seventy-first Precinct; Thomas S. Duffy, One Hundred and Sixtieth Precinct, and Edward S. Mooney, One Hundred and Sixty-first Precinct, to Bureau of Electrical Service, duty in Brooklyn as operators, for ten days, from 8 a. m., January 3, 1909; William J. Maher, Twelfth Precinct, to Bureau of Electrical Service, duty in Manhattan, as operator, for ten days, from 8 p. m., January 1, 1909; Arthur P. O'Neill, One Hundred and Forty-fourth Precinct, and John J. Moran, One Hundred and Forty-seventh Precinct, to Bureau of Electrical Service, duty in Brooklyn, as operators, for ten days, from 8 p. m., January 1, 1909; John Giba, Fourteenth Precinct, to Central Office Squad, for ten days, from 8 a. m., January 2, 1909; George Downey, Sixty-fifth Precinct, to Central Office Squad, for ten days, from 8 a. m., January 1, 1909; Herman C. Stapf, One Hundred and Forty-third Precinct, and Samuel Christian, One Hundred and Forty-ninth Precinct, to Eighth Inspection District, duty in plain clothes, for ten days, from 8 p. m., January 3, 1909; William A. White, Traffic Precinct B, to Seventeenth Precinct, for ten days, from 8 p. m., December 31, 1908.

To Detective Bureau, Brooklyn, from precincts indicated, for ten days, from 6 p. m., January 1, 1909:

John Ward, One Hundred and Fiftieth Precinct; Henry Dukeshire, One Hundred and Forty-sixth Precinct; Bernard J. McQuade, One Hundred and Fifty-first Precinct; Emil Geisler, One Hundred and Forty-eighth Precinct; James J. Govern, One Hundred and Fifty-seventh Precinct; Charles J. Bridges, One Hundred and Fifty-fifth Precinct; James Mulroy, One Hundred and Sixty-seventh Precinct; Jefferson Carney, One Hundred and Sixty-first Precinct; Charles Schifferdecker, One Hundred and Fifty-second Precinct; Michael J. Gleeson, One Hundred and Seventieth Precinct.

The following members of the Department are excused for eighteen hours, as indicated:

Inspectors—George W. McClusky, Third Inspection District, from 8 p. m., January 1, 1909; Patrick Corcoran, Second Inspection District, from 7 a. m., January 5, 1909, with permission to leave city.

Captains—Michael Devaney, One Hundred and Seventieth Precinct, from 1 p. m., January 1, 1909; Donald Grant, Seventeenth Precinct, from 4 p. m., January 1, 1909; James H. Kelley, One Hundred and Seventy-second Precinct, from 7 a. m., January 4, 1909, with permission to leave city; John J. Lantry, Twenty-ninth Precinct, from 2 p. m., January 2, 1909; John W. Parrett, One Hundred and Fifty-second Precinct, from 1 p. m., January 4, 1909; John F. Gardiner, Two Hundred and Seventy-seventh Precinct, from 9 a. m., January 4, 1909; John Becker, One Hundred and Fifty-fifth Precinct, from 2 p. m., January 1, 1909; Thomas J. Kelly, One Hundred and Sixty-ninth Precinct, from 2 p. m., January 7, 1909, with permission to leave city; John McCauley, Sixty-ninth Precinct, from 12 noon, January 1, 1909, with permission to leave city.

The following leaves of absence are hereby granted with full pay:

Lieutenant Thomas Conboy, Fifth Inspection District, for three days, from 8 a. m., January 1, 1909.

Patrolmen—Thomas J. Hughes, Twenty-ninth Precinct, for three days, from 12 midnight, December 30, 1908; Grover C. Vaughan, Eighty-first Precinct, for three days, from 12.01 a. m., December 30, 1908.

The following leaves of absence are hereby granted with half pay:

Patrolmen—John J. Cridland, One Hundred and Fifty-seventh Precinct, for one-half day, from 12.01 a. m., January 2, 1909, with permission to leave city; William J. Czerend, Two Hundred and Eighty-fifth Precinct, for one-half day, from 12.01 a. m., January 3, 1909.

The following application for full pay is hereby granted:

Patrolman Walter W. Barry, Twenty-sixth Precinct, for seven and one-half days, from 10.40 p. m., December 3, 1908.

The following death is reported:

Patrolman William J. Roache, Second Precinct, at 3 a. m., December 31, 1908.

The following Probationary Patrolmen are hereby dismissed from employment in the Police Department of The City of New York, to take effect as indicated:

January 1, 1909—Kahn, Joseph, One Hundred and Sixty-fifth Precinct; Daly, Timothy, One Hundred and Forty-fourth Precinct; Worth, William L., One Hundred and Forty-fourth Precinct.

January 2, 1909—Burns, Michael J., Jr., One Hundred and Forty-seventh Precinct.

The following member of the Force having been tried on a charge before a Deputy Commissioner, the charge is hereby dismissed:

Patrolman Michael J. McGrath, Thirty-sixth Precinct.

The following Hosler is hereby dismissed from the Police Department of The City of New York, to take effect 3.30 p. m., December 31, 1908:

Melvin Palmer, Traffic Precinct C.

THEO. A. BINGHAM, Police Commissioner.

BOROUGH OF MANHATTAN.

COMMISSIONER OF PUBLIC WORKS.

In accordance with the provisions of section 1546, chapter 466 of the Laws of 1901, I transmit the following report of the transactions of the offices of the Commissioner of Public Works, President of the Borough of Manhattan, for the week ending December 30, 1908:

Public Moneys Received During the Week.		Obstructions Removed.	
For restoring and repaving pavement, water openings, Special Fund.....	\$3,110 00	Obstructions removed from various streets and avenues.....	15
For redemption of obstructions seized, General Fund.....	8 00	Complaints received and attended to, Bureau of Incumbrances.....	50
For vault permits, Sinking Fund..	942 75	Permit revoked, Bureau of Incumbrances.....	1
For shed permits, General Fund..	15 00	Permits extended, Bureau of Incumbrances.....	48
For sewer connections, General Fund.....	78 48	Inspection Division, Bureau of Highways.	
For bay window permits, General Fund.....	33 40	Complaints received.....	446
For ornamental projection permits, General Fund.....	69 60	Repairs made.....	968
For auction sales, General Fund..	410 74	Police complaints received.....	289
Permits Issued.		Repairs to Pavement.	
Permits to place building material on streets.....	33	Square yards of pavement repaired..	3,408
Permits to construct street vaults...	3	Repairs to Sewers.	
Permits to construct sheds.....	3	Linear feet of sewer built.....	41
Permits to cross sidewalks.....	5	Linear feet of sewer cleaned.....	23,130
Permits for subways, steam mains and various connections.....	117	Linear feet of sewer examined.....	14,791
Permits for railway construction and repairs.....	5	Basins cleaned.....	279
Permits to repair sidewalks.....	44	Basins examined.....	116
Permits for sewer connections.....	9	Linear feet of sewer relieved.....	4,118
Permits for sewer repairs.....	4	Manhole head and cover reset.....	1
Permits for bay windows.....	10	Basin hoods put in.....	3
Permit for ornamental projection..	1	Linear feet of spur pipe laid.....	3
		Manhole built.....	1
		Manhole covers put on.....	4
		Cubic feet of brickwork built.....	91
		Basin grates put in.....	4
		Cartloads of dirt removed.....	847
		Cuts opened and refilled.....	2

General Office, Commissioner of Public Works.

Orders Nos. 5104 to 5224, inclusive, were issued; 124 requisitions were received and acted upon.

Five requisitions, including 106 vouchers, amounting to \$17,369.53, were drawn on the Comptroller.

The following contracts were entered into:

For maintaining asphalt pavements on abandoned contracts on Central Park West, from Fifty-ninth to One Hundred and Tenth streets; contractor, Vulcanite Paving Company, No. 30 Church street; sureties, the United States Fidelity and Guaranty Company, No. 66 Liberty street; the People's Surety Company of New York, No. 76 William street; estimated cost, \$10,500.

On Third and Fourth streets, from Second avenue to Lewis street; contractor, Vulcanite Paving Company, No. 30 Church street; sureties, the United States Fidelity and Guaranty Company, No. 66 Liberty street; the People's Surety Company of New York, No. 76 William street; estimated cost, \$7,970.

On Broadway, from Twenty-fourth to Twenty-fifth street; contractor, Sicilian Asphalt Paving Company, No. 41 Park row; sureties, the United States Fidelity and Guaranty Company, No. 66 Liberty street; the Empire State Surety Company, No. 84 William street; estimated cost, \$615.88.

On Broadway, from Canal to Fourteenth street; contractor, Sicilian Asphalt Paving Company, No. 41 Park row; sureties, the United States Fidelity and Guaranty Company, No. 66 Liberty street; the Empire State Surety Company, No. 84 William street; estimated cost, \$25,450.

On Broadway, from Fourteenth to Forty-second street; contractor, Uvalde Asphalt Paving Company, No. 1 Broadway; sureties, the Empire State Surety Company, No. 84 William street; the United States Fidelity and Guaranty Company, No. 66 Liberty street; estimated cost, \$54,714.16.

Statement of Laboring Force Employed During the Week Ending December 30, 1908.

Cleaning Public Buildings, Baths, etc.	Teams	4
Mechanics	Carts	118
Laborers		
Carts		
Bath Attendants	Roads, Streets and Avenues.	21
Cleaners	Laborers	10
	Teams	5
	Carts	

Boulevards, Roads and Avenues (Maintenance of).	Sewers, Maintenance, Cleaning, etc.	
Mechanics	Mechanics	88
Laborers	Laborers	52
Teams	Teams	12
Carts	Carts	50
	Cleaners	86

Repaving and Renewal of Pavements.		
Mechanics		228
Laborers		173

JOHN CLOUGHEN, Acting President, Borough of Manhattan.

THE CITY CHAMBERLAIN.

January 11, 1909.

As provided in chapter 729 of the Laws of 1905, as amended, I have this day paid into the General Fund of The City of New York the sum of four hundred and three thousand six hundred and sixteen dollars and sixty-two cents (\$403,616.62), which is one-half of the net amount of mortgage tax collected for the quarter ending December 31, 1908.

Attached is detailed statement.

JAMES J. MARTIN, Chamberlain.

THE CHAMBERLAIN OF THE CITY OF NEW YORK.

MORTGAGE TAX ACCOUNT.

Statement for Quarter Ending December 31, 1908.

January 11, 1909.

Receipts.		
New York County, October, 1908.....	\$310,401 55	
New York County, November, 1908.....	116,507 11	
New York County, December, 1908.....	189,834 62	
	\$616,743 28	
Kings County, October, 1908.....	\$51,731 92	
Kings County, November, 1908.....	42,429 95	
Kings County, December, 1908.....	57,133 81	
	151,295 68	
Queens County, October, 1908.....	\$14,066 75	
Queens County, November, 1908.....	12,084 53	
Queens County, December, 1908.....	8,911 50	
	35,062 78	
Richmond County, October, 1908.....	\$1,515 50	
Richmond County, November, 1908.....	1,379 00	
Richmond County, December, 1908.....	1,537 00	
	4,431 50	
	\$807,533 24	

Disbursements.		
Bank Messenger, salary, October, 1908.....	\$100 00	
Bank Messenger, salary, November, 1908.....	100 00	
Bank Messenger, salary, December, 1908.....	100 00	
	300 00	
	\$807,233 24	

Balance Apportioned.

Treasurer, State of New York.....	\$403,616 62
Chamberlain, City of New York.....	403,616 62
	\$807,233 24

JAMES J. MARTIN, Chamberlain.

CHANGES IN DEPARTMENTS, ETC.

DEPARTMENT OF DOCKS AND FERRIES.

January 8—Francis Mitchell, formerly employed as a Dock Laborer, disappeared from the work while assigned to duty on December 2, 1908. He has not since been heard from, either by this Department or by his family, and it is thought that possibly he fell from the derrick on which he was employed and was drowned. In view of the circumstances, he has been dropped from the list of employees of this Department.

DEPARTMENT OF BRIDGES.

January 9—In order to comply with the rates of pay established by the Budget for 1909, duly adopted by the Board of Esti-

mate and Apportionment, the compensation of the following named Riggers in this Department is fixed at \$3.75 per day, to date from January 1, 1909:

John Dooley, No. 1081 Herkimer street, Brooklyn; William Gannon, No. 227 Gold street, Brooklyn; Abram Kunen, No. 1712 Washington avenue, The Bronx; Charles F. McKeon, No. 171 Rockaway avenue, Brooklyn; Albert Munster, No. 290 Hemlock street, Brooklyn; Albin Peterson, No. 326 Fifty-eighth street, Brooklyn; Edward Peterson, No. 1143 St. Marks avenue, Brooklyn; Amos Rooney, No. 360 South Fifth street, Brooklyn; Stephen Smallfield, Rockaway and Conklin avenues, Brooklyn; Thos. E. Tyrrell, No. 364 Hicks street, Brooklyn; Robert S. Walsh, No. 303 Seventeenth street, Brooklyn.

The compensation of the following named employees, in order to comply with

the rates of pay established by the Budget of 1909, duly adopted by the Board of Estimate and Apportionment, is fixed as under, to date from January 1, 1909:

Williamsburg Bridge.

Housesmith, at \$4.80 Per Day.

Jas. J. Clark, No. 203 East One Hundred and Fourteenth street, Manhattan.

Rigger, at \$3.75 Per Day.

John Cuff, No. 95 Tenth avenue, Manhattan.

Brooklyn Bridge.

Housesmith, at \$4.80 Per Day.

Matthew Carney, No. 315 East Forty-third street, Manhattan; Martin F. Farrell, No. 307 West One Hundred and Twentieth street, Manhattan; Owen McCaffrey, No. 16 Ellery street, Brooklyn.

Machinist's Helper, at \$3 Per Day.

John J. Mullin, No. 1064 Bedford avenue, Brooklyn; Matthew Riley, No. 819 Gates avenue, Brooklyn; Bart Downs, No. 191 Wyona street, Brooklyn; Andrew S. Wishart, No. 375 Glenmore avenue, Brooklyn.

Harlem River.

Stoker, at \$3 Per Day.

Benj. McBride, No. 4229 Park avenue, The Bronx; Hugh Thompson, No. 196 Alexander avenue, The Bronx; Wm. F. Farrell, No. 111 Adams street, Brooklyn.

Newtown Creek.

Machinist's Helper, at \$3 Per Day.

Matt. Weir, No. 407 East One Hundred and Fortieth street.

James H. Wood, of No. 980 Lorimer street, Brooklyn, is transferred from the position of Bridge Keeper to that of Messenger and his compensation fixed at \$1,050 per annum, to date from January 11, 1909.

BOARD OF WATER SUPPLY.

January 11—The following Miners were dismissed from the force of this Board on account of absence without leave for more than five days, to take effect immediately: Michael McGrath, Fred Cooper, Thomas Kelsh, Patrick Diviny, William Welch.

At the meeting of the Board held December 29, 1908, the resignation of Walter E. Spear, Division Engineer, was accepted, to take effect at the close of the day's work December 31, 1908.

DEPARTMENT OF PARKS.

Boroughs of Manhattan and Richmond.

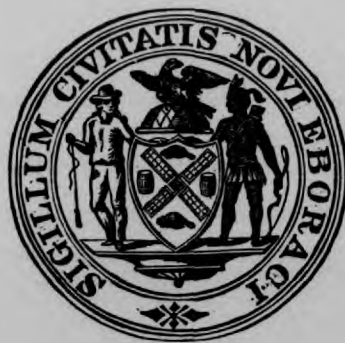
January 8—Appointed temporarily January 7, 1909, Joseph O. O'Dea, Topographical Draughtsman, No. 313 Hicks street, Brooklyn, \$1,500 per annum.

Reinstated, January 7, 1909, William H. Whitney, Painter-Letterer, No. 52 East Eighty-eighth street.

Discharged for Absence Without Leave. Joseph Herschovitz, Park Laborer, No. 57 Broome street; William Plinkitt, Park Laborer, No. 6 Pike street.

Died.

December 29, 1908, Joshua Gledhill, Laborer, No. 544 West Thirty-fifth street; January 3, 1909, Thos. Bowe, Laborer, No. 231 East Eighty-first street.



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 a. m. to 12 m.
Telephone, 8020 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, 8020 Cortlandt.
Patrick Derry, Chief of Bureau.

BUREAU OF LICENSES.

9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 8020 Cortlandt.
Francis V. S. Oliver, Jr., Chief of Bureau.
Principal Office, Room 3, City Hall.
Branch Office, Room 12, Borough Hall, Brooklyn.
Branch Office, Richmond Borough Hall, Room 23, New Brighton, S. I.
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, 1942 Worth.
The Mayor, the Comptroller, ex-officio, Commissioners John F. Cowan (President), William H. Ten Eyck, John J. Ryan and John P. Windolph; Harry W. Walker, Secretary; Walter H. Sears, Chief Engineer.

ARMORY BOARD.

Mayor George B. McClellan, the Comptroller, Herman A. Metz, the President of the Board of Aldermen, Patrick F. McGowan, Brigadier-General George Moore Smith, Brigadier-General John G. Eddy, Captain J. W. Miller, 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; Arnold W. Brunner, Architect; John B. Pine, Charles Howland Russell, Fred B. Pratt, Herbert Adams.
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. Hebbard, ex-officio.

BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 7560 Cortlandt.
Patrick F. McGowan, President.
P. J. Scully, City Clerk.

BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 4 p. m.; Saturdays, 12 m.
Antonio Zucca.
Paul Weimann.
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.
Michael T. Daley, Chief Clerk.
Telephone, 2946 Bryant.

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. Adey, 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, 5840 Gramercy.
Warren A. Conover, Charles Buek, Lewis Harding, Charles G. Smith, Edward F. Croker, William A. Boring 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 J. Barry, 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. 299 Broadway.
John A. Bessel, 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, 7550 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, 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 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, 6080 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 J. Barry, 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.; Walter Alexander, Nicholas J. Barrett, Charles E. Bruce, M. D.; Joseph E. Cosgrove, Frederic R. Coudert, Francis W. Crowninshield, Francis P. Cunnion, Thomas M. De Laney, Horace E. Dresser, Alexander Ferris, Joseph Nicola Francolini, George Freifeld, George J. Gillespie, John Greene, Lewis Haase, Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, James P. Holland, Arthur Hollick, Hugo Kanzler, Max Katzenberg, Edward Lazansky, Alrick H. Man, Clement March, Mitchell May, Robert E. McCafferty, Dennis J. McDonald, M. D.; Ralph McKee, Frank W. Meyer, Thomas J. O'Donohue, Henry H. Sherman, Arthur S. Somers, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, James E. Sullivan, Michael J. Sullivan, Bernard Suydam, Rupert B. Thomas, John R. Thompson, George A. Vandenhoff, Frank D. Wiley, 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.
Henry R. M. Cook, Auditor.

Thomas A. Dillon, Chief Clerk.
Henry M. Leipziger, Supervisor of Lectures.
Claude G. Leland, Superintendent of Libraries.
A. J. Maguire, Supervisor of Janitors.

BOARD OF SUPERINTENDENTS.

William H. Maxwell, City Superintendent of Schools, and Andrew W. Edson, John H. Haaren, Clarence E. Melenev, Thomas S. O'Brien, Edward B. Shallow, Edward L. Stevens, Gustave Straubmüller, John H. Walsh, Associate City Superintendents.

DISTRICT SUPERINTENDENTS.

Darwin L. Bardwell, William A. Campbell, John J. Chickering, John W. Davis, John Dwyer, James M. Edsall, Matthew J. Elgas, Edward D. Farrell, Cornelius D. Franklin, John Griffin, M. D.; John L. N. Hunt, Henry W. Jameson, James Lee, Charles W. Lyon, James J. McCabe, William J. O'Shea, Julia Richman, Alfred T. Schaffner, Albert Shiels, Edgar Dubs Shimer, Seth T. Stewart, Edward W. Stitt, Grace C. Strachan, Joseph S. Taylor, Joseph H. Wade, Evangeline E. Whitney.

BOARD OF EXAMINERS.

William H. Maxwell, City Superintendent of Schools, and James C. Byrnes, Walter L. Hervey, Jerome A. O'Connell, George J. Smith, Examiners.

DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1200 Worth.
Herman A. Metz, Comptroller.
John H. McCooey and N. Taylor Phillips, Deputy Comptrollers.
Hubert L. Smith, Assistant Deputy Comptroller.
Paul Loeser, Secretary to Comptroller.

MAIN DIVISION.

H. J. Storrs, Chief Clerk, Room 11.
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.

ENGINEERING DIVISION.

Stewart Building, Chambers street and Broadway, Chandler Withington, Chief Engineer, Room 55.

DIVISION OF REAL ESTATE.

Mortimer J. Brown, Appraiser of Real Estate, Rooms 101, 103 and 105.

BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room O.
David E. Austen, Receiver of Taxes.
John J. McDonough and William H. Loughran, Deputy Receivers of Taxes.
Borough of the Bronx—Municipal Building, Third and Tremont avenues.
John B. Underhill and Stephen A. Nugent, Deputy Receivers of Taxes.
Borough of Brooklyn—Municipal Building, Rooms 2-8.
James B. Bouck and William Gallagher, Deputy Receivers of Taxes.
Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.
George H. Creed and Mason O. Smedley, Deputy Receivers of Taxes.
Borough of Richmond—Borough Hall, St. George, New Brighton.
John De Morgan and F. Wiley Owen, Deputy Receivers of Taxes.

BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan—Stewart Building, Room 1.
Daniel Moynahan, Collector of Assessments and Arrears.
Richard E. Weldon, Deputy Collector of Assessments and Arrears.
Borough of The Bronx—Municipal Building, Rooms 1-3.
James J. Donovan, Jr., Deputy Collector of Assessments and Arrears.
Borough of Brooklyn—Mechanics' Bank Building, corner Court and Montague streets.
Thomas J. Drennan, Deputy Collector of Assessments and Arrears.
Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.
Patrick E. Leahy, Deputy Collector of Assessments and Arrears.
Borough of Richmond—St. George, New Brighton.
George Brand, Deputy Collector of Assessments and Arrears.

BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.

Stewart Building, Chambers street and Broadway, Room 141.
John M. Gray, Collector of City Revenue and Superintendent of Markets.
John F. Hobbs, Deputy Superintendent of Markets.
David O'Brien, Deputy Collector of City Revenue.

BUREAU FOR THE EXAMINATION OF CLAIMS.

Frank J. Prial, Chief Examiner, Room 181.

BUREAU OF THE CITY CHAMBERLAIN.

Stewart Building, Chambers street and Broadway Rooms 63 to 67.
James J. Martin, City Chamberlain.
Henry J. Walsh, Deputy Chamberlain.
Telephone, 4270 Worth.

DEPARTMENT OF HEALTH.

Southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan, 9 a. m. to 4 p. m.
Burial Permit and Contagious Disease Offices always open.
Telephone, 4900 Columbus.
Thomas Darlington, M. D., Commissioner of Health and President.
Alvah H. Doty, M. D.; Theodore A. Bingham, Commissioners.
Eugene W. Scheffer, Secretary.
Herman M. Biggs, M. D., General Medical Officer.
James McC. Miller, Chief Clerk.
Walter Bessel, M. D., Sanitary Superintendent.
William H. Guilfoyle, M. D., Registrar of Records.

Borough of Manhattan.

Alonzo Blauvelt, M. D., Assistant Sanitary Superintendent; George A. Roberts, Assistant Chief Clerk.
Charles J. Burke, M. D., Assistant Registrar of Records.

Borough of The Bronx, No. 3731 Third avenue.

Alonzo Blauvelt, M. D., Acting Assistant Sanitary Superintendent; Ambrose Lee, Jr., Assistant Chief Clerk; Arthur J. O'Leary, M. D., Assistant Registrar of Records.

Borough of Brooklyn, Nos. 38 and 40 Clinton street.

Traverse R. Maxfield, M. D., Assistant Sanitary Superintendent; Alfred T. Metcalfe, Assistant Chief Clerk; S. J. Byrne, M. D., Assistant Registrar of Records.

Borough of Queens, Nos. 372 and 374 Fulton street, Jamaica.

John H. Barry, M. D., Assistant Sanitary Superintendent; George R. Crowley, Assistant Chief Clerk; Robert Campbell, M. D., Assistant Registrar of Records.

Borough of Richmond, Nos. 54 and 56 Water street, Stapleton, Staten Island.

John T. Sprague, M. D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief Clerk; J. Walter Wood, M. D., Assistant Registrar of Records.

DEPARTMENT OF PARKS.

Hercy Smith, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.

William J. Fransioli, Secretary
Offices, Arsenal Central Park.
Telephone, 201 Plaza.

Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens.

Offices, Litchfield Mansion, Prospect Park, Brooklyn.
Telephone, 2300 South.

Joseph I. Berry, Commissioner of Parks for the Borough of The Bronx.

Office, Zbrowski Mansion, Claremont Park.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

Telephone, 2640 Tremont.

DEPARTMENT OF PUBLIC CHARITIES.

PRINCIPAL OFFICE.

Foot of East Twenty-sixth street, 9 a. m. to 4 p. m. Saturdays, 12 m.

Telephone, 1350 Madison Square.
Robert W. Heberd, Commissioner.

Richard C. Baker, First Deputy Commissioner.
Thomas W. Hynes, Second Deputy Commissioner for Brooklyn and Queens, Nos. 327 to 331 Schermerhorn street, Brooklyn. Telephone, 2977 Main.

J. McKee Borden, Secretary.

Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 a. m. to 4 p. m.; Saturdays, 12 m.

Bureau of Dependent Adults, foot of East Twenty-sixth street. Office hours, 8.30 a. m. to 4 p. m.

The Children's Bureau, No. 66 Third avenue, Office hours, 8.30 a. m. to 4 p. m.

Jeremiah Connelly, Superintendent for Richmond Borough, Borough Hall, St. George, Staten Island.

Telephone, 1000 Tompkinsville.

DEPARTMENT OF STREET CLEANING.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m. Telephone, 8633 Cortlandt.

William H. Edwards, Commissioner.

James D. Hogan, 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, Hugh Hastings, Charles J. McCormack, John J. Halleran.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m. Telephone, 3080 Main; 3520 Cortlandt; Brooklyn, 3980 Main; Queens, 439 Greenpoint; Richmond, 94 Tompkinsville; Bronx, 62 Tremont.

John H. O'Brien, Commissioner.

M. F. Loughman, Deputy Commissioner.

John F. Garvey, Secretary to Department.

I. M. de Varona, Chief Engineer.

George W. Birdsall, Consulting Hydraulic Engineer.

George F. Sever, Consulting Electrical Engineer.

Charles F. Lacombe, Chief Engineer of Light and Power.

Michael C. 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. 140 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, 640 Plaza, Manhattan; 2653 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, William P. Burr, R. Percy Chittenden, David Rumsey, William Beers Crowell, John L. O'Brien, Terence Farley, Cornelius F. Collins, John F. O'Brien, Edward S. Malone, Edwin J. Freedman, Louis H. Hahlo, Frank B. Pierce, Stephen O'Brien, Charles A. O'Neil, Richard H. Mitchell, John Widdicombe, Edward J. McGoldrick, Curtis A. Peters, Arthur Sweeney, Joel J. Squier, Harford P. Walker, George P. Nicholson, George H. Folwell, William H. King, Alfred W. Booraem, Josiah A. Stover, Thomas F. Noonan, J. Gabriel Britt, Royal E. T. Riggs, Charles McIntyre, Solon Berrick, Francis J. Byrne, James P. O'Connor, William H. Jackson, Edward Maxson, Elliot S. Benedict, Clarence L. Barber, Isaac Phillips, Edward A. McShane, Eugene Fay.

Secretary to the Corporation Counsel—Edmund Kirby.

Chief Clerk—Andrew T. Campbell.

BROOKLYN OFFICE.

Borough Hall, 2d floor, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.

Telephone, 2948 Main.

James D. Bell, Assistant in charge.

BUREAU OF STREET OPENINGS.

No. 90 West Broadway, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.

Telephone, 8190 Cortlandt.

John P. Dunn, Assistant in charge.

BUREAU FOR THE RECOVERY OF PENALTIES.

No. 110 Nassau street, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4526 Cortlandt.

Herman 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 A. Soper, Ph. D., President; James H. Fuertes, Secretary; H. de B. Parsons, Charles SooySmith, Linsly R. Williams, M. D.

Telephone, 1694 Rector.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 299 Broadway, 9 a. m. to 4 p. m.

Frank L. Polk, R. Ross Appleton, Arthur J. O'Keefe.

Frank A. Spencer, Secretary.

John F. Skelly, Assistant Secretary.

Labor Bureau.

Nos. 54-60 Lafayette street.

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.
 John A. Hawkins, Assistant Commissioner of Public Works.
 Josiah A. Briggs, Chief Engineer.
 Frederick Greifenberg, 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.
 Peter J. Stumpf, 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 5 p. m.; Saturdays, 9 a. m. to 12 m.
 Bird S. Coler, President.
 Charles Frederick Adams, Secretary.
 John A. Heffernan, Private Secretary.
 Thomas R. Farrell, Commissioner of Public Works.
 James M. Power, Secretary to Commissioner.
 David F. Moore, Superintendent of Buildings.
 James Dunne, Superintendent of the Bureau of Sewers.
 Joseph M. Lawrence, Superintendent of the Bureau of Public Buildings and Offices.
 Patrick F. Lynch, Superintendent of Highways.

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.
 Frank J. Goodwin, Superintendent of Sewers.
 John R. Vorhies, 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.
 Cornelius Burke, Superintendent of Sewers.
 James E. Clonin, Superintendent of Street Cleaning.
 Edward F. Kelly, Superintendent of Public Buildings and Offices.
 Telephone, 1900 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.
 Offices—Borough Hall, New Brighton, N. Y., 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
 Telephone, 1000 Tompkinsville.

CORONERS.

Borough of The Bronx—Corner of Third avenue and Tremont avenue Telephone, 1250 Tremont and 1402 Tremont.
 Robert F. McDonald, A. F. Schwannecke.
 William T. Austin, Chief Clerk.
 Borough of Brooklyn—Office, Rooms 1 and 3 Municipal Building. Telephone, 4004 Main and 4005 Main.
 Henry J. Brewer, M. D., John F. Kennedy.
 Joseph McGuinness, Chief Clerk.
 Open all hours of the day and night.
 Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.
 Coroners: Julius Harburger, Peter P. Acritelli, George F. Shady, Jr., Peter Dooley.
 Julius Harburger, President Board of Coroners.
 Jacob E. Bausch, Chief Clerk.
 Telephones, 1094, 5057, 5058 Franklin.
 Borough of Queens—Office, Borough Hall, Fulton street, Jamaica, L. I.
 Samuel D. Nutt, Alfred S. Ambler.
 Martin Mager, Jr., Chief Clerk.
 Office hours, from 9 a. m. to 10 p. m.
 Borough of Richmond—No. 44 Second street, New Brighton. Open for the transaction of business all hours of the day and night.
 Matthew J. Cahill.
 Telephone, 7 Tompkinsville.

COUNTY OFFICES.**NEW YORK COUNTY.****COMMISSIONER OF JURORS.**

Room 127, Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.
 Thomas Allison, Commissioner.
 Matthew F. Neville, Assistant Commissioner.
 Frederick P. Simpson, Assistant Commissioner.
 Frederick O'Byrne, Secretary.
 Telephone, 241 Worth.

COMMISSIONER OF RECORDS.

Office, Hall of Records.
 William S. Andrews, Commissioner.
 James O. Farrell, Superintendent.
 James J. Fleming, Jr., Secretary.
 Telephone, 3900 Worth.

COUNTY CLERK.

Nos. 5, 8, 9, 10 and 11 New County Court-house Office hours from 9 a. m. to 4 p. m.
 Peter J. Dooling, County Clerk.
 John F. Curry, Deputy.
 Joseph J. Glennen, Secretary.
 Telephone, 870 Cortlandt.

DISTRICT ATTORNEY.

Building for Criminal Courts, Franklin and Centre streets.
 Office hours from 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
 Wm. Travers Jerome, District Attorney.
 John A. Henneberry, Chief Clerk.
 Telephone, 2304 Franklin.

PUBLIC ADMINISTRATOR.

No. 119 Nassau street, 9 a. m. to 4 p. m.
 William M. Hoes, Public Administrator.
 Telephone, 6376 Cortlandt.

REGISTER.

Hall of Records. Office hours from 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m.
 Frank Gass, Register.
 William H. Sinnott, Deputy Register.
 Telephone, 3900 Worth.

SHERIFF.

No. 299 Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
 Thomas F. Foley, Sheriff.
 John F. Gilchrist, Under Sheriff.
 Telephone, 4984 Worth.

SURROGATES.

Hall of Records. Court open from 9 a. m. to 4 p. m., except Saturday, when it closes at 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m.
 Abner C. Thomas and John P. Cohalan, Surrogates; William V. Leary, Chief Clerk.

KINGS COUNTY.**COMMISSIONER OF JURORS.**

County Court-house.
 Jacob Brenner, Commissioner.
 Jacob A. Livingston, Deputy Commissioner.
 Albert B. Waldron, Secretary.
 Office hours from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m.
 Office hours during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
 Telephone, 1454 Main.

COMMISSIONER OF RECORDS.

Hall of Records.
 Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then 9 a. m. to 2 p. m.; Saturdays 9 a. m. to 12 m.
 Lewis M. Swasey, Commissioner.
 D. H. Ralston, Deputy Commissioner.
 Telephone, 1114 Main.
 Thomas D. Mossrop, Superintendent.
 William J. Beattie, Assistant Superintendent.
 Telephone, 1082 Main.

COUNTY CLERK.

Hall of Records, Brooklyn. Office hours, 9 a. m. to 4 p. m.; during months of July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
 Frank Ehlers, County Clerk.
 Robert A. Sharkey, Deputy County Clerk.
 John Cooper, Assistant Deputy County Clerk.
 Telephone call, 4930 Main.

COUNTY COURT.

County Court-house, Brooklyn, Rooms 17, 18, 22 and 23. Court opens at 10 a. m. daily and sits until business is completed. Part I., Room No. 23; Part II., Room No. 10, Court-house. Clerk's Office, Rooms 17, 18 and 22, open daily from 9 a. m. to 4 p. m.; Saturdays, 12 m.
 Norman S. Dike and Lewis L. Fawcett, County Judges.
 Charles S. Devoy, Chief Clerk.
 Telephone, 4154 and 4155 Main.

DISTRICT ATTORNEY.

Office, County Court-house, Borough of Brooklyn.
 Hours, 9 a. m. to 5 p. m.
 John F. Clarke, District Attorney.
 Telephone number, 2955-6-7—Main.

PUBLIC ADMINISTRATOR.

No. 44 Court street (Temple Bar), Brooklyn, 9 a. m. to 5 p. m.
 Charles E. Teale, Public Administrator.
 Telephone, 2840 Main.

REGISTER.

Hall of Records. Office hours, 9 a. m. to 4 p. m., excepting months of July and August; then from 9 a. m. to 2 p. m., provided for by statute.
 William A. Prendergast, Register.
 Frederick H. E. Epstein, Deputy Register.
 Telephone, 2830 Main.

SHERIFF.

County Court-house, Brooklyn, N. Y.
 9 a. m. to 4 p. m.; Saturdays, 12 m.
 Alfred T. Hobbey, Sheriff.
 James P. Connell, Under Sheriff.
 Telephone, 6845, 6846, 6847, Main.

SURROGATE.

Hall of Records, Brooklyn, N. Y.
 Herbert T. Ketcham, Surrogate.
 Edward J. Bergen, Chief Clerk and Clerk of the Surrogate's Court.
 Court opens at 10 a. m. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
 Telephone, 3954 Main.

QUEENS COUNTY.**COMMISSIONER OF JURORS.**

Office hours, 9 a. m. to 4 p. m.; July and August, 9 a. m. to 2 p. m.; Saturdays 9 a. m. to 12 m. Queens County Court-house, Long Island City.
 John P. Balbert, Commissioner of Jurors.
 Rodman Richardson, Assistant Commissioner.
 Telephone, 455 Greenpoint.

COUNTY CLERK.

No. 364 Fulton street, Jamaica, Fourth Ward, Borough of Queens, City of New York.
 Office open, 9 a. m. to 4 p. m.; Saturday, 9 a. m. to 12 m.
 John Niederstein, County Clerk.
 Henry Walter, Jr., Deputy County Clerk.
 Telephone, 151 Jamaica.

COUNTY COURT.

Temporary County Court-house, Long Island City. County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms each Saturday, except during August and first Saturday of September. County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y.
 Burt J. Humphrey, County Judge.
 Telephone, 286 Jamaica.

DISTRICT ATTORNEY.

Office, Queens County Court-house, Long Island City, 9 a. m. to 5 p. m.
 Frederick G. De Witt, District Attorney.
 Telephone, 39 Greenpoint.

PUBLIC ADMINISTRATOR.

No. 17 Cook avenue, Elmhurst.
 John T. Robinson, Public Administrator, County of Queens.
 Telephone, 335 Newtown.

SHERIFF.

County Court-house, Long Island City, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
 Herbert S. Harvey, Sheriff.
 John M. Phillips, Under Sheriff.
 Telephone, 43 Greenpoint (office).
 Henry O. Schleth, Warden, Queens County Jail.
 Telephone, 372 Greenpoint.

SURROGATE.

Daniel Noble, Surrogate.
 Wm. F. Hendrickson, Clerk.
 Office, No. 364 Fulton street, Jamaica.
 Except on Sundays, holidays and half holidays, the office is open from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m.
 The calendar is called on Tuesday of each week at 10 a. m., except during the month of August, when no court is held, and the court sits every day thereafter until all contested cases have been disposed of.
 Telephone, 397 Jamaica.

RICHMOND COUNTY.**COMMISSIONER OF JURORS.**

Village Hall, Stapleton.
 Charles J. Kullman, Commissioner.
 John J. McCaughy, Assistant Commissioner.
 Office open from 9 a. m. until 4 p. m.; Saturdays, from 9 a. m. to 12 m.
 Telephone, 81 Tompkinsville.

COUNTY CLERK.

County Office Building, Richmond, S. I., 9 a. m. to 4 p. m.
 C. L. Bostwick, County Clerk.
 County Court-house, Richmond, S. I., 9 a. m. to 4 p. m.
 Telephone, 28 New Dorp.

COUNTY JUDGE AND SURROGATE.

Terms of Court, Richmond County, 1909.
 County Courts—Stephen D. Stephens, County Judge.
 First Monday of June, Grand and Trial Jury.
 Second Monday of November, Grand and Trial Jury.

Fourth Wednesday of January, without a Jury.
 Fourth Wednesday of February, without a Jury.
 Fourth Wednesday of March, without a Jury.
 Fourth Wednesday of April, without a Jury.
 Fourth Wednesday of July, without a Jury.
 Fourth Wednesday of September, without a Jury.
 Fourth Wednesday of October, without a Jury.
 Fourth Wednesday of December, without a Jury.
 Surrogate's Court—Stephen D. Stephens, Surrogate.
 Mondays, at the Borough Hall, St. George, at 10.30 o'clock a. m.
 Tuesdays, at the Borough Hall, St. George, at 10.30 o'clock a. m.
 Wednesdays, at the Surrogate's Office, Richmond at 10.30 o'clock a. m.

DISTRICT ATTORNEY.

Borough Hall, St. George, S. I.
 Samuel H. Evans.
 Telephone, 50 Tompkinsville.

SHERIFF.

County Court-house, Richmond, S. I.
 Office hours, 9 a. m. to 4 p. m.
 Joseph J. Barth.

THE COURTS.**APPELLATE DIVISION OF THE SUPREME COURT.****FIRST JUDICIAL DEPARTMENT.**

Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 1 p. m.
 Edward Patterson, Presiding Justice; George L. Ingraham, Chester B. McLaughlin, Frank C. Laughlin, John Proctor Clarke, James W. Houghton, Francis M. Scott, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.
 Clerk's Office opens at 9 a. m.
 Telephone, 3840 Madison Square.

SUPREME COURT—FIRST DEPARTMENT.

County Court-house, Chambers street. Court open from 10.15 a. m. to 4 p. m.
 Special Term, Part I. (motions), Room No. 16.
 Special Term, Part II. (ex-parte business), Room No. 13.
 Special Term, Part III., Room No. 19.
 Special Term, Part IV., Room No. 20.
 Special Term, Part V., Room No. 6.
 Special Term, Part VI. (Elevated Railroad cases), Room No. 31.
 Trial Term, Part II., Room No. 34.
 Trial Term, Part III., Room No. 22.
 Trial Term, Part IV., Room No. 21.
 Trial Term, Part V., Room No. 24.
 Trial Term, Part VI., Room No. 18.
 Trial Term, Part VII., Room No. —.
 Trial Term, Part VIII., Room No. 23.
 Trial Term, Part IX., Room No. 35.
 Trial Term, Part X., Room No. 26.
 Trial Term, Part XI., Room No. 27.
 Trial Term, Part XII., Room No. —.
 Trial Term, Part XIII., and Special Term, Part VII., Room No. 36.
 Trial Term, Part XIV., Room No. 28.
 Trial Term, Part XV., Room No. 37.
 Trial Term, Part XVI., Room No. —.
 Trial Term, Part XVII., Room No. 20.
 Trial Term, Part XVIII., Room No. 29.
 Appellate Term, Room No. 29.
 Naturalization Bureau, Room No. 38, third floor.
 Assignment Bureau, room on mezzanine floor, northeast.
 Clerks in attendance from 10 a. m. to 4 p. m.
 Clerk's Office, Special Term, Part I. (motions), Room No. 15.
 Clerk's Office, Special Term, Part II. (ex-parte business), ground floor, southeast corner.
 Clerk's Office, Special Term, Calendar, ground floor, south.
 Clerk's Office, Trial Term, Calendar, room northeast corner, second floor, east.
 Clerk's Office, Appellate Term, room southwest corner, third floor.
 Trial Term, Part I. (criminal business).
 Criminal Court-house, Centre street.
 Justices—Charles H. Truax, Charles F. MacLean, Henry Bischoff, Leonard A. Giegerich, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, James A. O'Gorman, James A. Blanchard, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph E. Newburger, John W. Goff, Samuel Seabury, M. Warley Platzek, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Erlanger, Charles L. Guy, James W. Gerard, Irving Lehman.
 Peter J. Dooling, Clerk, Supreme Court.
 Telephone, 4580 Cortlandt.

SUPREME COURT—SECOND DEPARTMENT.

Kings County Court-house, Borough of Brooklyn, N. Y.
 Court open daily from 10 o'clock a. m. to 5 o'clock p. m. Seven jury trial parts. Special Term for Trials. Special Term for Motions.
 James F. McGee, General Clerk.
 Telephone, 5460 Main.

CRIMINAL DIVISION—SUPREME COURT.

Building for Criminal Courts, Centre, Elm, White and Franklin streets.
 Court opens at 10.30 a. m.
 Peter J. Dooling, Clerk; Edward R. Carroll, Special Deputy to the Clerk.
 Clerk's Office open from 9 a. m. to 4 p. m.
 Telephone, 6064 Franklin.

COURT OF GENERAL SESSIONS.

Held in the Building for Criminal Courts, Centre, Elm, White and Franklin streets.
 Court opens at 10.30 a. m.
 Thomas C. T. Crain, Otto A. Rosalsky, Warren W. Foster, Thomas C. O'Sullivan, Edward Swann, Joseph F. Mulqueen, James T. Malone, Judges of the Court of General Sessions. Edward R. Carroll, Clerk. Telephone, 1201 Franklin.
 Clerk's Office open from 9 a. m. to 4 p. m.
 During July and August Clerk's Office will close at 2 p. m., and on Saturdays at 12 m.

CITY COURT OF THE CITY OF NEW YORK.

No. 32 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.
 Part I.
 Part II.
 Part III.
 Part IV.
 Part V.
 Part VI.
 Part VII.
 Part VIII.
 Special Term Chambers will be held from 10 a. m. to 4 p. m.
 Clerk's Office open from 9 a. m. to 4 p. m.
 Edward F. O'Dwyer, Chief Justice; Lewis J. Conlan, Francis B. Delehanty, Joseph I. Green, Alexander Finelite, Thomas F. Donnelly, John V. McAvoy, Peter Schmuck, Richard T. Lynch, Edward B. La Fetra, Justices. Thomas F. Smith, Clerk.
 Telephone, 6142 Cortlandt.

COURT OF SPECIAL SESSIONS.

Building for Criminal Courts, Centre street between Franklin and White streets, Borough of Manhattan.
 Court opens at 10 a. m.
 Justices—First Division—William E. Wyatt, Wilard H. Olmsted, Joseph M. Deuel, Lorenz Zeller, John B. Mayo, Franklin Chase Hoyt, Charles W. Cuklin, Clerk; William M. Fuller, Deputy Clerk.
 Clerk's Office open from 9 a. m. to 4 p. m.
 Telephone, 2092 Franklin, Clerk's office.
 Telephone, 601 Franklin, Justices' chambers.

Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Thursdays and Fridays at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesday at 10 o'clock; Town Hall, New Brighton, Borough of Richmond, Wednesdays at 10 o'clock.
 Justices—Howard J. Forker, John Fleming, Morgan M. L. Ryan, Robert J. Wilkin, George J. O'Keefe, James J. McInerney, Joseph L. Kerrigan, Clerk; John J. Dorman, Deputy Clerk.
 Clerk's Office, No. 171 Atlantic avenue, Borough of Brooklyn, open from 9 a. m. to 4 p. m.

CHILDREN'S COURT.

First Division—No. 66 Third avenue, Manhattan.
 Ernest K. Coulter, Clerk.
 Telephone, 5353 Stuyvesant.
 Second Division—No. 102 Court street, Brooklyn.
 William F. Delaney, Clerk.
 Telephone, 627 Main.

CITY MAGISTRATES' COURT.**First Division.**

Court opens from 9 a. m. to 4 p. m.
 City Magistrates—Robert C. Cornell, Leroy B. Crane, Peter T. Barlow, Matthew P. Breen, Joseph F. Moss, James J. Walsh, Henry Steinert, Daniel E. Finn, Frederick B. House, Charles N. Harris, Frederic Kernochan, Arthur C. Butts, Joseph E. Corrigan, Moses Herrman, Paul Krotel.
 Philip Bloch, Secretary, One Hundred and Twenty-first street and Sylvan place.
 First District—Criminal Court Building.
 Second District—Jefferson Market.
 Third District—No. 69 Essex street.
 Fourth District—No. 151 East Fifty-seventh street.
 Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.
 Sixth District—One Hundred and Sixty-first street and Brook avenue.
 Seventh District—No. 314 West Fifty-fourth street.
 Eighth District—Main street, Westchester.

Second Division.**Borough of Brooklyn.**

City Magistrates—Edward J. Dooley, James G. Tighe, John Naumer, E. G. Higginbotham, Frank E. O'Reilly, Henry J. Furlong, Alfred E. Steers, A. V. B. Voorhees, Jr., Alexander H. Geismar, John F. Hylan.
 President of the Board, Edward J. Dooley, No. 318 Adams street.
 Secretary to the Board, Charles J. Flanagan, Myrtle and Vanderbilt avenues, and No. 648 Halsey street.

Courts.

First District—No. 318 Adams street.
 Second District—Court and Butler streets.
 Third District—Myrtle and Vanderbilt avenues.
 Fourth District—No. 186 Bedford avenue.
 Fifth District—No. 249 Manhattan avenue.
 Sixth District—No. 495 Gates avenue.
 Seventh District—No. 31 Snider avenue (Flatbush).
 Eighth District—West Eighth street (Coney Island).
 Ninth District—Fifth avenue and Twenty-third street.
 Tenth District—No. 133 New Jersey avenue.

Borough of Queens.

City Magistrates—Matthew J. Smith, Joseph Fitch, Maurice E. Connolly, Eugene C. Gilroy.

Courts.

First District—St. Mary's Lyceum, Long Island City.
 Second District—Town Hall, Flushing, L. I.
 Third District—Central avenue, Far Rockaway, L. I.

Borough of Richmond.

City Magistrates—Joseph B. Handy, Nathaniel Marsh.

Courts.

First District—Lafayette place, New Brighton, Staten Island.
 Second District—Village Hall, Stapleton, Staten Island.

MUNICIPAL COURTS.

Borough of Manhattan.

First District—The First District embraces the territory bounded on the south and west by the southerly and westerly boundaries of the said borough, on the north by the centre line of Fourteenth street and the centre line of Fifth street from the Bowery to Second avenue, on the east by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.

Wauhope Lynn, William F. Moore, John Hoyer, Justices.

Thomas O'Connell, Clerk; Francis Mangin, Deputy Clerk.

Location of Court—Merchants' Association Building, Nos. 54-60 Lafayette street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Additional Parts are held at southwest corner of Sixth avenue and Tenth street and at No. 128 Prince street.

Telephone, 6030 Franklin.

Second District—The Second District embraces the territory bounded on the south by the centre line of Fifth street from the Bowery to Second avenue and on the south and east by the southerly and easterly boundaries of the said borough, on the north by the centre line of East Fourteenth street, on the west by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.

George F. Roesch, Benjamin Hoffman, Leon Sanders, Thomas P. Dinnean, Justices.

James J. Devlin, Clerk; Michael H. Looney, Deputy Clerk.

Location of Court—Nos. 264 and 266 Madison street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 2596 Orchard.

Third District—The Third District embraces the territory bounded on the south by the centre line of Fourteenth street, on the east by the centre line of Seventh avenue from Fourteenth street to Fifty-ninth street and by the centre line of Central Park West from Fifty-ninth street to Sixty-fifth street, on the north by the centre line of Sixty-fifth street and the centre line of Fifty-ninth street from Seventh to Eighth avenue, on the west by the westerly boundary of the said borough.

Thomas E. Murray, James W. McLaughlin, Justices.

Michael Skelly, Clerk; Henry Merzbach, Deputy Clerk.

Location of Court—No. 314 West Fifty-fourth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone number, 5450 Columbus.

Fourth District—The Fourth District embraces the territory bounded on the south by the centre line of East Fourteenth street, on the west by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, on the north by the centre line of Fifty-ninth street, on the east by the easterly line of said borough, including, however, any portion of Blackwell's Island.

Michael F. Blake, William J. Boyhan, Justices.

Abram Bernard, Clerk; James Foley, Deputy Clerk.

Location of Court—Part I, and Part II, No. 151 East Fifty-seventh street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Fifth District—The Fifth District embraces the territory bounded on the south by the centre line of Sixty-fifth street, on the east by the centre line of Central Park West, on the north by the centre line of One Hundred and Tenth street, on the west by the westerly boundary of said borough.

Alfred P. W. Seaman, William Young, Frederick Spiegelberg, Justices.

James V. Gilloon, Clerk; John H. Servis, Deputy Clerk.

Location of Court—Broadway and Ninety-sixth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 4006 Riverside.

Sixth District—The Sixth District embraces the territory bounded on the south by the centre line of Fifty-ninth street and by the centre line of Ninety-sixth street from Lexington avenue to Fifth avenue, on the west by the centre line of Lexington avenue from Fifty-ninth street to Ninety-sixth street and the centre line of Fifth avenue from Ninety-sixth street to One Hundred and Tenth street, on the north by the centre line of One Hundred and Tenth street, on the east by the easterly boundary of said borough, including, however, all of Blackwell's Island and excluding any portion of Ward's Island.

Herman Joseph, Jacob Marks, Justices.

Edward A. McQuade, Clerk; Thomas M. Campbell, Deputy Clerk; John J. Dietz, Frederick J. Stroh, Assistant Clerks.

Location of Court—Northwest corner of Third avenue and Eighty-third street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 4343 79-St.

Seventh District—The Seventh District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the east by the centre line of Fifth avenue to the northerly terminus thereof, and north of the northerly terminus of Fifth avenue, following in a northerly direction the course of the Harlem river, on a line continuous with the easterly boundary of said borough, on the north and west by the northerly and westerly boundaries of said borough.

Phillip J. Sinnott, David L. Weil, John R. Davies, Justices.

Heman B. Wilson, Clerk; Robert Andrews, Deputy Clerk.

Location of Court—No. 70 Manhattan street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Eighth District—The Eighth District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the west by the centre line of Fifth avenue, on the north and east by the northerly and easterly boundaries of said borough, including Randall's Island and the whole of Ward's Island.

Joseph P. Fallon, Leopold Prince, Justices.

William J. Kennedy, Clerk; Patrick J. Ryan, Deputy Clerk.

Location of Court—Sylvan place and One Hundred and Twenty-first street, near Third avenue. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 3950 Harlem.

Ninth District—The Ninth District embraces the territory bounded on the south by the centre line of Fourteenth street and by the centre line of Fifty-ninth street from the centre line of Seventh avenue to the centre line of Central Park West, on the east by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, on the north by the centre line of Fifth avenue from the centre line of Ninety-sixth street to the centre line of One Hundred and Tenth street, on the north by the centre line of Ninety-sixth street from the centre line of Lexington avenue to the centre line of Fifth avenue and by One Hundred and Tenth street from Fifth avenue to Central Park West, on the west by the centre line of Seventh avenue and Central Park West.

Edgar J. Lauer, Frederick De Witt Wells, Frank D. Sturges, William C. Wilson, Justices.

William J. Chamberlain, Clerk; Charles Healy, Deputy Clerk.

Location of Court—Southwest corner of Madison avenue and Fifty-ninth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 3873 Plaza.

Borough of The Bronx.

First District—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by chapter 934 of the Laws of 1895, comprising all of the late Town of Westchester and part of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williamsbridge. Court-room, Town Hall, No. 1400 Williamsbridge road, Westchester Village. Court open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Trial of causes, Tuesday and Friday of each week.

Peter A. Sheil, Justice.

Stephen Collins, Clerk.

Office hours from 9 a. m. to 4 p. m.; Saturdays closing at 12 m.

Telephone, 457 Westchester.

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 934 of the Laws of 1895. Court-room, southeast corner of Washington avenue and One Hundred and Sixty-second street. Office hours, from 9 a. m. to 4 p. m. Court opens at 9 a. m.

John M. Tierney, Justice. Thomas A. Maher, Clerk.

Telephone, 3043 Melrose.

Borough of Brooklyn.

First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards and that portion of the Eleventh Ward beginning at the intersection of the centre lines of Hudson and Myrtle avenues, thence along the centre line of Myrtle avenue to North Portland avenue, thence along the centre line of North Portland avenue to Flushing avenue, thence along the centre line of Flushing avenue to Navy street, thence along the centre line of Navy street to Johnson street, thence along the centre line of Johnson street to Hudson avenue, and thence along the centre line of Hudson avenue to the point of beginning, of the Borough of Brooklyn. Court-house, northwest corner State and Court streets. Parts I. and II.

John J. Walsh, Justice. Edward Moran, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Seventh Ward and that portion of the Twenty-first and Twenty-third Wards west of the centre line of Stuyvesant avenue and the centre line of Schenectady avenue, also that portion of the Twentieth Ward beginning at the intersection of the centre lines of North Portland and Myrtle avenues, thence along the centre line of Myrtle avenue to Waverly avenue, thence along the centre line of Waverly avenue to Park avenue, thence along the centre line of Park avenue to Washington avenue, thence along the centre line of Washington avenue to Flushing avenue, thence along the centre line of Flushing avenue to North Portland avenue, and thence along the centre line of North Portland avenue to the point of beginning.

Court-room, No. 495 Gates avenue.

Gerard B. Van Wart and Charles J. Dodd, Justices. Franklin B. Van Wart, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Third District—Embraces the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards, and that portion of the Twenty-seventh Ward lying northwest of the centre line of Starr street between the boundary line of Queens County and the centre line of Central avenue, and northwest of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway. Court-house, Nos. 6 and 8 Lee avenue, Brooklyn.

Philip D. Meagher and William J. Bogenschutz, Justices. John W. Carpenter, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Court opens at 9 a. m.

Fourth District—Embraces the Twenty-fourth and Twenty-fifth Wards, that portion of the Twenty-first and Twenty-third Wards lying east of the centre line of Stuyvesant avenue and east of the centre line of Schenectady avenue, and that portion of the Twenty-seventh Ward lying southeast of the centre line of Starr street between the boundary line of Queens and the centre line of Central avenue, and southeast of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and southeast of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.

Court-room, No. 14 Howard avenue.

Thomas H. Williams, Justice. G. J. Wiederhold, Clerk. Milton I. Williams, Assistant Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Fifth District—Contains the Eighth, Thirtieth and Thirty-first Wards, and so much of the Twenty-second Ward as lies south of Prospect avenue. Court-house, northwest corner of Fifty-third street and Third avenue.

Cornelius Furgueson, Justice. Jeremiah J. O'Leary, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Telephone, 407 Bay Ridge.

Sixth District—The Sixth District embraces the Ninth and Twenty-ninth Wards and that portion of the Twenty-second Ward north of the centre line of Prospect avenue; also that portion of the Eleventh and Twentieth Wards beginning at the intersection of the centre lines of Bridge and Fulton streets; thence along the centre line of Fulton street to Flatbush avenue; thence along the centre line of Flatbush avenue to Atlantic avenue; thence along the centre line of Atlantic avenue to Washington avenue; thence along the centre line of Washington avenue to Park avenue; thence along the centre line of Park avenue to Waverly avenue; thence along the centre line of Waverly avenue to Myrtle avenue; thence along the centre line of Myrtle avenue to Hudson avenue; thence along the centre line of Hudson avenue to Johnson street; thence along the centre line of Johnson street to Bridge street, and thence along the centre line of Bridge street to the point of beginning.

Lucien S. Bayliss and George Fielder, Justices.

Charles P. Bible, Clerk.

Court-house, No. 611 Fulton street.

Seventh District—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.

Alexander S. Rosenthal and Edward A. Richards, Justices. Samue' F. Brothers, Clerk.

Court-house, corner Pennsylvania avenue and Fulton street (No. 31 Pennsylvania avenue).

Clerk's Office open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Trial days, Tuesdays, Wednesdays, Thursdays and Fridays.

Jury days, Wednesdays and Thursdays.

Telephone, 904 East New York.

Borough of Queens.

First District—First Ward (all of Long Island City formerly composing five wards). Court-room, St. Mary's Lyceum, Nos. 115 and 117 Fifth street, Long Island City.

Clerk's Office open from 9 a. m. to 4 p. m. each day, excepting Saturdays, closing at 12 m. Trial days, Mondays, Wednesdays and Fridays. All other business transacted on Tuesdays and Thursdays.

Thomas C. Kadien, Justice. Thomas F. Kennedy, Clerk.

Telephone, 2376 Greenpoint.

Second District—Second and Third Wards, which include the territory of the late Towns of Newtown and Flushing. Court-room in Court-house of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. Address, Elmhurst, Queens County, New York.

William Kasquin, Jr., Justice. Luke J. Connor, Clerk. William Repper, Assistant Clerk.

James B. Snediker, Stenographer.

Trial days, Tuesdays and Thursdays.

Clerk's Office open from 9 a. m. to 4 p. m.

Telephone, 87 Newtown.

Third District—Fourth and Fifth Wards, comprising the territory of the former Towns and Villages of Jamaica, Far Rockaway and Rockaway Beach.

James F. McLaughlin, Justice. George W. Damon, Clerk.

Court-house, Town Hall, Jamaica.

Telephone, 189 Jamaica.

Clerk's Office open from 9 a. m. to 4 p. m.

Court held on Mondays, Wednesdays and Fridays at 9 a. m.

Borough of Richmond.

First District—First and Third Wards (Towns of Castleton and Northfield). Court-room, former Village Hall, Lafayette avenue and Second street, New Brighton.

Thomas C. Brown, Justice. Anning S. Prall, Clerk.

Clerk's Office open from 8.45 a. m. to 4 p. m.

Telephone, 503 Tompkinsville.

Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Stapleton.

George W. Stake, Justice. Peter Tiernan, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Court opens at 9 a. m. Calendar called at 10 a. m. Court continued until close of business. Trial days, Mondays, Wednesdays and Fridays.

Telephone, 313 Tompkinsville.

OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."

Evening—"The Globe," "The Evening Mail."

Weekly—"Democracy," "Tammany Times."

German—"Staats-Zeitung."

Designated by the Board of City Record, January 22, 1906. Amended March 1, 1906; November 20, 1906; February 20, 1907, and March 5, 1908.

BOARD MEETINGS.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Friday, at 10.30 o'clock a. m.

JOSEPH HAAG, Secretary.

The Commissioners of the Sinking Fund meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.

N. TAYLOR PHILLIPS, Deputy Comptroller, Secretary.

The Board of Revision of Assessments meets in the Old Council Chamber (Room 16), City Hall, every Thursday at 11 a. m., upon notice of the Chief Clerk.

HENRY J. STORRS, Chief Clerk.

The Board of City Record meets in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.

PATRICK I. TRACY, Supervisor, Secretary.

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

THURSDAY, JANUARY 21, 1909.

Boroughs of Manhattan and The Bronx.

FOR FURNISHING, REPAIRING, PLACING AND EMPTYING VAULT PANS, ETC., AT MOUNT KISCO, WESTCHESTER COUNTY, N. Y.

Time allowed to prosecute the whole work will be until December 31, 1909.

The amount of security will be Five Hundred Dollars (\$500).

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.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, and any further information may be obtained upon application therefor to the Chief Engineer, Room 922, Nos. 13 to 21 Park row, Borough of Manhattan.

JOHN H. O'BRIEN, Commissioner of Water Supply, Gas and Electricity.

The City of New York, January 9, 1909.

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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

FRIDAY, JANUARY 22, 1909,

Borough of Manhattan.

No. 1. FOR FURNISHING AND DELIVERING FIFTY-FIVE HUNDRED NET TONS OF EGG, STOVE OR NUT SIZE WHITE ASH ANTHRACITE COAL FOR COMPANIES, ETC., SOUTH OF FIFTY-NINTH STREET, MANHATTAN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 15, 1910.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 2. FOR FURNISHING AND DELIVERING TWENTY-SEVEN HUNDRED NET TONS OF EGG, STOVE OR NUT SIZE WHITE ASH ANTHRACITE COAL FOR COMPANIES, ETC., NORTH OF FIFTIETH STREET, MANHATTAN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 15, 1910.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

Payments shall be subject, however, to the following cash discounts: Five per cent. for payment within ten days; 3 per cent. for payment within thirty days, and 2 per cent. for payment within sixty days after goods are delivered, or, in case of regular deliveries under contract, similar discounts for payment within similar intervals after the last day of the month in which such deliveries of goods are made.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total. The bids will be compared and the contract awarded at a lump or aggregate sum 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 January 11, 1909.

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See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF HEALTH.

DEPARTMENT OF HEALTH, CORNER OF FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

A T A MEETING OF THE BOARD OF Health of the Department of Health, held January 6, 1909, the following resolution was adopted:

Resolved, That section 79 of the Sanitary Code be and the same is hereby amended so as to read as follows:

Section 79. No live chickens, geese, ducks, or other fowls shall be brought into, or kept, or held, or offered for sale, or killed, in any yard, area, cellar, coop, building, premises, or part thereof, or in any public market, or on any sidewalk, except upon premises used for farming in unimproved sections of the city, without a permit from the Board of Health and subject to the conditions thereof, and obtained in accordance with the rules and regulations adopted by the Board of Health.

A true copy.

EUGENE W. SCHEFFER, Secretary.

Dated January 7, 1909.

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DEPARTMENT OF HEALTH, CORNER OF FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

A T A MEETING OF THE BOARD OF Health of the Department of Health, held January 6, 1909, the following resolution was adopted:

Resolved, That in future all applicants for permits to keep and slaughter poultry in the City of New York shall observe the following rules and regulations of this Department, which are hereby prescribed:

1. Application for approval of site for a poultry slaughter house must be made to the Board of Health, and shall give in detail the exact locality, surroundings, buildings, together with a map.

2. After the site has been approved, plans and specifications for a poultry slaughter house must be submitted.

3. After the plans and specifications have been approved and the building has been erected in absolute conformity with the plans and specifications filed, application may be made for a permit to keep and slaughter poultry.

4. No poultry slaughter house shall be established, nor shall the business of slaughtering poultry be carried on in the City of New York, except in accordance with the requirements hereof.

EUGENE W. SCHEFFER, Secretary.

Dated January 9, 1909.

No. 331. One Hundred and Ninety-third street, from Jerome avenue to the Concourse.
 No. 333. Park View place, from West One Hundred and Ninetieth street to Teetaw avenue.
 No. 334. Shakespeare avenue, between One Hundred and Sixty-eighth and One Hundred and Sixty-ninth streets.
 No. 346. Teller avenue, between One Hundred and Sixty-fourth and One Hundred and Seventieth streets.
 No. 354. Webb avenue (Teetaw avenue), from One Hundred and Eighty-eighth street to Kingsbridge road.
 No. 391. One Hundred and Ninety-second street, from Croton Aqueduct to Aqueduct avenue.
 No. 392. One Hundred and Ninety-ninth street, east, from Webster avenue to Marion avenue.
 No. 393. Moshulu parkway, north, from Jerome avenue to Gun Hill road.
 No. 398. Morris Park avenue, from West Farms road to Bear Swamp road.
 No. 399. Morris street, from White Plains road to Boston road.
 No. 401. One Hundred and Seventy-eighth street, east, from Creston avenue to Rye avenue.
 No. 402. Summit place, from Heath avenue to Boston road.
 No. 403. Two Hundred and Thirty-third street, from Bronx boulevard to Baychester avenue.
 No. 404. Taylor street, from Morris Park avenue to West Farms road.

Borough of Brooklyn.

No. 285. Butler street, from Flatbush to Nostrand avenue.
 No. 286. Denton place, between Carroll and First streets.
 No. 287. East Third street, between Vanderbilt street and Fort Hamilton avenue.
 No. 289. Eightieth street, between Twenty-second and Twenty-third avenues.
 No. 291. Kenilworth place, between Avenues F and G.
 No. 292. Main street, between Eighteenth and Fifteenth avenues.
 No. 293. Vanderbilt street, between Eighteenth street and Gravesend avenue.
 No. 337. East Thirty-second street, between Tilden avenue and Clarendon road.
 No. 338. East Thirty-second street, from Glenwood road to Avenue H.
 No. 339. East Thirty-fourth street, between Church avenue and Clarkson avenue.
 No. 340. Mansfield place, from Farragut road to Avenue G.
 No. 341. Thirty-ninth street, between Fort Hamilton and Thirtieth avenues.
 No. 342. Ninety-third street, from Third to Fourth avenue.
 No. 384. Grant avenue, from Liberty to Pitkin avenue.
 No. 385. Huron street, from Oakland street to Provost street.
 No. 387. Starr street, from Wyckoff avenue to St. Nicholas avenue.
 No. 417. Beverley road, from Bedford to Rogers avenue.
 No. 418. Eighty-first street, between First and Second avenues.
 No. 419. Fifth street, between Eighth and Fort Hamilton avenues.
 No. 420. Fifty-fourth street, between First and Second avenues.
 No. 423. Lynch street, between Bedford avenue and Wallabout street.
 No. 424. President street, between Schenectady and Utica avenues.
 No. 425. Seventy-first street, between Sixth and Seventh avenues.
 No. 426. Starr street, from St. Nicholas avenue to City line.
 No. 427. East Thirty-fourth street, between Clarendon road and Newkirk avenue.
 No. 428. Walcott street, from Dwight street to Otsego street.
 No. 9777. Elton street, between Atlantic and Blake avenues.

Borough of Queens.

No. 372. Boulevard, from Nott avenue to Bodine street, First Ward.
 No. 373. Fourteenth avenue, from Vanderventer avenue to Flushing avenue, First Ward.
 No. 374. Greenpoint avenue, from Thomson avenue to Fourth street, Second Ward.
 No. 375. Himrod street, from Grandview avenue to Kings County line, Second Ward.
 No. 376. Sixth avenue, from Vanderventer avenue to Grand avenue, First Ward.
 No. 377. Twelfth avenue, from Broadway to Graham avenue, First Ward.
 No. 379. Lawrence street, from Flushing avenue to Walcott avenue, First Ward.
 No. 380. Webster avenue, from William street to Jackson avenue, First Ward.
 No. 429. Graham avenue, from Steinway avenue to Second avenue, First Ward.
 No. 431. William street, from Paynter avenue to Wilbur avenue, First Ward.
 No. 436. Prospect street, from Jane street to Paynter avenue, First Ward.

ANTONIO ZUCCA,
 PAUL WEIMANN,
 JAMES H. KENNEDY,
 Board of Assessors.

WILLIAM H. JASPER, Secretary.
 No. 320 Broadway, City of New York, Borough of Manhattan, January 8, 1909.

j8,19

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

Borough of Brooklyn.

List 76, No. 1. Grading lot on the northwest corner of Forty-fifth street and Seventh avenue.
 List 100, No. 2. Paving with asphalt Hart street, from Wyckoff avenue to St. Nicholas avenue.
 List 101, No. 3. Paving with asphalt and laying cement sidewalks on Jefferson avenue, between Knickerbocker and Irving avenues.
 List 133, No. 4. Paving with asphalt Beverley road, from Ocean parkway to East Second street.
 List 145, No. 5. Laying cement sidewalks on both sides of Lincoln place, between Kingston and Brooklyn avenues; east side of Kingston avenue, between Park and Sterling places; both sides of Lenox road, between New York and Nostrand avenues, and on the north side of Clarkson avenue, between New York and Nostrand avenues.
 List 193, No. 6. Grading lots on the south side of Forty-seventh street, between Second and Third avenues.
 List 197, No. 7. Fencing lots on the east side of Fleeman street, between Flushing avenue and Lemon street, and on the south side of Livingston street, between Bond and Nevins streets.
 List 199, No. 8. Laying cement sidewalks on both sides of Fifty-second street, from Second avenue to the high-water line, and on the west side of First avenue, between Fifty-first and Fifty-second streets.
 List 227, No. 9. Fencing lots on the south side of Dean street, between Nevins street and

Third avenue; north side of Marion street, between Reid and Patchen avenues; north side of Fulton street, between Sackman street and Van Sinderen avenue; southeast side of Lombardy street, between Kingsland and Morgan avenues; west side of Junius street, between Pitkin and Glenmore avenues; northeast corner of Knickerbocker avenue and Hart street; west side of Pennsylvania avenue, between Jamaica avenue and Fulton street; west side of Seventh avenue, between Twenty-second and Twenty-third streets; south side of Fifteenth street, between Seventh and Eighth avenues.
 List 228, No. 10. Paving with asphalt East Fifth street, between Albemarle road and Church avenue.
 List 229, No. 11. Paving with asphalt East Eighteenth street, between Cortelyou and Dorchester roads.
 List 230, No. 12. Paving with asphalt and recurbings East Nineteenth street, between Cortelyou road and Dorchester road.
 List 232, No. 13. Paving with asphalt Martense street, between Rogers and Nostrand avenues.
 List 233, No. 14. Paving with asphalt Newkirk avenue, between East Twenty-sixth street and Nostrand avenue.
 List 235, No. 15. Paving with asphalt and relaying brick gutters on Sterling place, between Troy and Schenectady avenues.
 List 238, No. 16. Laying cement sidewalks on the northeast corner of Eleventh avenue and Sixteenth street; east side of Eleventh avenue, from Prospect avenue to Sherman street; northeast corner of Tenth avenue and Sherman street; north side of Prospect avenue, between Seventh and Eighth avenues; west side of Washington avenue, between Bergen street and St. Marks avenue; west side of Franklin street, between Eastern parkway and Crown street, and between Washington place and Montgomery street.
 List 239, No. 17. Laying cement sidewalks on the east side of Lorimer street, between McKibben street and Broadway; on both sides of Dean street, between Howard and Saratoga avenues; north side of Somers street, between Stone avenue and Eastern parkway; north side of St. Marks avenue, between Buffalo and Rochester avenues; southwest side of Broadway, between Sumpter and Hull streets, and between Eastern parkway and Conway street; south side of St. Marks avenue, between Utica and Rochester avenues, and on the south side of Sumpter street, between Hopkinson and Rockaway avenues.
 List 2819, No. 18. Regulating, grading, curbing Forty-first street, between New Utrecht avenue and the old city line.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Northwest corner of Forty-fifth street and Seventh avenue.
 No. 2. Both sides of Hart street, from Wyckoff avenue to St. Nicholas avenue, and to the extent of half the block at the intersecting avenues.
 No. 3. Both sides of Jefferson avenue, from Knickerbocker avenue to Irving avenue, and to the extent of half the block at the intersecting avenues.
 No. 4. Both sides of Beverley road, from Ocean parkway to East Second street, and to the extent of half the block at the intersecting streets.
 No. 5. Both sides of Lincoln place, between Kingston and Brooklyn avenues; east side of Kingston avenue, from Sterling place to Park place; both sides of Lenox road, between Nostrand and New York avenues; north side of Clarkson avenue, between Nostrand and New York avenues.
 No. 6. Lots Nos. 22 and 23 of Block 763, on the south side of Forty-seventh street, between Second and Third avenues.
 No. 7. East side of Fleeman street (avenue), between Flushing avenue and Lemon street; south side of Livingston street, between Nevins and Bond streets, being Lots Nos. 157, 158, 159, 160 and 161 of Block 8598, and Lots Nos. 23, 24, 25, 26 and 27 of Block 166.
 No. 8. Both sides of Fifty-second street, between Second avenue and the high-water line, and west side of First avenue, from Fifty-first to Fifty-second street.
 No. 9. North side of Marion street, between Reid and Patchen avenues; south side of Dean street, between Nevins street and Third avenue; north side of Fulton street, between Sackman street and Van Sinderen avenue; south side of Lombardy street, between Morgan and Kingsland avenues; west side of Junius street, between Glenmore and Pitkin avenues; northeast corner of Hart street and Knickerbocker avenue; west side of Pennsylvania avenue, between Jamaica avenue and Fulton street; west side of Seventh avenue, between Twenty-second and Twenty-third streets; south side of Fifteenth street, between Seventh and Eighth avenues.
 No. 10. Both sides of East Fifth street, from Church avenue to Albemarle road, and to the extent of half the block at the intersecting streets and avenues.
 No. 11. Both sides of East Eighteenth street, from Cortelyou road to Dorchester road, and to the extent of half the block at the intersecting streets and avenues.
 No. 12. Both sides of East Nineteenth street, from Cortelyou road to Dorchester road, and to the extent of half the block at the intersecting streets and avenues.
 No. 13. Both sides of Martense street, from Rogers avenue to Nostrand avenue, and to the extent of half the block at the intersecting streets and avenues.
 No. 14. Both sides of Newkirk avenue, from East Twenty-sixth street to Nostrand avenue, and to the extent of half the block at the intersecting streets and avenues.
 No. 15. Both sides of Sterling place, from Troy avenue to Schenectady avenue, and to the extent of half the block at the intersecting streets and avenues.
 No. 16. Southeast corner of Eleventh avenue and Sixteenth street; east side of Eleventh avenue, from Prospect avenue to Sherman street; southeast corner of Tenth avenue and Sherman street; Lot No. 80 of Block 1112, on the northeast side of Prospect avenue, between Seventh and Eighth avenues; west side of Washington avenue, between St. Marks avenue and Bergen street; west side of Franklin avenue, between Eastern parkway and Crown street, and between Washington place and Montgomery street.
 No. 17. East side of Lorimer street, between McKibben street and Broadway; both sides of Dean street, between Howard and Saratoga avenues; north side of Somers street, between Stone avenue and Eastern parkway, Lot No. 56 of Block 1540; north side of St. Marks avenue, between Buffalo and Rochester avenues; southwest side of Broadway, between Sumpter and Hull streets, and between Eastern parkway and Conway street; Lot No. 27 of Block 1361, on the south side of St. Marks avenue, between Rochester and Utica avenues, and on the south side of Sumpter street, between Rockaway and Hopkinson avenues.
 No. 18. Both sides of Forty-first street, from New Utrecht avenue to the old city line and to the extent of half the block at the intersecting streets and avenues.

All persons whose interests are affected by the above named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before February 9, 1909, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,
 PAUL WEIMANN,
 JAMES H. KENNEDY,
 Board of Assessors.

WILLIAM H. JASPER, Secretary.
 No. 320 Broadway, City of New York, Borough of Manhattan, January 7, 1909.

j7,18

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

Borough of Manhattan.

List 358, No. 1. Paving with asphalt block pavement, curbing and recurbings, West One Hundred and Fifty-first street, from Macombs Dam road to Bradhurst avenue.
 List 359, No. 2. Paving with asphalt block pavement, curbing and recurbings, West One Hundred and Thirty-fifth street, from Convent avenue to Amsterdam avenue.
 List 360, No. 3. Paving with asphalt block pavement, curbing and recurbings, West One Hundred and Fifty-second street, from Macombs Dam road to Bradhurst avenue.
 List 381, No. 4. Paving with asphalt block pavement, curbing and recurbings, West One Hundred and Thirty-sixth street, from Convent avenue to Amsterdam avenue.

Borough of The Bronx.

List 276, No. 5. Paving with sheet asphalt and curbing Beckman avenue, from East One Hundred and Forty-first street to St. Marys street.
 List 312, No. 6. Paving with asphalt blocks and curbing Grant avenue, between East One Hundred and Sixty-first street and East One Hundred and Sixty-second street.
 List 315, No. 7. Repairing sidewalks and placing guard rail at the southwest corner of Kelly street and One Hundred and Sixty-seventh street.
 List 317, No. 8. Temporary sewer in Kingsbridge road, between Two Hundred and Thirty-second street (Eighteenth street) and Two Hundred and Thirty-third street (Nineteenth street), Wakefield.

List 363, No. 9. Sewer and appurtenances in Anthony avenue, between Burnside avenue and East One Hundred and Eightieth street.

List 365, No. 10. Receiving basins and appurtenances at the southeast corner of Garrison avenue and Hunts Point road; northwest corner of Garrison avenue and Faile street; southwest and southeast corners of Garrison avenue and Faile street; northwest corner of Garrison avenue and Bryant avenue; northwest and northeast corners of Garrison avenue and Whittier street; northeast corner of Inwood avenue and Clarke place; west side of Inwood avenue, opposite Clarke place; northeast corner of Creston avenue and East One Hundred and Eighty-second street; northwest and northeast corners of West One Hundred and Ninety-second street and Grand avenue.

List 366, No. 11. Sewer and appurtenances in the Grand Boulevard and Concourse (west side), between East One Hundred and Eighty-first street and East One Hundred and Eighty-third street.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Fifty-first street, from Macombs Dam road to Bradhurst avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 2. Both sides of One Hundred and Thirty-fifth street, from Convent avenue to Amsterdam avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 3. Both sides of One Hundred and Fifty-second street, from Macombs Dam road to Bradhurst avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 4. Both sides of One Hundred and Thirty-sixth street, from Convent avenue to Amsterdam avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 5. Both sides of Beckman avenue, from One Hundred and Forty-first street to St. Marys street, and to the extent of half the block at the intersecting streets and avenues.

No. 6. Both sides of Grant avenue, from One Hundred and Sixty-second street to One Hundred and Sixty-fifth street, and to the extent of half the block at the intersecting streets and avenues.

No. 7. West side of Kelly street, from its intersection with One Hundred and Sixty-seventh street to a point about 90 feet southerly; south side of One Hundred and Sixty-seventh street, from its intersection with Kelly street to a point about 100 feet westerly.

No. 8. Both sides of Kingsbridge road, from Two Hundred and Thirty-second street to Two Hundred and Thirty-third street.

No. 9. Both sides of Anthony avenue, from Burnside avenue to One Hundred and Eightieth street.

No. 10. Both sides of Garrison avenue, from Hunts Point road to Bryant avenue; east side of Irvine street, from Seneca avenue to Garrison avenue; east side of Hunts Point road, from Seneca avenue to Garrison avenue; both sides of Faile street, from Seneca avenue to Garrison avenue; north side of Garrison avenue, from Longfellow avenue to Edgewater road; both sides of Whittier street, from Garrison avenue to Whitlock avenue; south side of One Hundred and Seventieth street, from Cromwell avenue to Macombs road; both sides of Inwood avenue, from Clarke place to One Hundred and Seventieth street; northeast side of Clarke place, from Inwood avenue to Jerome avenue; north side of One Hundred and Eighty-second street, from Creston avenue to the Grand Boulevard and Concourse; east side of Creston avenue, from One Hundred and Eighty-second street to One Hundred and Eighty-third street; both sides of Grand avenue, from One Hundred and Ninety-second street to Kingsbridge road.

No. 11. West side of the Grand Boulevard and Concourse, between One Hundred and Eighty-first and One Hundred and Eighty-third streets, including inside Lot No. 19 on Block 3162 and Lot No. 26½ of Block 3163.

All persons whose interests are affected by the above named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before February 9, 1909, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,
 PAUL WEIMANN,
 JAMES H. KENNEDY,
 Board of Assessors.

WILLIAM H. JASPER, Secretary.
 No. 320 Broadway, City of New York, Borough of Manhattan, December 31, 1908.

d31,12

DEPARTMENT OF TAXES AND ASSESSMENTS.

DEPARTMENT OF TAXES AND ASSESSMENTS, MAIN OFFICE, BOROUGH OF MANHATTAN, HALL OF RECORDS, THE CITY OF NEW YORK, January 7, 1909.

NOTICE IS HEREBY GIVEN, AS REQUIRED by the Greater New York Charter, that the books called "The Annual Record of the Assessed Valuation of Real and Personal Estate of the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond," comprising The City of New York, will be open for public inspection, examination and correction on the second Monday of January, and will remain open to and including the 31st day of March, 1909.

During the time that the books are open for public inspection, application may be made by any person or corporation claiming to be aggrieved by the assessed valuation of real or personal estate to have the same corrected.

In the Borough of Manhattan, at the Main Office of the Department of Taxes and Assessments, No. 31 Chambers street, Hall of Records.

In the Borough of The Bronx, at the office of the Department, Municipal Building, One Hundred and Seventy-seventh street and Third avenue.

In the Borough of Brooklyn, at the office of the Department, Municipal Building.

In the Borough of Queens, at the office of the Department, Hackett Building, Jackson avenue and Fifth street, Long Island City.

In the Borough of Richmond, at the office of the Department, Borough Hall, New Brighton, S. I.

Applications for the reduction of real estate assessments must be in writing and should be upon blanks furnished by the Department.

Applications for the correction of the personal assessments of corporations must be filed at the main office of the Borough of Manhattan.

Application in relation to the assessed valuation of personal estate must be made by the person assessed at the office of the Department in the Borough where such person resides, and in case of a non-resident carrying on business in The City of New York at the office of the Department in the Borough where such place of business is located, between the hours of 10 a. m. and 2 p. m., except on Saturday, when all applications must be made between 10 a. m. and 12 noon.

LAWSON PURDY, President;

FRANK RAYMOND,

JAMES I. TULLY,

CHARLES PUTZEL,

HUGH HASTINGS,

CHARLES J. McCORMACK,

JOHN J. HALLERAN,

Commissioners of Taxes and Assessments.

j7,m1

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.

BELLEVUE AND ALLIED HOSPITALS.

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 p. m. on

FRIDAY, JANUARY 15, 1909.

FOR ENGINEER'S SUPPLIES, LUMBER, PAINTS, GLASS AND OILS, MEDICAL SUPPLIES, HORSES.

All bids and quotations shall be subject to the following cash discounts: Five per cent. for payment within ten days; 3 per cent. for payment within thirty days, and 2 per cent. for payment within sixty days after goods are delivered; or, in case of regular deliveries under contract, similar discounts for payment within similar intervals after the last day of the month in which such deliveries of goods are made.

The surety required will be not less than fifty per cent. (50%) of the amount of the bid.

The time for the delivery of the supplies and the full performance of the contract is on or before December 31, 1909.

The bids will be read from the total, and will be compared and awarded to the lowest bidder as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, No. 419 East Twenty-sixth street, Borough of Manhattan, where the bids and deposits are also delivered.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated January 4, 1909.

j5,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 p. m. on

FRIDAY, JANUARY 15, 1909.

FOR CANNED GOODS, BREAD, ICE, BUTTER, EGGS, GROCERIES, PROVISIONS, HAY, OATS, CROCKERY, GLASSWARE, HARDWARE, PLATED WARE, GRANITE WARE, MUSLIN, RUBBER GOODS, UNIFORMS, HARNESSES, MISCELLANEOUS, ETC.

All bids and quotations shall be subject to the following cash discounts: Five per cent. for payment within ten days; 3 per cent. for payment within thirty days, and 2 per cent. for payment within sixty days after goods are delivered; or, in case of regular deliveries under contract similar discounts for payment within similar intervals after the last day of the month in which such deliveries of goods are made.

The surety required will be not less than fifty per cent. (50%) of the amount of the bid.

The time for the delivery of the supplies and the full performance of the contract is on or before December 31, 1909.

The bids will be read from the total, and will be compared and awarded to the lowest bidder as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, No. 419 East Twenty-sixth street, Borough of Manhattan, where the bids and deposits are also delivered.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated January 4, 1909.

j5,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 p. m. on

FRIDAY, JANUARY 15, 1909.

FOR MEATS, FISH, MILK AND POULTRY.

All bids and quotations shall be subject to the following cash discounts: Five per cent. for payment within ten days; 3 per cent. for payment within thirty days, and 2 per cent. for payment within sixty days after goods are delivered, or, in case of regular deliveries under contract similar discounts for payment within similar intervals after the last day of the month in which such deliveries of goods are made.

The security required will be not less than fifty per cent. (50%) of the amount of the bid.

The time for the delivery of the supplies and the full performance of the contract is on or before December 31, 1909.

The bids will be compared and the contract awarded at a lump or aggregate sum to the lowest bidder as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, No. 419 East Twenty-sixth street, Borough of Manhattan, where bids and deposits are also delivered.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated January 4, 1909.

j5,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 8, 1909.

PUBLIC NOTICE IS HEREBY GIVEN of the proposed amendment of the classification of positions in the exempt class, under the heading "Bellevue and Allied Hospitals," by changing the line "3 Chaplains" to read:

5 CHAPLAINS.

A public hearing will be had on the proposed amendment, in accordance with Rule III. at the Commission's offices, No. 299 Broadway, on Wednesday, January 13, 1909, at 10 o'clock in the forenoon.

F. A. SPENCER, Secretary.

j8,11

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, December 22, 1908.

(AMENDED NOTICE.)

PUBLIC NOTICE IS HEREBY GIVEN that the time for receiving applications for the position of

NURSE (FEMALE)

has been extended to 4 p. m., Tuesday, January 19, 1909.

(NO APPLICATION RECEIVED BY THE COMMISSION, BY MAIL OR OTHERWISE, AFTER 4 P. M. ON JANUARY 19 WILL BE ACCEPTED.)

The examination will be held on Monday, February 15, 1909, at 10 a. m.

The subjects and weights of the examination are as follows:

Duties 6

Experience 4

The percentage required is 70.

Candidates must be registered nurses (University of the State of New York) or have received diplomas from recognized training schools for nurses. These credentials must be shown at the time of filing applications.

The requirement of citizenship is waived for this examination.

Vacancies, none at present.

Salary, \$900 per annum.

Minimum age, 21 years.

F. A. SPENCER, Secretary.

d22j15

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, December 21, 1908.

(AMENDED NOTICE.)

PUBLIC NOTICE IS HEREBY GIVEN that the time for receiving applications for the position of

DIETITIAN (MALE AND FEMALE)

has been extended to 4 p. m., Monday, January 18, 1909.

(NO APPLICATION RECEIVED BY THE COMMISSION, BY MAIL OR OTHERWISE, AFTER 4 P. M. ON JANUARY 18 WILL BE ACCEPTED.)

The examination will be held on Friday, February 5, 1909, at 10 a. m.

The subjects and weights of the examination are as follows:

Special paper 6

Experience 4

A percentage of 70 will be required.

Candidates must have had a two years' course in an approved school of domestic science, or its equivalent, and should also have had some experience in the administration of the dietary department of an institution.

The examination is not limited to residents of the State of New York, and the rule requiring that every application shall bear the certificates of four residents of The City of New York is waived for this examination.

About ten vacancies exist in the Department of Public Charities and Bellevue and Allied Hospitals.

The requirement of citizenship is waived for this examination.

Salary, from \$720 to \$1,500 per annum.

Minimum age, 21 years.

F. A. SPENCER, Secretary.

d21j18

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, CITY OF NEW YORK.

PUBLIC NOTICE WILL BE GIVEN OF all competitive examinations two weeks in advance of the date upon which the receipt of applications for any scheduled examination will close. Applications will be received for only such examinations as are scheduled. No application will be accepted at the office of the Commission, by mail or otherwise, after the closing hour for the receipt of same set forth in the advertisement.

When an examination is advertised, a person desiring to compete in the same may obtain an application blank upon request made in writing or by personal application at the office of the Commission, Room 1119.

The Commission cannot guarantee that applications mailed in response to written requests will be received in time to permit of their being prepared and filed prior to closing hour.

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 DOCKS AND FERRIES.

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

THURSDAY, JANUARY 21, 1909.

CONTRACT NO. 1165.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ABOUT 10,000 TONS OF ANTHRACITE COAL.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 120 calendar days.

The amount of security required is Ten Thousand Dollars (\$10,000).

The bidders will state a price per ton for furnishing and delivering the coal, as called for in the section of the specifications designated as Class 2, 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 at the office of the said Department.

ALLEN N. SPOONER, Commissioner.

Dated January 8, 1909.

j9,21

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, No. 300 MULBERRY STREET, NEW YORK, January 8, 1909.

PUBLIC NOTICE IS HEREBY GIVEN that the one hundred and second public auction sale, consisting of condemned Police Department property, will be held at No. 300 Mulberry street, on

TUESDAY, JANUARY 26, 1909,

at 10 a. m.

Lot No. 1, one Wolf-American bicycle, No. 91941; one Wolf-American bicycle, No. 91333.

Lot No. 2, one Wolf-American bicycle, No. 93058; one Wolf-American bicycle, No. 92542.

Lot No. 3, one Eagle bicycle, No. 92166 (no front tire); one Eagle bicycle, No. 92170.

Lot No. 4, one Eagle bicycle, No. 92121; one Eagle bicycle, No. 92188.

Lot No. 5, one Columbia bicycle, No. 17011.

Lot No. 6, one Eagle bicycle, No. 90941.

Lot No. 7, one Wolf-American bicycle, No. 93149.

Lot No. 8, one motorcycle, Indian, No. 1702.

Lot No. 9, one Eagle bicycle, No. 92192; one Eagle bicycle, No. 92117 (less two (2) tires).

Lot No. 10, one Columbia bicycle, No. 19312.

Lot No. 11, one lot of harness, etc.

Lot No. 12, lot of automobile sundries.

Lot No. 13, one letter press and stand.

Lot No. 14, one Smith Premier typewriter.

Lot No. 15, one couch and one rug.

Lot No. 16, lot of old rubber, consisting of auto shoes, bicycle tires, rubber hose and mats.

Lot No. 17, one neocycle and one letter copyer.

Lot No. 18, lot of old iron bedsteads, etc.

Lot No. 19, lot of junk.

Lot No. 20, lot of old telephone and telegraph supplies.

Lot No. 21, lot of cable, zines, coppers, iron wire, etc.

Lot No. 22, lot of lead cable, copper and iron wire.

Lot No. 23, two copper tanks.

Lot No. 24, one Wells engine, 75 horse-power.

Lot No. 25, one Roberts boiler.

Lots Nos. 23, 24 and 25 may be seen at Harbor Station "B," at the foot of East One Hundred and Twentieth street.

Terms of sale, strictly cash.

THEO. A. BINGHAM, Police Commissioner.

j11,26

POLICE DEPARTMENT—CITY OF NEW YORK.

OWNERS WANTED BY THE PROPERTY

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. 209 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.

DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 3 o'clock p. m. on

MONDAY, JANUARY 18, 1909.

Borough of Brooklyn.

No. 1. FOR THE SALE OF DISCARDED PIANOS.

The pianos to be sold are now on storage on the fourth floor of storehouse at No. 131 Livingston street, Borough of Brooklyn, where they may be seen, and are marked as intended for sale.

The removal of the said pianos from the premises where they are now stored must be made within ten days from the opening of bids.

The amount of security required is Twenty-five Dollars (\$25).

No bid will be considered which does not include all of the articles mentioned in the following list:

Eleven (11) pianos.

Cash payment must be made at the time and the place of sale by the successful bidder, in addition to submitting the bond heretofore set forth in the sum of \$25.

Should the successful bidder fail to remove the goods or articles within ten days, the said bidder will be considered as having forfeited ownership of said articles and the money paid therefor, and the articles will be resold for the benefit of the City.

In the event of the successful bidder failing to remove the articles within the time limited, the security above mentioned will be considered as forfeited, and will be retained by The City of New York.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated January 7, 1909.

j7,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 3 o'clock p. m. on

MONDAY, JANUARY 18, 1909.

Borough of Brooklyn.

No. 2. HEATING WORK FOR ALTERATIONS, ETC., IN MECHANICAL LABORATORY OF MANUAL TRAINING HIGH SCHOOL, ON SEVENTH AVENUE, BETWEEN FOURTH AND FIFTH STREETS, BOROUGH OF BROOKLYN.

All bids and quotations shall be subject to the following cash discounts: Five per cent. for payment within ten days; 3 per cent. for payment within thirty days, and 2 per cent. for payment within sixty days after goods are delivered, or, in case of regular deliveries under contract, similar discounts for payment within similar intervals after the last day of the month in which such deliveries of goods are made.

The time allowed to complete the whole work will be thirty working days, as provided in the contract.

The amount of security required is Five Hundred Dollars.

On No. 2 the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan, and also at branch office, No. 131 Livingston street, Borough of Brooklyn.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated January 7, 1909.

j7,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 3 o'clock p. m. on

MONDAY, JANUARY 18, 1909.

Borough of Manhattan.

No. 3. FOR GLASS TO BE FURNISHED TO THE VARIOUS SCHOOLS IN THE BOROUGH OF MANHATTAN.

All bids and quotations shall be subject to the following cash discounts: Five per cent. for payment within ten days; 3 per cent. for payment within thirty days, and 2 per cent. for payment within sixty days after goods are delivered, or, in case of regular deliveries under contract similar discounts for payments within similar intervals after the last day of the month in which such deliveries of goods are made.

The time allowed to complete the whole work will be thirty working days, as provided in the contract.

The amount of security required is Two Thousand Dollars.

The bid to be submitted must include the entire work on all schools, and award will be made thereon.

No. 4. FOR FURNITURE FOR UNGRADED CLASSES IN VARIOUS PUBLIC SCHOOLS IN THE BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be forty-five working days, as provided in the contract.

The amount of security required is Eight Hundred Dollars.

The proposal to be submitted must include the entire work on all schools, and award will be made thereon.

On Nos. 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 Superin-

tendent at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated January 7, 1909.

j7,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Supplies at the above office of the Department of Education until 12 o'clock noon on

TUESDAY, JANUARY 12, 1909,

FOR FURNISHING AND DELIVERING DIRECT TO EACH SCHOOL, BOOKS, PLASTER CASTS, TOOLS, LABORATORY APPARATUS AND MISCELLANEOUS SUPPLIES FOR THE DAY HIGH SCHOOLS AND TRAINING SCHOOLS FOR TEACHERS OF THE CITY OF NEW YORK.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 31, 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

Bidder must enter his price under the separate headings, and in estimating the amount of his bid upon which security will be required said security must be based on the highest price quoted on each item.

The bidder will state the price of each item or article contained in the specifications or schedule herein contained or hereto annexed, per pound, dozen, gallon, yard or other unit of measure, by which the bids will be tested. Award will be made to the lowest bidder on each item whose sample is equal to the sample referred to by catalogue number. The said reference is made only as a means of briefly describing the article called for.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Board of Education, the Borough of Manhattan, corner of Park avenue and Fifty-ninth street.

PATRICK JONES,

Superintendent of School Supplies.

Dated December 30, 1908.

d30,j11

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PARKS.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS WILL BE RECEIVED BY the Park Commissioner at the above office of the Department of Parks until 12 o'clock m. on

MONDAY, JANUARY 18, 1909.

FOR THE PRIVILEGE OF MAINTAINING A STAND FOR THE SALE OF FRUIT AND FLOWERS UNDER THE STAIRWAY OF THE ELEVATED RAILROAD AT THE SOUTHEAST CORNER OF FORTY-SECOND STREET AND SIXTH AVENUE, DURING THE YEAR 1909.

No bids will be considered unless accompanied by a certified check or money to the amount of one-quarter of the sum bid for the rent and privilege.

The bids will be compared and the privilege will be awarded to the highest responsible bidder. The Commissioner reserves the right to reject any or all bids.

Form of proposal and full information as to bidding can be obtained at the office of the Department of Parks, the Arsenal, Central Park, New York City.

HENRY SMITH, Commissioner of Parks, Boroughs of Manhattan and Richmond.
January 9, 1909. j9,18

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 WILL BE RECEIVED BY THE Park Commissioner at the above office of the Department of Parks until 12 o'clock m. on

MONDAY, JANUARY 18, 1909.

FOR THE PRIVILEGE OF OCCUPYING THE BUILDING IN CENTRAL PARK KNOWN AS "MCGOWN'S PASS TAVERN," AND FOR SELLING REFRESHMENTS, DURING THE YEAR 1909.

No bids will be considered unless accompanied by a certified check or money to the amount of one-quarter of the sum bid for the rent and privilege.

The bids will be compared and the privilege will be awarded to the highest responsible bidder. The Commissioner reserves the right to reject any or all bids.

Form of proposal and full information as to bidding can be obtained at the office of the Department of Parks, the Arsenal, Central Park, New York City.

HENRY SMITH, Commissioner of Parks, Boroughs of Manhattan and Richmond.
January 9, 1909. j9,18

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, JANUARY 21, 1909.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING TOILET PAPER FOR PARKS, BOROUGH OF MANHATTAN.

The time allowed for the delivery will be as required before December 1, 1909.

The amount of security required is Five Hundred Dollars (\$500).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Borough of Manhattan, Arsenal, Central Park.

HENRY SMITH, President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.
Dated January 5, 1909. j5,21

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, JANUARY 14, 1909.

Boroughs of Brooklyn and Queens.

No. 1. FOR FURNISHING AND DELIVERING TOOLS AND IMPLEMENTS AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 2. FOR FURNISHING AND DELIVERING WHEELWRIGHTS' SUPPLIES AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is Five Hundred Dollars (\$500).

No. 3. FOR FURNISHING AND DELIVERING LUMBER IN PARKS AND PARKWAYS, BOROUGH OF BROOKLYN AND QUEENS.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is Four Thousand Dollars (\$4,000).

No. 4. FOR FURNISHING AND DELIVERING PAINTS AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 5. FOR FURNISHING AND DELIVERING HARDWARE AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 6. FOR FURNISHING AND DELIVERING RUBBER GOODS AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 7. FOR FURNISHING AND DELIVERING PLUMBING MATERIALS AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 8. FOR FURNISHING AND DELIVERING MASON'S SUPPLIES AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

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.
Dated January 5, 1909. j5,21

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 2 o'clock p. m. on

THURSDAY, JANUARY 21, 1909.

FOR FURNISHING THE DEPARTMENT OF BRIDGES WITH ANTHRACITE AND BLACKSMITH'S COAL FOR THE USE OF THE BRIDGES OVER THE HARLEM RIVER AND IN THE BOROUGH OF MANHATTAN DURING THE YEAR 1909.

The time for the delivery of the materials and the performance of the contract will be on or before December 31, 1909.

The amount of security to guarantee the faithful performance of the contract will be Two Thousand Five Hundred Dollars (\$2,500).

Trade discount shall be allowed as provided in Paragraph Q of the form of contract.

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 January 8, 1909. j9,21

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, JANUARY 21, 1909.

FOR FURNISHING AND DELIVERING TWENTY THOUSAND GALLONS OF AUTOMOBILE NAPHTHA TO THE BROOKLYN BRIDGE.

Deliveries shall be made semi-weekly of such quantities of the naphtha as may be required, and the time for completing the delivery of the total quantity to be furnished is ten (10) months.

The amount of security to guarantee the faithful performance of the work will be Eight Hundred Dollars (\$800).

Trade discount shall be allowed as provided in Paragraph R of the form of contract.

The right is reserved by the Commissioner to reject all the bids should he deem it to be 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 January 6, 1909. j7,21

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF CORRECTION.

DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

THURSDAY, JANUARY 21, 1909.

Borough of Manhattan.

No. 1. FOR FURNISHING AND DELIVERING YEAST AND PLUG TOBACCO.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 31, 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 totals and awards made to the lowest bidder on each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

All bids and quotations shall be subject to cash discounts, as provided in Paragraph T of the contract.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN J. BARRY, Commissioner.
Dated January 8, 1909. j9,21

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

THURSDAY, JANUARY 21, 1909.

No. 1. FOR FURNISHING AND DELIVERING MEDICAL SUPPLIES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is during the year 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 VEGETABLES, ETC.

The time for the delivery of the articles, materials and supplies and the performance of the contract is during the year 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 totals and awards made to the lowest bidder on each item.

The bids on vegetables will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

All bids and quotations shall be subject to cash discounts, as provided in Paragraph T of the contract.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN J. BARRY, Commissioner.
Dated January 8, 1909. j9,21

See General Instructions to Bidders on the last page, last column, of the "City Record."

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 Press."

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, and March 5 and 16, 1908.

DEPARTMENT OF FINANCE.

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO UPON CITY REAL ESTATE.

AT THE REQUEST OF THE COMMISSIONER OF PARKS for the Boroughs of Manhattan and Richmond, public notice is hereby given that the Comptroller of the City of New York will offer for sale at public auction the buildings now standing upon property owned by The City of New York, acquired by it for park purposes, in the

Borough of Manhattan.

Being a one-story brick house situated on the northwesterly corner of the block bounded by One Hundred and Thirty-seventh and One Hundred and Thirty-eighth streets, Convent and Amsterdam avenues, and which is more particularly described in a letter of request now on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to the above request, and by direction of the Comptroller, the sale of the above described building and appurtenances thereto will be made at public auction under the supervision of the Collector of City Revenue, on

FRIDAY, JANUARY 22, 1909,

at 10.30 a. m., upon the usual terms and conditions, as set forth in the advertisement of sale of other old material of The City of New York in the City Record.

H. A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 7, 1909. j8,22

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO UPON CITY REAL ESTATE.

AT THE REQUEST OF THE PARK COMMISSIONER of the Boroughs of Manhattan and Richmond, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction all the buildings, parts of buildings, etc., now standing upon property owned by The City of New York, acquired by it for park purposes, in the

Borough of Manhattan.

Being all those buildings, parts of buildings, etc., situated in Colonial Park, on the easterly side of Edgecombe avenue, between One Hundred and Forty-ninth and One Hundred and Fiftieth streets, and which are more particularly described on a certain map now on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held October 23, 1907, the sale of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

FRIDAY, JANUARY 22, 1909,

at 11.30 a. m., on the premises, upon the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of the City of New York, and must also at the time of sale give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars, the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale.

sale. The placing therein or permitting the occupancy of any such building by any tenant free, for rent or otherwise, excepting the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of Manhattan, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances, or any part thereof, within thirty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances or portion as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beamholes, etc., bricked up and the wall made to exclude wind and rain and present a clean exterior.

The roofs of adjacent buildings shall be made water-tight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 7, 1909. j8,22

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE COMMISSIONER OF PARKS for the Borough of The Bronx, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the building standing within the lines of property owned by The City of New York, acquired by it for park purposes in the

Borough of The Bronx.

Being the building known as the Schrader House, situated east of the Eastern boulevard, and being the second house north of the Pelham Bay Bridge in Pelham Bay Park, and which is more particularly described in a letter of request on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution adopted by the Commissioners of the Sinking Fund at a meeting held December 30, 1908, the sale of the above described buildings and appurtenances thereto will be held under the direction of the Comptroller, on

FRIDAY, JANUARY 22, 1909,

at 3.30 p. m., on the premises, upon the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of the City of New York, and must also at the time of sale give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of Fifty Dollars, the sum of Fifty Dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale.

placing therein or permitting the occupancy of any such building by any tenant free, for rent or otherwise, excepting the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of The Bronx, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances, or any part thereof, within thirty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances, or portion, as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beam-ends, etc., bricked up, and the wall made to exclude wind and rain and present a clean exterior. The roofs of adjacent buildings shall be made watertight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller.
City of New York, Department of Finance,
Comptroller's Office, January 7, 1909. j8,22

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE COMMISSIONER OF Parks for the Borough of The Bronx, public notice is hereby given that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings standing upon property owned by The City of New York, acquired by it for park purposes, in the

Borough of The Bronx.

Being the two-story frame house situated in the northerly end of Poe Park, and which is more particularly described in a letter of request, now on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution adopted by the Commissioners of the Sinking Fund at a meeting held December 30, 1908, the sale of the above described building and appurtenances thereto will be held under direction of the Comptroller on

FRIDAY, JANUARY 22, 1909,

at 12.30 p. m., on the premises, upon the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must also at the time of sale give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars, the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale. The placing therein or permitting the occupancy of any such building by any tenant

free, for rent or otherwise, excepting the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of The Bronx, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances or any part thereof within thirty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances or portion, as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beam-ends, etc., bricked up, and the wall made to exclude wind and rain and present a clean exterior. The roofs of adjacent buildings shall be made watertight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller.
City of New York, Department of Finance,
Comptroller's Office, January 7, 1909. j8,22

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.

FIFTY-THIRD STREET—SEWER, between Sixth and Seventh avenues. Area of assessment: Both sides of Fifty-third street, between Sixth and Seventh avenues.

THIRTIETH WARD, SECTION 18.

NINETY-FIFTH STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Fourth and Marine avenues. Area of assessment: Both sides of Ninety-fifth street, from Fourth to Marine avenue, and to the extent of half the block at the intersecting avenues.

THIRTIETH WARD, SECTION 19.

BAY ELEVENTH STREET—SEWER, between Eighty-sixth street and Benson avenue. Area of assessment: Both sides of Bay Eleventh street and Bennett's lane, from Eighty-sixth street to Benson avenue.

BAY TWENTY-THIRD STREET—SEWER, between Bath and Cropsey avenues; also SEWER BASIN at the northwest corner of TWENTY-THIRD AND CROPSEY AVENUES. Area of assessment: Both sides of Bay Twenty-third street and west side of Twentieth avenue, between Bath and Cropsey avenues.

—that the same was confirmed by the Board of Revision of Assessments on January 7, 1909, and entered on January 7, 1909, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real

estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics' Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 8, 1909, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.
City of New York, Department of Finance,
Comptroller's Office, January 7, 1909. j8,21

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

TWENTY-SECOND WARD, SECTION 4.

TWELFTH AVENUE—PAVING, CURBING AND RECURBING, from Forty-eighth to Fiftieth street. Area of assessment: Both sides of Twelfth avenue, from Forty-eighth to Fiftieth street, and to the extent of half the block at the intersecting streets.

—that the same was confirmed by the Board of Revision of Assessments on January 7, 1909, and entered January 7, 1909, 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 March 8, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller.
City of New York, Department of Finance,
Comptroller's Office, January 7, 1909. j8,21

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, ANNEXED TERRITORY.

WHITE PLAINS ROAD—TEMPORARY SEWER, between East Two Hundred and Eighth (Elizabeth) street and East Two Hundred and Fifth (King) street. Area of assessment: West side of White Plains road, from East Two Hundred and Fifth to East Two Hundred and Eighth street.

—that the same was confirmed by the Board of Revision of Assessments on January 7, 1909, and entered on January 7, 1909, 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 March 8, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller.
City of New York, Department of Finance,
Comptroller's Office, January 7, 1909. j8,21

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTION 9.

COLLEGE AVENUE—PAVING, from East One Hundred and Sixty-third to One Hundred and Sixty-fourth street. Area of assessment: Both sides of College avenue, from One Hundred and Sixty-third to One Hundred and Sixty-fourth street, and to the extent of half the block at the intersecting streets.

TWENTY-FOURTH WARD, SECTION 11. BOSTON ROAD—SEWER, between South-east boulevard and East One Hundred and Seventy-seventh street. Area of assessment: Both sides of Boston road, from Southern boulevard to East One Hundred and Seventy-seventh street; southeast side of Bryant avenue, between One Hundred and Seventy-sixth street and Boston road; both sides of Vyse avenue, between One Hundred and Seventy-fourth and One Hundred and Seventy-seventh streets, and both sides of Hoe avenue, between One Hundred and Seventy-fourth street and Boston road.

—that the same were confirmed by the Board of Assessors on January 5, 1909, and entered January 5, 1909, 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 assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 6, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.
City of New York, Department of Finance,
Comptroller's Office, January 5, 1909. j6,19

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.

ELEVENTH AVENUE—SEWER, from Broadway to Newtown road. Area of assessment: Both sides of Eleventh avenue, from Broadway to Newtown road.

—that the same was confirmed by the Board of Assessors January 5, 1909, and entered on January 5, 1909, 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. to 12 m., and all payments made thereon on or before March 6, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller.
City of New York, Department of Finance,
Comptroller's Office, January 5, 1909. j6,19

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:

THIRTIETH WARD, SECTION 18.

GATLING PLACE—REGULATING, GRADING, CURBING, RECURBING, PAVING AND REPAVING THE SIDEWALKS, between Eighty-sixth and Ninety-second streets. Area of assessment: Both sides of Gatling place, from Eighty-sixth to Ninety-second street, and to the extent of half the block at the intersecting streets.

THIRTY-FIRST WARD, SECTION 21.

WAREHOUSE AVENUE—REGULATING, GRADING, CURBING, RECURBING AND LAYING CEMENT SIDEWALKS, between Surf and Neptune avenues. Area of assessment: Both sides of Warehouse avenue, from Surf to Neptune avenue, and to the extent of half the block at the intersecting avenues.

—that the same were confirmed by the Board of Revision of Assessments on December 31, 1908, and entered on December 31, 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 by section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and

receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon or before March 1, 1909, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.
City of New York, Department of Finance,
Comptroller's Office, December 31, 1908.

j4,16

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:

Pursuant to the provisions of chapter 644 of the Laws of 1893, for improvements in Long Island City, to wit:

No. 1. SEWERS ON THE CRESCENT, BETWEEN NOTT AVENUE AND JANE STREET; PROSPECT STREET, BETWEEN HARRIS AVENUE AND JANE STREET; JANE STREET, BETWEEN THE CRESCENT AND HUNTER AVENUE; HUNTER AVENUE, BETWEEN THIRTEENTH STREET AND SKILLMAN AVENUE.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

Both sides of the Crescent, from Jane street to Nott avenue; both sides of Prospect street, from Jane street to Harris avenue; both sides of Hunter avenue, from Skillman avenue to Thirteenth street; both sides of Jane street, from the Crescent to Hunter avenue.

No. 2. PIPE SEWER AND APPURTENANCES ON STEINWAY AVENUE, BETWEEN WASHINGTON AND POTTER AVENUES, AND ON BROADWAY, BETWEEN VERNON AVENUE AND NEWTOWN ROAD.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

Both sides of Steinway avenue, from Washington avenue to Potter avenue; both sides of Broadway, from Vernon avenue to Newtown road.

No. 3. SEWERS AND APPURTENANCES ON HARRIS AVENUE, FROM BULKHEAD LINE OF THE EAST RIVER TO HUNTER AVENUE, THROUGH HUNTER AVENUE TO HENRY STREET, THROUGH THE CRESCENT TO JANE STREET.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

Both sides of Harris avenue, from the bulkhead line of the East River to Hunter avenue; both sides of the Crescent, from a point about two hundred and fifty feet east of Wilbur avenue to Nott avenue; both sides of Hunter avenue, from Harris avenue to Skillman avenue; both sides of Vernon avenue, from Charles street to Harris avenue; both sides of Hamilton street, from Harris avenue to a point about two hundred and fifty-three feet south of Bodine street; both sides of Hancock street, from a point about two hundred and forty feet north of Harris avenue to a point about one hundred and thirty feet south of Bodine street; both sides of Boulevard, from a point about two hundred and forty feet north of Harris avenue to Fourteenth street; both sides of Sherman place, from a point about one hundred and forty feet north of Harris avenue to Fourteenth street; both sides of Van Alst avenue, from Harris avenue to a point about one hundred feet south of Thirteenth street; both sides of Governor place, from Harris avenue to Fourteenth street; both sides of Ely avenue, from Jane street to a point about one hundred feet south of Thirteenth street; east side of Ely avenue, extending about one hundred and twenty-five feet north of Jane street; both sides of William street, from Wilbur avenue to Thirteenth street; both sides of Prospect street, from a point about two hundred and twenty-five feet north of Wilbur avenue to Harris avenue; both sides of Radde street, from a point about two hundred and twenty-five feet north of Wilbur avenue to Henry street; both sides of Academy street, from Wilbur avenue to Jane street; north side of Skillman avenue, extending about sixty feet east of Hunter avenue; both sides of Thirteenth street, from the Crescent to Van Alst avenue; both sides of Fourteenth street, from Ely avenue to a point about one hundred and fifty feet west of Boulevard; both sides of Bodine street, from Sherman street to Vernon avenue; both sides of Wallace street, extending about one hundred and sixty-four feet west of Vernon avenue; both sides of Henry street, from Jackson avenue to Ely avenue; both sides of Jane street, from Hunter avenue to Ely avenue; both sides of Wilbur avenue, from Skillman avenue to Academy street, and from Academy street to William street.

No. 4. TRUNK SEWER AND APPURTENANCES ON BROADWAY, FROM THE EAST RIVER TO ACADEMY STREET; ON ACADEMY STREET TO GRAHAM AVENUE; ON GRAHAM AVENUE TO FIFTY FEET EAST OF ACADEMY STREET; ON GRAHAM AVENUE, FROM FIFTY FEET EAST OF ACADEMY STREET TO FORTY FEET WEST OF STEINWAY AVENUE; ON STEINWAY AVENUE, FROM PIERCE AVENUE TO VANDEVENTER AVENUE, AND ON GRAHAM AVENUE, FROM FORTY FEET WEST OF STEINWAY AVENUE TO EAST LINE OF STEINWAY AVENUE; ON GRAHAM AVENUE, FROM STEINWAY AVENUE TO STEMLER STREET, THROUGH STEMLER STREET TO BROADWAY, AND ON BROADWAY, EASTERLY TO BALDWIN STREET AND WESTERLY TO GRACE STREET.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

Both sides of Broadway, from Newtown road to East River; both sides of Graham avenue, from Baldwin street to Vernon avenue; both sides of Stemler street, from Graham avenue to Vandeventer avenue; both sides of Steinway avenue, from Washington avenue to a point about seven hundred feet north of Vandeventer avenue; both sides of Academy street, from Pierce avenue to a point about one hundred and forty-five feet north of Elm street; both sides of Newtown road, from a point about three hundred and fifty feet south of Wallace street to Grand avenue; west side of Old Bowerly Bay road, from Grand avenue to

Wilson avenue; both sides of Wallace street, from a point about two hundred feet south of Grand avenue to Vandeventer avenue; both sides of Cabinet street, from a point about three hundred and ten feet south of Grand avenue to Wilson avenue; both sides of Baldwin street, from Graham avenue to Wilson avenue; both sides of Oakley street, from Graham avenue to a point about three hundred and eighty feet north of Wilson avenue; both sides of Titus street, from Graham avenue to a point about three hundred and sixty-five feet north of Wilson avenue; both sides of Luyster street, from Graham avenue to a point about three hundred feet north of Wilson avenue; both sides of Grace street, from Graham avenue to Vandeventer avenue; both sides of Winans street, from Pierce avenue to a point about three hundred feet north of Vandeventer avenue; both sides of Albert street, from a point about four hundred and five feet south of Pierce avenue to a point about five hundred feet north of Vandeventer avenue; both sides of Kouwenhoven street, from a point about two hundred and seventy-five feet south of Pierce avenue to a point about five hundred and twenty-five feet north of Jamaica avenue; both sides of Pomeroy street, from a point about two hundred and fifty feet south of Pierce avenue to a point about six hundred and fifteen feet north of Jamaica avenue; both sides of Blackwell street, from Pierce avenue to a point about six hundred and fifteen feet north of Jamaica avenue; both sides of Bartow street, from a point about one hundred and twenty feet south of Pierce avenue to a point about six hundred and seventy feet north of Jamaica avenue; both sides of Briell street, from a point about one hundred feet south of Washington avenue to a point about six hundred and fifteen feet north of Jamaica avenue; both sides of Rapelje avenue, from a point about one hundred feet south of Washington avenue to a point about six hundred and ten feet north of Jamaica avenue; both sides of Lathrop street, from a point about one hundred feet south of Washington avenue to a point about five hundred and seventy feet north of Jamaica avenue; both sides of Lockwood street, from a point about one hundred and seventy feet south of Washington avenue to a point about five hundred and twenty-six feet north of Jamaica avenue; both sides of Debevoise avenue, from a point about one hundred feet south of Washington avenue to a point about five hundred feet north of Jamaica avenue; both sides of Radde street, from Pierce avenue to Ridge street; both sides of the Crescent, from a point about two hundred and fifty feet south of Graham avenue to Whitney street; both sides of William street, extending about one hundred and fifty feet south of Graham avenue; both sides of Ely avenue, from a point about one hundred and fifty feet south of Graham avenue to a point about two hundred and ten feet north of Temple street; both sides of Van Alst avenue, from a point about one hundred and fifty feet south of Graham avenue to Grand avenue; both sides of Sunswick street, extending about two hundred and thirty feet south of Graham avenue; both sides of Hopkins avenue, from a point about three hundred and fifty feet south of Graham avenue to Elm street; both sides of Marion street, from a point about two hundred and twenty-five feet south of Graham avenue to Ridge street; both sides of Sherman street, from a point about two hundred and twenty feet south of Graham avenue to Elm street; both sides of Boulevard, from a point about five hundred and sixty feet south of Graham avenue to a point about two hundred and thirty feet north of Jamaica avenue; both sides of Hancock street, from a point about four hundred and twenty-five feet south of Graham avenue to Vernon avenue; both sides of Hamilton street, from a point about five hundred feet south of Graham avenue to Vernon avenue; both sides of Vernon avenue, from a point about three hundred and sixty feet south of Graham avenue to Boulevard; both sides of Washington avenue, from a point about one hundred feet east of Briell street to Lockwood street; both sides of Pierce avenue, from a point about one hundred feet east of Winans street to Radde street; both sides of Jamaica avenue, from Baldwin street to the East River; both sides of Grand avenue, from Old Bowerly Bay road to Steinway avenue; both sides of Wilson avenue, from Old Bowerly Bay road to a point about one hundred feet west of Luyster street; both sides of Orange street and Dey street, from the Crescent to Hopkins avenue; both sides of Elm street, from Debevoise avenue to Sherman street; both sides of Temple street, from the Crescent to Van Alst avenue; both sides of Whitney street, extending about two hundred and seventy-five feet east of the Crescent; both sides of Sanford street, from Sherman street to the East River.

No. 5. REGULATING AND PAVING STEINWAY AVENUE, BETWEEN JACKSON AVENUE AND POTTER AVENUE.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

Both sides of Steinway avenue, from Jackson avenue to Potter avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 6. TRUNK SEWER AND APPURTENANCES ON HOYT AVENUE, FROM THE BULKHEAD LINE OF THE EAST RIVER TO DEBEVOISE AVENUE, THROUGH DEBEVOISE AVENUE TO WOOLSEY AVENUE AND THROUGH WOOLSEY AVENUE TO STEINWAY AVENUE.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

Both sides of Hoyt avenue, from Rapelje avenue to the East River; both sides of Debevoise avenue, from Newtown street to Ditmars avenue; both sides of Woolsey avenue, from Van Alst avenue to Steinway avenue; both sides of Luyster street, extending about five hundred feet south of Flushing avenue; both sides of Stemler street and Grace street, from Vandeventer avenue to Flushing avenue; both sides of Purdy street and Theodore street, from Flushing avenue to Potter avenue; both sides of Winans street, from Flushing avenue to a point about seven hundred feet south of Wilson avenue; both sides of Albert street, from Potter avenue to a point about four hundred and eighty-five feet south of Wilson avenue; both sides of Steinway avenue, from a point about six hundred and thirty feet south of Flushing avenue to a point about eight hundred and thirty feet north of Woolsey avenue; both sides of Kouwenhoven street, from a point about three hundred and twenty-five feet south of Vandeventer street to Woolsey avenue; both sides of Pomeroy street, from a point about two hundred and fifty feet south of Vandeventer avenue to Potter avenue; both sides of Blackwell street, from a point about three hundred and twenty-five feet south of Vandeventer avenue to a point about two hundred and twenty-five feet north of Potter avenue; both sides of Bartow street, from Grand avenue to Ditmars avenue; both sides of Winslow place, extending about two hundred and fifty feet east of Debevoise avenue; both sides of Briell street, from a point about two hundred and ten feet south of Vandeventer avenue to Flushing avenue; both sides of Rapelje avenue, from Vandeventer avenue to Ditmars avenue; both sides of Chestnut street, from Vandeventer avenue to Flushing avenue; both sides of Park place, from Hoyt avenue to Potter avenue; both sides of Carver street,

from Newtown street to Flushing avenue; both sides of Lawrence street, from Flushing avenue to a point about two hundred and fifty feet north of Ditmars avenue; both sides of Isabella place, extending about six hundred feet south of Flushing avenue; both sides of North Henry street, from Newtown street to Flushing avenue; both sides of Chauncey street, from Hoyt avenue to a point about four hundred and sixty feet north of Ditmars avenue; both sides of Goodrich street, from Flushing avenue to a point about four hundred and thirty feet north of Ditmars avenue; both sides of Merchant street, from Hoyt avenue to a point about five hundred and thirty feet north of Ditmars avenue; both sides of the Crescent, from Newtown street to a point about five hundred and thirty feet north of Ditmars avenue; both sides of Howland street, from Hoyt avenue to Volcott avenue; both sides of Hallett street, from Flushing avenue to a point about five hundred and thirty feet north of Ditmars avenue; both sides of Well place, extending about five hundred and ten feet north of Flushing avenue; both sides of Van Alst avenue, from Flushing avenue to Ditmars avenue; both sides of Willow street, from North William street to Hoyt avenue; both sides of Woolsey street, from Trowbridge street to Hoyt avenue; both sides of Remsen street, from Franklin street to Boulevard; both sides of Wardell street, from Franklin street to Boulevard; both sides of Boulevard, from Wardell street to a point about five hundred feet north of Hoyt avenue; both sides of Barclay street, from Hoyt avenue to Cedar place, and from a point about one hundred feet south of Davidson street to Potter avenue; both sides of Edwards street, extending about two hundred feet south of Cedar place; both sides of Emily terrace, beginning at a point three hundred feet south of Woolsey avenue, and extending southerly to the end of said street; both sides of Newtown street, from a point about two hundred and fifty feet south of Debevoise avenue to Van Alst avenue; both sides of Vandeventer avenue, from Steinway avenue to Debevoise avenue; both sides of Wilson avenue, from a point about one hundred feet east of Stemler street to Steinway avenue; both sides of Flushing avenue, from Luyster street to Van Alst avenue; both sides of Potter avenue, from Purdy street to Albert street, and from Pomeroy street to Barclay street; both sides of Ditmars avenue, from Bartow street to Van Alst avenue; both sides of North Washington place, from Hallett street to Willow street; both sides of Franklin street, from Remsen street to Wardell street; both sides of North William street, from Van Alst avenue to Willow street; both sides of Trowbridge street, from Van Alst avenue to Wardell street; both sides of Davidson street, from Hallett street to Edwards street; both sides of Muirson place, from Hallett street to Van Alst avenue; both sides of Phillips street, from Hallett street to Van Alst avenue; both sides of Cedar place, from Hallett street to Van Alst avenue.

No. 7. SEWERS AND APPURTENANCES ON JACKSON AVENUE, FROM ANABLE AVENUE TO ONE HUNDRED FEET NORTH OF NOTT AVENUE.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on—

Both sides of Jackson avenue, from Anable avenue to a point about one hundred feet north of Nott avenue.

No. 8. SEWERS AND APPURTENANCES ON HENRY STREET, BETWEEN JACKSON AVENUE AND PROSPECT STREET.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on—

Both sides of Henry street, from Prospect street to a point about one hundred feet east of Hunter avenue.

No. 9. SEWERS AND APPURTENANCES ON HOPKINS AVENUE, FROM BROADWAY TO ELM STREET; JAMAICA AVENUE, FROM BOULEVARD TO STEINWAY AVENUE; VAN ALST AVENUE, FROM BROADWAY TO JAMAICA AVENUE; LINCOLN STREET, FROM HOPKINS AVENUE TO CRESCENT; CAMELIA STREET, FROM BOULEVARD TO VAN ALST AVENUE; SHERMAN STREET, FROM BROADWAY TO CAMELIA STREET; KOUWENHOVEN STREET, FROM BROADWAY TO GRAND AVENUE.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on—

Both sides of Hopkins street, from Broadway to Elm street; both sides of Jamaica avenue, from Boulevard to Steinway avenue; both sides of Van Alst avenue, from Broadway to Jamaica avenue; both sides of Lincoln street, from Hopkins avenue to Crescent; both sides of Camelia street, from Boulevard to Van Alst avenue; both sides of Sherman street, from Broadway to Camelia street; both sides of Kouwenhoven street, from Broadway to Grand avenue.

No. 10. REGULATING, GRADING, PAVING, CURBING, FLAGGING AND LAYING CROSSWALKS IN HENRY STREET, FROM JACKSON AVENUE TO PROSPECT AVENUE.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on—

Both sides of Henry street, from Prospect avenue to Jackson avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 11. SEWER APPURTENANCES ON NINTH STREET, BETWEEN JACKSON AND VAN ALST AVENUES; ELEVENTH STREET, BETWEEN JACKSON AND VAN ALST AVENUES; TWELFTH STREET, BETWEEN JACKSON AND VAN ALST AVENUES; ELY AVENUE, BETWEEN JACKSON AND NOTT AVENUES.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on—

Both sides of Ninth, Eleventh and Twelfth streets, from Jackson avenue to Van Alst avenue; both sides of Ely avenue, from Jackson avenue to Nott avenue; north side of Jackson avenue, from Van Alst avenue to Nott avenue.

No. 12. REGULATING, GRADING, PAVING, CURBING, FLAGGING AND LAYING CROSSWALKS IN BROADWAY, FROM EAST RIVER TO NEWTOWN ROAD.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on—

Both sides of Broadway, from the East River to Newtown road, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 13. GRADING HUNTER AVENUE, FROM NOTT TO SKILLMAN AVENUE; GRADING, CURBING, FLAGGING, PAVING AND LAYING CROSSWALKS IN PROSPECT STREET, FROM HUNTER AVENUE TO JANE STREET; GRADING, CURBING, FLAGGING, PAVING AND LAYING CROSSWALKS IN CRESCENT, FROM HUNTER AVENUE TO JANE STREET; GRADING, CURBING, GUTTERING AND FLAGGING JANE STREET, FROM HUNTER AVENUE TO CRESCENT; GRADING, CURBING, FLAGGING, PAVING AND LAYING CROSSWALKS IN HARRIS AVENUE, FROM HUNTER AVENUE TO CRESCENT.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on—

Both sides of Hunter avenue, from Nott avenue to Skillman avenue; both sides of Prospect street, from Hunter avenue to Jane street; both sides of Crescent, from Hunter avenue to Jane street; both sides of Jane street, from Hunter avenue to Crescent; both sides of Harris avenue, from Hunter avenue to Crescent, and to the extent of half the block at all intersecting and terminating streets and avenues.

No. 14. REGULATING, GRADING, ASPHALTING PAVEMENT, CURBING, FLAGGING AND LAYING CROSSWALKS IN NINTH STREET, BETWEEN JACKSON AVENUE AND VAN ALST AVENUE; TWELFTH STREET, FROM JACKSON TO VAN ALST AVENUE; ELY AVENUE, BETWEEN JACKSON AND NOTT AVENUES.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on—

Both sides of Ninth, Eleventh and Twelfth streets, from Jackson avenue to Van Alst avenue; both sides of Ely avenue, from Jackson avenue to Nott avenue, and to the extent of half the block at all intersecting and terminating streets and avenues.

No. 15. REGULATING, GRADING, PAVING, CURBING, FLAGGING AND LAYING CROSSWALKS IN VERNON AVENUE, FROM TENTH STREET TO ONE HUNDRED FEET NORTH OF NOTT AVENUE, KNOWN AS THE BOUNDARY LINE OF THE FIRST WARD IMPROVEMENT DISTRICT.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on—

Both sides of Vernon avenue, from Tenth street to one hundred feet north of Nott avenue; both sides of Hancock street, from Twelfth street to Nott avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 16. COMPLETING THE REGULATING, GRADING, CURBING, FLAGGING, LAYING CROSSWALKS AND PAVING OF THE UNFINISHED PART OF JACKSON AVENUE, FROM ANABLE AVENUE TO ONE HUNDRED FEET NORTH OF NOTT AVENUE, KNOWN AS THE NORTHERLY BOUNDARY LINE OF THE FIRST WARD IMPROVEMENT DISTRICT.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on—

Both sides of Jackson avenue, from Anable avenue to one hundred feet north of Nott avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 17. REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS IN HOPKINS AVENUE, FROM BROADWAY TO ELM STREET; JAMAICA AVENUE, FROM BOULEVARD TO STEINWAY AVENUE; VAN ALST AVENUE, FROM BROADWAY TO JAMAICA AVENUE; LINCOLN STREET, FROM HOPKINS AVENUE TO CRESCENT; CAMELIA STREET AND SHERMAN STREET, BETWEEN BOULEVARD AND HOPKINS AVENUE, AND BETWEEN BROADWAY AND CAMELIA STREET.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

Both sides of Hopkins avenue, from Broadway to Elm street; both sides of Jamaica avenue, from Boulevard to Steinway avenue; both sides of Van Alst avenue, from Broadway to Jamaica avenue; both sides of Lincoln street, from Hopkins avenue to Crescent; both sides of Kouwenhoven street, from Broadway to Grand avenue; both sides of Camelia street, from Boulevard to Hopkins avenue; both sides of Sherman street, from Camelia street to Broadway, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 18. EXTRA WORK IN CONNECTION WITH THE REGULATING, GRADING, ETC., OF VERNON AVENUE, FROM TENTH STREET TO ONE HUNDRED FEET NORTH OF NOTT AVENUE, IN THE CONSTRUCTION, RAISING AND RESETTING OF MANHOLES AND RECEIVING BASINS AND APPURTENANCES.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

Both sides of Vernon avenue, from a point about one hundred feet south of Eleventh street to Nott avenue; both sides of Hancock street, from Twelfth street to a point about one hundred and thirty-six feet north of Twelfth street; both sides of Eleventh and Twelfth streets, extending about four hundred and twenty-five feet east of Vernon avenue; both sides of Division street, extending about one hundred and eight feet west of Vernon avenue; east side of Vernon avenue, from Nott avenue to Thirteenth street; south side of Thirteenth street, extending about one hundred and forty-six feet east of Hamilton street.

The Board of Assessors has levied and assessed the foregoing assessments in twenty equal annual installments:

The "Sixth Installment" in each case is now due and payable, and hereafter for fourteen years an amount equal to one of the aforesaid annual installments, with interest, shall be assessed upon the lots or parcels of land benefited by said improvements. These assessments were confirmed by the Board of Revision of Assessments on December 29, 1903, and the "Sixth Installment" entered on December 29, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.

Unless the amount of the sixth installment in each case shall be paid within sixty days after said date of entry, interest shall be charged, collected and received thereon as provided in section 1019 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, 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 or before February 27, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.
City of New York, Department of Finance,
Comptroller's Office, December 29, 1908.

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NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN:

EIGHTH WARD, SECTION 3.

FORTY-FIRST STREET—SEWER, from the summit west of Seventh avenue to Seventh avenue. Area of assessment: Both sides of Forty-first street, from Sixth to Seventh avenue.

FIFTY-FOURTH STREET—SEWER, between Sixth and Seventh avenues. Area of assessment: Both sides of Fifty-fourth street, from Sixth to Seventh avenue.

EIGHTH WARD, SECTION 3, AND THIRTIETH WARD, SECTION 17.

EIGHTH AVENUE AND SIXTIETH STREET—SEWER BASINS, on all four corners. Area of assessment: Both sides of Sixtieth street, between Seventh and Ninth avenues; east side of Seventh avenue and both sides of Eighth avenue, between Fifty-ninth and Sixty-first streets.

TWENTY-SECOND WARD, SECTION 4.

SIXTEENTH STREET—GRADING A LOT on the north side, between Prospect Park West and Tenth avenue. Area of assessment: Lot No. 44 of Block 1106, on the north side of Sixteenth street, between Prospect Park West and Tenth avenue.

TWENTY-FOURTH WARD, SECTION 5.

STERLING PLACE—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Utica and Schenectady avenues. Area of assessment: Both sides of Sterling place, from Utica to Schenectady avenue, and to the extent of half the block at the intersecting streets and avenues.

UNION STREET, south side—GRADING A LOT, between Rogers and Bedford avenues, and on PRESIDENT STREET, north side, between Rogers and Bedford avenues. Area of assessment: South side of Union street and north side of President street, between Rogers and Bedford avenues, known as Lot No. 24 in Block 1274.

TWENTY-SIXTH WARD, SECTION 12.

SUTTER AVENUE—REGULATING, GRADING, PAVING, CURBING AND LAYING CEMENT SIDEWALKS, between Sheffield and Pennsylvania avenues. Area of assessment: Both sides of Sutter avenue, between Sheffield and Pennsylvania avenues, and to the extent of half the block at the intersecting avenues.

TWENTY-SIXTH WARD, SECTION 13.

LINCOLN AVENUE—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Atlantic and Glenmore avenues. Area of assessment: Both sides of Lincoln avenue, between Atlantic and Glenmore avenues, and to the extent of half the block at the intersecting streets.

TWENTY-SEVENTH WARD, SECTION 11.

HART STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Wyckoff and St. Nicholas avenues. Area of assessment: Both sides of Hart street, between Wyckoff and St. Nicholas avenues, and to the extent of half the block at the intersecting streets and avenues.

TWENTY-EIGHTH WARD, SECTION 11.

DE SALES PLACE—PAVING AND CURBING, between Bushwick avenue and Evergreen Cemetery. Area of assessment: Both sides of De Sales place, between Bushwick avenue and Evergreen Cemetery, and to the extent of half the block at the intersecting streets.

BLEECKER STREET AND ST. NICHOLAS AVENUE—SEWER BASIN on the southerly corner. Area of assessment: South side of St. Nicholas avenue, between Ralph and Bleecker streets, and west side of Ralph street, between St. Nicholas and Wyckoff avenues.

TWENTY-NINTH WARD, SECTION 15.

HAWTHORNE STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Nostrand and New York avenues. Area of assessment: Both sides of Hawthorne street, between Nostrand and New York avenues, and to the extent of half the block at the intersecting avenues.

TWENTY-NINTH WARD, SECTION 16.

WESTMINSTER AND CORTELYOU ROADS—SEWER BASIN, at the northeast corner. Area of assessment: East side of Westminster road, between Beverley and Cortelyou roads.

WEBSTER AVENUE—SEWER, between Ocean parkway and Gravesend avenue. Area of assessment: Both sides of Webster avenue, from Ocean parkway to Gravesend avenue.

EAST SIXTEENTH STREET AND CORTELYOU ROAD—SEWER BASINS, at the northeast and northwest corners. Area of assessment: Both sides of East Sixteenth street, from Beverley road to Cortelyou road.

EAST TWENTY-FIFTH STREET AND FOSTER AVENUE—SEWER BASINS, at the northeast and northwest corners. Area of assessment: Both sides of East Twenty-fifth street, between Newkirk and Foster avenues.

THIRTIETH WARD, SECTION 17.

FIFTY-SEVENTH STREET—SEWER, between Fourteenth and Fifteenth avenues. Area of assessment: Both sides of Fifty-seventh street, between Fourteenth and Fifteenth avenues.

THIRTIETH WARD, SECTION 18.

OVINGTON AVENUE—SEWER, between Sixth and Seventh avenues. Area of assessment: Both sides of Ovington avenue, between Sixth and Seventh avenues.

FOURTH AVENUE, EAST SIDE—SEWER, between Ninety-fifth and Ninety-seventh streets. Area of assessment: South side of Fourth avenue, from Ninety-fifth to Ninety-seventh street.

FIFTH AVENUE—SEWER, between Ninetieth and Ninety-fourth streets. Area of assessment: Both sides of Fifth avenue, between Ninetieth and Ninety-fourth streets.

SEVENTY-FIFTH STREET—SEWER, between Shore road and Narrows avenue, and from First to Second avenue; and **SHORE ROAD—OUTLET SEWER**, from Seventy-fifth to Seventy-first street. Area of assessment: Both sides of Seventy-fifth street, between First and Second avenues, and between Narrows avenue and Shore road; and east side of Shore road, between Seventy-first and Seventy-fifth streets.

EIGHTIETH STREET—SEWER, between First and Second avenues. Area of assessment: Both sides of Eightieth street, between First and Second avenues.

SEVENTY-NINTH STREET AND SEVENTH AVENUE—SEWER BASIN, at the northeast corner. Area of assessment: North side of Seventy-ninth street and south side of Seventy-eighth street, between Tenth and Fort Hamilton avenues.

EIGHTY-FIRST STREET—SEWER, between First and Second avenues. Area of assessment: Both sides of Eighty-first street, between First and Second avenues.

EIGHTY-FOURTH STREET—SEWER, between First and Second avenues. Area of assessment: Both sides of Eighty-fourth street, between First and Second avenues.

NINETY-SEVENTH STREET—SEWER, between Shore road and Marine avenue. Area of assessment: Both sides of Ninety-seventh street, between Shore road and Marine avenue. —that the same were confirmed by the Board of Assessors on December 29, 1908, and entered December 29, 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 by section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before February 27, 1909, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.
City of New York, Department of Finance,
Comptroller's Office, December 29, 1908.

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NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 6.

ONE HUNDRED AND FORTY-FIRST STREET—EXTENSION OF SEWER, between Harlem river and end of present sewer. Area of assessment: Both sides of One Hundred and Forty-first street, from Lenox avenue to the Harlem river.

TWELFTH WARD, SECTION 8.

WEST ONE HUNDRED AND EIGHTY-EIGHTH STREET—PAVING, CURBING AND RECURBING, from Amsterdam avenue to St. Nicholas avenue. Area of assessment: Both sides of East One Hundred and Eighty-eighth street, from Amsterdam avenue to St. Nicholas avenue, and to the extent of half the block at the intersecting avenues.

—that the same were confirmed by the Board of Assessors on December 29, 1908, and entered December 29, 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, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, 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 February 27, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.
City of New York, Department of Finance,
Comptroller's Office, December 29, 1908.

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NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

FIRST WARD.

POMEROY STREET—SEWER, from Flushing avenue to Potter avenue. Area of assessment: Both sides of Pomeroys street, from Flushing avenue to Potter avenue.

SIXTH AVENUE (BARTOW STREET)—SEWER, from Broadway to Graham avenue. Area of assessment: Both sides of Sixth avenue, from Broadway to Graham avenue; also Lots Nos. 53, 56, 57, 59, 61 to 71 of Block 145, being rear of lots on the east side of Sixth avenue.

SEVENTH AVENUE—PAVING, from Broadway to Graham avenue. Area of assessment: Both sides of Seventh avenue, from Broadway to Graham avenue, and to the extent of half the block at the intersecting streets.

THIRTEENTH AVENUE—SEWER, from Vandewater avenue to Flushing avenue. Area of assessment: Both sides of Thirteenth avenue, between Flushing avenue and Vandewater avenue; both sides of Fourteenth avenue, between Flushing and Vandewater avenues; both sides of Fifteenth avenue, from Flushing to Vandewater avenue; both sides of Sixteenth avenue, between Vandewater and Wilson avenues, and

both sides of Wilson avenue, between Twelfth and Seventeenth avenues.

THIRTEENTH AVENUE—SEWER, from Broadway to Jamaica avenue. Area of assessment: Both sides of Thirteenth avenue, from Broadway to Jamaica avenue.

—that the same were confirmed by the Board of Assessors December 29, 1908, and entered on December 29, 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, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, 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 February 27, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.
City of New York, Department of Finance,
Comptroller's Office, December 29, 1908.

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DEPARTMENT OF FINANCE, CITY OF NEW YORK,
December 14, 1908.

UNTIL FURTHER NOTICE AND UNLESS otherwise directed in any special case surety companies will be accepted as sufficient upon the following contracts to the amounts named:

Supplies of Any Description, including Gas and Electricity—

One company on a bond up to \$50,000.
Two companies on a bond up to \$125,000.
Three companies on a bond up to \$200,000.

Asphalt, Asphalt Block and Wood Block Pavements—

Two companies on a bond up to \$50,000.
Three companies on a bond up to \$125,000.

Regulating, Grading, Paving, Sewers, Water Mains, Dredging, Construction of Parks, Parkways, Etc.—

One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.
Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

New Docks, Buildings, Bridges, Aqueducts, Tunnels, Etc.—

One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.
Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

Repairs, Ventilating, Heating, Plumbing, Etc.—

One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.
Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

On bonds regarded as hazardous risks additional surety will be required as the Comptroller sees fit in each instance.

All bonds exceeding \$250,000 will by that fact alone be considered hazardous risks, no matter what the nature of the work.

H. A. METZ,
Comptroller.

DEPARTMENT OF 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, JANUARY 18, 1909,

FOR FURNISHING AND DELIVERING MEDICAL AND SURGICAL SUPPLIES. The time for the performance of the contract is during the year 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 per pound, dozen, gallon, yard, etc., by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each class, line or item, as stated in the specifications.

All bids and quotations shall be subject to cash discounts, as provided in Paragraph "T" of the contract.

Blank forms and further information may be obtained at the office of the General Drug Department, Bellevue Hospital Grounds, East Twenty-sixth street, Borough of Manhattan.

ROBERT W. HEBBERD, Commissioner.
The City of New York, January 6, 1909.

j6,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

WEDNESDAY, JANUARY 20, 1909,

FOR FURNISHING AND DELIVERING DRY GOODS, RUBBER GOODS, PLATED WARE, OILS AND OTHER MISCELLANEOUS SUPPLIES.

The time for the performance of the contract is during the year 1909.

The amount of security required is fifty (50) per cent. of the amount of the bid or estimate. The bidder will state the price per yard, per pound, per dozen, or other unit, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each class, line or item, as stated in the specifications.

All bids and quotations shall be subject to cash discounts, as provided in paragraph "T" of the contract.

Blank forms and further information may be obtained at the office of the Department, foot of East Twenty-sixth street, Borough of Manhattan.

ROBERT W. HEBBERD, Commissioner.
The City of New York, January 6, 1909.

j6,20

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

FRIDAY, JANUARY 15, 1909.

FOR PROVIDING ALL THE LABOR AND MATERIALS REQUIRED FOR THE INSPECTION AND MAINTENANCE OF ELECTRICAL APPARATUS ON BLACKWELL'S ISLAND, THE CENTRAL OFFICE, THE BUREAU OF DEPENDENT ADULTS AND MORGUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of the contract is during the year 1909.

The security required will be One Thousand Dollars (\$1,000).

The bidder will state one aggregate price for the whole work described and specified, as the contract is entire for a complete job.

Blank forms and further information may be obtained at the office of the Supervising Engineer of the Department, foot of East Twenty-sixth street, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD, Commissioner.
Dated January 2, 1909.

j2,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

WEDNESDAY, JANUARY 13, 1909,

FOR FURNISHING ALL THE WORK, LABOR, SERVICES AND MATERIALS REQUIRED FOR THE EXTERMINATION OF RATS AND MICE, AND FOR THE EXTERMINATION OF ROACHES AND WATER BUGS.

The time for the performance of the contract is during the year 1909.

The amount of security required is One Hundred and Fifty Dollars (\$150) on each line or item.

The bidder will state the price for each line or item, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each line or item, as stated in the specifications.

Blank forms and further information may be obtained at the office of the Department, foot of East Twenty-sixth street, Borough of Manhattan.

ROBERT W. HEBBERD, Commissioner.
The City of New York, January 2, 1909.

j2,13

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

BOROUGH OF BROOKLYN AND QUEENS.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

FRIDAY, JANUARY 15, 1909.

No. 1. FOR PROVIDING ALL THE LABOR AND MATERIALS REQUIRED FOR THE INSPECTION AND MAINTENANCE OF ELECTRICAL APPARATUS AT THE KINGS COUNTY HOSPITAL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

No. 2. FOR PROVIDING ALL THE LABOR AND MATERIALS REQUIRED FOR THE INSPECTION, MAINTENANCE AND REPAIRS TO THE ELEVATORS AND MOTORS, REGULATING DEVICES AND MACHINERY ON THE BASE, WITH ALL DEVICES THERETO NECESSARY TO MAINTAIN SUCH IN OPERATIVE CONDITION AT THE CUMBERLAND STREET HOSPITAL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of both contracts is during the year 1909.

The security required will be Five Hundred Dollars (\$500) on Contract No. 1, and Three Hundred Dollars (\$300) on Contract No. 2.

The bidder will state one aggregate price for each contract, described and specified, as each contract is entire for a complete job.

Blank forms and further information may be obtained at the office of the Supervising Engineer of the Department, foot of East Twenty-sixth street, Borough of Manhattan, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD, Commissioner.
Dated January 2, 1909.

j2,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

AQUEDUCT COMMISSIONERS.

PUBLIC AUCTION.

SALE TO BEGIN ON

FRIDAY, JANUARY 22, 1909,

at 11 o'clock a. m., and to continue until the property is all sold.

The Aqueduct Commissioners of The City of New York will sell at public auction, under the direction of Charles A. Berrian, Auctioneer, on the premises, the following described buildings new standing within the purchase line of the New Croton and Cross River Reservoirs:

LIST OF BUILDINGS.

New Croton Reservoir, Croton River Division.
Buildings and outhouses, Parcel No. 354, Town of Lewisboro. Former owner, D. W. C. McCloskey (Engineer's Office); minimum price, \$100.

Buildings and outhouses, Parcel No. 360, Town of Lewisboro. Former owner, Estate of Joseph Benedict; minimum price, \$100.

Buildings and outhouses, Parcel No. 222, Town of Bedford. Former owner, J. M. Lyons; minimum price, \$100.

Cross River Division.

Buildings and outhouses, Parcel No. 15, Town of Bedford. Former owner, Estate of George Green; minimum price, \$100.

TERMS OF SALE.

First—The purchase money must be paid at the time of sale.

Second—The buildings will be sold to the stone foundations.

Third—The buildings and outhouses must positively be moved off the City's property within four months of the day of sale, and the purchaser shall refill the cellars to the surface of the ground with wholesome material within said time, under the directions of the Engineer.

Fourth—No building and outhouses will be sold for less than the minimum price given in this advertisement.

Fifth—The buildings and outhouses must be moved to new sites which are at least two hundred and fifty feet from the Croton River, or any of its affluents, or any drain emptying therein.

Sixth—If any building or outhouse or part of the same is left on the property of The City of New York on or after the limit of time above mentioned, the purchaser shall forfeit all right and title to the buildings or outhouses or parts of same so left, and also to the money part of the consideration paid at the time of sale, and the Aqueduct Commissioners may at any time on or after the above time limit rescind such buildings or outhouses or parts of same, or remove or destroy the same.

The Aqueduct Commissioners reserve the right to exclude from such sale any building or buildings that may be designated by the Engineer.

By order of the Aqueduct Commissioners of The City of New York.

JOHN F. COWAN, President.

HARRY W. WALKER, Secretary.

j8,22

THE AQUEDUCT COMMISSIONERS' OFFICE, ROOM 207, STEWART BUILDING, No. 280 BROADWAY, NEW YORK, December 17, 1908.

TO CONTRACTORS.

IRON AND WOODEN FENCING AT JEROME PARK RESERVOIR.

SEALED BIDS OR PROPOSALS WILL BE received by the Aqueduct Commissioners at the above office until 12 o'clock noon on

TUESDAY, JANUARY 12, 1909,

at which place and hour the bids will be publicly opened and read. The award of the contract, if awarded, will be made by the Aqueduct Commissioners as soon thereafter as practicable for building, approximately, 2 3/4 miles of iron and wooden fencing, with necessary gates, around Jerome Park Reservoir, in The City of New York, Borough of The Bronx.

The security required will be Ten Thousand Dollars (\$10,000).

The contract will be required to be completed within one hundred and eighty (180) consecutive calendar days from the date on which the contract is signed by the Commissioners.

The following is a statement, based upon the estimate of the Engineer, of the quantities of the various classes of the work required:

Statement of Approximate Quantities.

8,520 feet iron fencing, 6 feet high.
3,180 feet iron fencing, 4 feet high.
4,165 feet wooden fencing, 6 feet high.
15 iron gates.
6 wooden gates.
10 granite gate-posts.
225 cubic yards concrete.
500 cubic yards rock excavation.
500 cubic yards earth excavation.
4,500 cubic yards earth filling.

The work is authorized by chapter 400, Laws of 1883, of the State of New York, and the amendments thereto.

No bid will be received or considered unless accompanied by either a certified check upon one of the State or National banks in The City of New York, drawn to the order of the Comptroller, or money to the amount of One Thousand Dollars (\$1,000).

Copies of pamphlet containing further information for bidders, form of proposal, forms of contract and bond approved by the Corporation Counsel, lithographs of the contract drawings and the specifications can be obtained at the office of the Aqueduct Commissioners on application in person or by mail.

JOHN F. COWAN, President.

HARRY W. WALKER, Secretary.

d19,12

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF STREET CLEANING.

DEPARTMENT OF STREET CLEANING OF THE CITY OF NEW YORK, NOS. 13 TO 21 PARK ROW, NEW YORK, December 30, 1908.

PUBLIC NOTICE.

SALE OF UNUSED PROPERTY, BOROUGHS OF MANHATTAN AND THE BRONX.

NOTICE IS HEREBY GIVEN THAT, pursuant to section 541 of the Greater New York Charter, I will, on

THURSDAY, JANUARY 14, 1909,

at 10 o'clock a. m., at Stable A of the Department of Street Cleaning, Seventeenth street and Avenue C, Borough of Manhattan, sell at public auction the following unused property of the Department of Street Cleaning:

100 horses (more or less).
1 lot old harness, consisting of 4 sets double truck harness, 8 sets single truck harness, 1 set hill horse harness and 6 sets light driving harness, all more or less.

1 lot old harness, consisting of 218 cart bridles, 193 cart saddles, 155 cart breechings and 153 cart hames, all more or less.
453 old horse collars (more or less).
1 lot, consisting of 575 canvas cart covers, 370 canvas quarter blankets, 250 canvas feed bags, 6 canvas hill horse blankets, 5 rubber horse covers and 10 rubber storm aprons, all more or less.
200 pounds (more or less) old electric light wire.
500 pounds (more or less) old manila rope.
400 pounds (more or less) old brass (couplings, nozzles, etc.).
150 pounds (more or less) old iron oilers.
1 old blacksmith's bellows (more or less).
1 old phaeton (more or less).
4 old sprinkling trucks (more or less).
1 old double ash truck (more or less).
900 galvanized iron cans (more or less).
1 1/2 horse-power automobile (F. I. A. T. touring car).
1 Orient buckboard auto.
9 old bicycles (more or less).
1 lot, consisting of 23 old auto shoes and 90 old bicycle tires, all more or less.
100,000 pounds (more or less) old tire, scrap and malleable iron, including 75 (more or less) old steel cart bodies.

TERMS OF SALE.

The horses are to be paid for in full at the time of the sale and are to be removed before 3 p. m. on the day of the sale. On all the rest of the property (excepting the old iron) a deposit of 75 per cent. of the purchase price will be required on the day of the sale. A deposit of Two Hundred Dollars (\$200) will be required on the old iron at the time of the sale, said deposit to be held by the Department of Street Cleaning until all the iron is removed. The iron will be sold by the ton (of 2,000 pounds per ton), and must be paid for as removed. All the articles sold, excepting the horses, are to be removed within ten (10) working days, or in default thereof said deposits shall be forfeited to The City of New York as liquidated damages.

WILLIAM H. EDWARDS,

Commissioner.

j2,14

ASHES, ETC., FOR FILLING IN LANDS.

PERSONS HAVING LANDS OR PLACES in the vicinity of New York Bay to fill in can procure material for that purpose—ashes, street sweepings, etc., collected by the Department of Street Cleaning—free of charge by applying to the Commissioner of Street Cleaning, Nos. 13 to 21 Park row, Borough of Manhattan.

WILLIAM H. EDWARDS,

Commissioner of Street Cleaning.

BOARD OF ESTIMATE AND APPORTIONMENT.

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held December 18, 1908, the following petition was received:

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

The petition of the New York and North Shore Traction Company respectfully shows:

First—That your petitioner is a street surface railroad corporation, duly organized and existing under the laws of the State of New York, and now operating a street surface railroad in the County of Nassau, State of New York, running from Mineola to Port Washington (10 miles) and Mineola to Hicksville (6 miles).

Second—That your petitioner has received from the local authorities of Nassau County, N. Y., a franchise to build and operate a street surface railroad as an extension of its existing line on and along the North Hempstead turnpike, from Roslyn to the New York City line at Little Neck, in Queens Borough.

Third—That your petitioner has now pending before your Honorable Board an application for consent to build and operate its railroad from the New York City line, in Little Neck, through Douglaston and Bayside, into Flushing.

Fourth—That your petitioner proposes to further extend its proposed railway from a point on its route from the City line to Flushing, so that its railway shall be built and operated into Whitestone, all in Queens Borough, as herein-after set forth in detail, and as in said extension to Whitestone it is necessary to acquire a right of way over private property between Bayside avenue and Higgins lane, your petitioner has, in its description of route set forth alternative routes in that locality, intending before a contract is made with the City to have a definite route agreed upon.

Fifth—That for the purpose of operating such branch or extension into Whitestone, in Queens Borough, New York City, N. Y., 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 in cars 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, New York City, of which the following is a description:

Beginning at the intersection of Chestnut street and Murray lane, on the proposed route of petitioner running from Little Neck to Flushing; thence northerly upon and along Murray lane to Higgins lane; thence easterly upon and along Higgins lane to a point where Ninth avenue, if extended, would intersect said Higgins lane; thence northerly through private property along the line of Ninth avenue to Fourth street; thence westerly upon and along Fourth street to Eighth avenue; thence northerly upon and along Eighth avenue to Twenty-first street; thence easterly upon and along Twenty-first street to Eleventh avenue; thence northerly upon and along Eleventh avenue to a point about 300 feet north of the north side line of the Boulevard, in the former Village of Whitestone, Borough of Queens.

Also, as an alternative route, beginning at the intersection of said Chestnut street and Van Riper avenue; thence northerly upon and along Van Riper avenue to and across Bayside avenue; thence northerly through private property to Higgins lane at a point thereon within 300 feet west of Seventh avenue; thence easterly along and upon Higgins lane, from said point to Seventh avenue; thence northerly upon and along Seventh avenue to Fourth street; thence easterly upon and along Fourth street to Eighth avenue; thence northerly upon and along Eighth avenue as herein-before set forth.

Also, as an alternative route, beginning at the intersection of said Chestnut street and Brewsters avenue; running thence northerly upon and along Brewsters avenue to and across Bayside avenue; thence northerly upon and along private property to Higgins lane at a point thereon within 1,500 feet west of Seventh avenue; thence easterly upon and along Higgins lane from such point to Seventh avenue; thence northerly upon and along

Seventh avenue to Fourth street; thence easterly upon and along Fourth street to Eighth avenue; thence northerly upon and along Eighth avenue, as hereinbefore set forth.

Sixth—That said corporation proposes to operate said extension or branch by the overhead system of electricity, substantially similar to that now in use on its existing railroad running from Mineola to Port Washington, Nassau County, N. Y.

Wherefore your petitioner prays that public notice hereof and of the time and place where this application will first be 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 December 16, 1908.
THE NEW YORK AND NORTH SHORE TRACTION COMPANY,

By JAMES A. MACELHINNY, Secretary.
State of New York, County of New York, ss.:
James A. MacElhinny, being duly sworn, says: That he is the Secretary of the New York and North 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 on information and belief, and as to those matters he believes it to be true.

JAMES A. MACELHINNY.
Sworn to before me this 17th day of December, 1908.

E. M. CARROLL,
Notary Public, New York County.

And the following resolutions were thereupon adopted:
Whereas, The foregoing petition from the New York and North Shore Traction Company, dated December 16, 1908, was presented to the Board of Estimate and Apportionment at a meeting held December 18, 1908,

Resolved, That, in pursuance of law, this Board sets Friday, the 22d day of January, 1909, 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, December 18, 1908.

j11,22

PUBLIC NOTICE.

DEPRESSION OF A PORTION OF THE ROADWAY OF FORTY-SECOND STREET AT FIFTH AVENUE, BOROUGH OF MANHATTAN.

PUBLIC NOTICE IS HEREBY GIVEN that the Board of Estimate and Apportionment, having under consideration the depression of the central portion of the roadway of Forty-second street, permitting a portion of the said roadway to pass under Fifth avenue, avoiding thereby the present obstruction to travel on both of these streets, will give a public hearing upon this proposed change of grade of the central portion of said Forty-second street, in the Old Council Chamber, Room 16, City Hall, Borough of Manhattan, on Friday, January 15, 1909, at 10.30 o'clock in the forenoon.

This proposed depression is to cover a width of thirty-two (32) feet in the centre of the roadway already widened to sixty-eight (68) feet by an ordinance adopted by the Board of Estimate and Apportionment on December 18, 1908; the depression to begin at a point about forty (40) feet west of the westerly line of Madison avenue and to extend to a point about four hundred and fifty (450) feet west of the westerly line of Fifth avenue. The portion within the lines of Fifth avenue and for about twenty (20) feet each side of the same is to be covered; all of which is more particularly shown on a plan, dated November 16, 1908, entitled

"Board of Estimate and Apportionment, City of New York. Plan for carrying through traffic on Forty-second street in a depressed roadway."

Said plan showing elevations and rates of grade is signed by the Chief Engineer of the Board of Estimate and Apportionment, and can be seen at the office of the Board of Estimate and Apportionment, No. 277 Broadway, Borough of Manhattan, New York City.

Dated January 4, 1909.
JOSEPH HAAG, Secretary.
No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

j4,15

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on December 4, 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 a sewer easement, from a point on Bay street, between Sylva lane and Sylvan terrace, to the pierhead line of New York Bay, 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 easement 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 75 feet northerly from and parallel with the northerly line of Sylvan terrace, the said distance being measured at right angles to the line of Sylvan terrace; on the east by the westerly line of Bay street, and by the prolongation of the said line; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Pennsylvania avenue, the said distance being measured at right angles to the line of Pennsylvania avenue; and on the west by a line distant 100 feet easterly from and parallel with the easterly line of New York avenue, the said distance being measured at right angles to the line of New York avenue. (None of the streets named has been placed upon the City map, and any reference to street lines is 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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary.

No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

j2,13

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on December 4, 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 Parker street (avenue), from Protectory avenue to Wellington 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 northerly line of Wellington avenue where it is intersected by the prolongation of a line midway between Zerega avenue and Parker street, as these streets are laid out northwesterly from Westchester avenue, and running thence southwardly at right angles to Wellington avenue a distance of 160 feet; thence westwardly and parallel with Wellington avenue to the intersection with a line at right angles to Wellington avenue, and passing through a point on its northerly side where it is intersected by the prolongation of a line midway between Parker street and Glover street; thence northwardly along the said line at right angles to Wellington avenue to its northerly side; thence northwesterly along the said line midway between Parker street and Glover street, and along the prolongations of the said line to the intersection with the prolongation of a line midway between St. Raymond avenue and Parker street as these streets are laid out between Purdy street and Castle Hill avenue; thence westwardly along the said line midway between St. Raymond avenue and Parker street, and along the prolongations of the said line to a point distant 100 feet westerly from the westerly line of Purdy street; thence northwardly and parallel, respectively, with Purdy street and Protectory avenue to the intersection with the prolongation of a line distant 250 feet northerly from and parallel with the northerly line of Parker street, as laid out between Protectory avenue and Castle Hill avenue, the said distance being measured at right angles to the line of Parker street; thence easterly along the said line parallel with Parker street, and along the prolongation of the said line to the intersection with the prolongation of a line midway between Zerega avenue and Parker street, as these streets are laid out northwesterly from Westchester avenue; thence southeastwardly along the said line midway between Zerega avenue and Parker street and along the prolongations of the said 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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary.

No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

j2,13

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on December 4, 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 St. Georges crescent, between East Two Hundred and Sixth street and Van Cortlandt 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 easterly line of the Grand Boulevard and Concourse, where it is intersected by the prolongation of the southerly line of Van Cortlandt avenue as laid out west of Moshulu Parkway South, and running thence easterly along the southerly line of Van Cortlandt avenue, and the prolongation thereof, to the intersection with a line always distant 100 feet easterly from and parallel with the easterly line of St. Georges crescent, the said distance being measured at right angles to St. Georges crescent; thence southwardly along the said line parallel with St. Georges crescent to the northerly line of East Two Hundred and Sixth street; thence southwardly at right angles to East Two Hundred and Sixth street a distance of 160 feet; thence westwardly and always parallel with East Two Hundred and Sixth street to the intersection with a line distant 115 feet easterly from and parallel with the easterly line of the Concourse, the said distance being measured at right angles to the line of the Concourse; thence northwardly and parallel with the Concourse to the intersection with a line always distant 100 feet westerly from and parallel with the westerly line of St. Georges crescent, the said distance being measured at right angles to St. Georges crescent; thence northwardly along the said line parallel with St. Georges crescent to the easterly line of the Concourse; thence northwardly along the easterly line of the Concourse 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 15th day of January, 1909, 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 per-

sons affected thereby to be published in the City Record for ten days prior to the 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

j2,13

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on December 4, 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 Madden street, between Skillman avenue and Borden avenue, in the First Ward, in the Borough of Queens, City of New York; and

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

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

Beginning at a point on the northerly line of Borden avenue where it is intersected by a line midway between Madden street and Van Buren street, and running thence northwardly along the said line midway between Madden street and Van Buren street and along the prolongation of the said line to a point distant 100 feet northerly from the northerly line of Skillman avenue; thence eastwardly and parallel with Skillman avenue to the intersection with the prolongation of a line midway between Madden street and Laurel Hill avenue; thence southwardly along the said line midway between Madden street and Laurel Hill avenue and along the prolongation of the said line to the northerly line of Borden avenue; thence southwardly at right angles to Borden avenue a distance of 180 feet; thence westwardly parallel with and always distant 100 feet southerly from the southerly line of Borden avenue to the intersection with a line at right angles to Borden avenue, and passing through the point of beginning; thence northwardly along the said line at right angles to Borden 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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

j2,13

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on December 4, 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 Avenue N, from Gravesend avenue to Flatlands 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 southeasterly line of Flatlands avenue where it is intersected by the prolongation of a line midway between Avenue M and Avenue N, and running thence southeastwardly at right angles to Flatlands avenue a distance of 100 feet; thence southwestwardly and parallel with Flatlands avenue to the intersection with a line at right angles to Flatlands avenue, and passing through a point on its northwesterly side where it is intersected by a line midway between Avenue N and Avenue O; thence northwestwardly along the said line at right angles to Flatlands avenue to its northwesterly side; thence westwardly along the said line midway between Avenue N and Avenue O and the prolongation thereof to the intersection with a line midway between West street and Gravesend avenue; thence northwardly along the said line midway between West street and Gravesend avenue to the intersection with the prolongation of a line midway between Avenue M and Avenue N; thence eastwardly along the said line midway between Avenue M and Avenue N and the prolongation thereof 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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

j2,13

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on December 4, 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 Avenue I, from Ocean parkway to the easterly line of East Fifteenth street, and from the easterly property line of the lands of the Long Island Railroad Company, within the lines of East Seventeenth street, to East Thirty-fourth 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 East Fifth street and Ocean parkway, where it is intersected by the prolongation of a line midway between Avenue H and Avenue I, and running thence eastwardly along the said line midway between Avenue H and Avenue I and along the prolongation thereof to the centre line of Flatbush avenue; thence along the centre line of Flatbush avenue to meet the prolongation of a line midway between Avenue H and Avenue I as they are laid out easterly from Flatbush avenue; thence eastwardly along the last mentioned line midway between Avenue H and Avenue I and along the prolongation thereof to meet a line midway between East Thirty-fourth street and East Thirty-fifth street; thence southwardly along the said line midway between East Thirty-fourth street and East Thirty-fifth street to meet the prolongation of a line midway between Avenue I and Avenue J as the said streets are laid out west of Flatbush avenue; thence westwardly along the said line midway between Avenue I and Avenue J to meet a line midway between East Fifth street and Ocean parkway; thence northwardly along the said line midway between East Fifth street and Ocean parkway 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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone 2280 Worth.

j2,13

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on December 4, 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 Snyder avenue, between Canarsie avenue and Ralph avenue; and of Avenue A, between Ralph avenue and 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 the prolongation of a line midway between Church avenue and Snyder avenue distant 100 feet westerly from the westerly line of Brooklyn avenue, and running thence eastwardly along the said line midway between Church avenue and Snyder avenue, and the prolongation of the said line, to the intersection with a line midway between Church avenue and Avenue A; thence northeastwardly along the said line midway between Church avenue and Avenue A, and the prolongation of the said line, to a point distant 100 feet northeastwardly from the northeastwardly line of East Ninety-eighth street; thence southeastwardly and parallel with East Ninety-eighth street to the intersection with the prolongation of a line midway between Avenue A and Beverley road; thence southwestwardly along the said line midway between Avenue A and Beverley road, and the prolongation of the said line, to the intersection with the westerly line of Ralph avenue; thence westwardly at right angles to Ralph avenue to the intersection with a line midway between East Fifty-ninth street and Ralph avenue; thence northwardly along the said line midway between East Fifty-ninth street and Ralph avenue to the intersection with a line midway between Snyder avenue and Tilden avenue; thence westwardly along the said line midway between Snyder avenue and Tilden avenue, and the prolongation of the said line, to the intersection with a line parallel with Brooklyn avenue, and passing through the point of beginning; thence northwardly along the said line parallel with Brooklyn 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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone 2280 Worth.

j2,13

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the lines and grades of Bailey avenue, from West One Hundred and Ninety-fourth street to Albany road; of West Two Hundred and Twenty-ninth street, from Heath avenue to Bailey avenue; change the grades of West Two Hundred and Thirtieth street, from Broadway to Bailey avenue; and change the lines of Kingsbridge road, Albany road and Boston avenue, at their respective intersections with Bailey avenue, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 15, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board, all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 4, 1908, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the lines and grades of Bailey avenue, from West One Hundred and Ninety-fourth street to Albany road; of West Two Hundred and Twenty-ninth street, from Heath avenue to Bailey avenue; changing the grades of West Two Hundred and Thirtieth street, from Broadway to Bailey avenue, and changing the lines of

Kingsbridge road, Albany road and Boston avenue at their respective intersections with Bailey avenue, in the Borough of The Bronx, City of New York, more particularly described as follows: The lines and grades of Bailey avenue, from West One Hundred and Ninety-fourth street to Albany road; the lines and grades of West Two Hundred and Twenty-ninth street and West Two Hundred and Thirtieth street, from Heath avenue to Bailey avenue; the grades of West Two Hundred and Thirtieth street, from Broadway to Bailey avenue, and the lines of Kingsbridge road, Albany road and Boston avenue at their respective intersections with Bailey avenue, are to be as shown upon a map signed by the President of the Borough of The Bronx and bearing date of October 28, 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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

j2,13

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the tentative map of the street system within the territory bounded by the New York, New Haven and Hartford Railroad, Bronx and Pelham parkway, Pelham Bay Park, Eastern boulevard, Morris Park avenue, Westchester avenue and Wilkinson avenue, Borough of The Bronx, or so as to change the map or plan of The City of New York by changing the map of the tentative street system within the territory bounded by Mayflower avenue, Bronx and Pelham parkway, Pelham Bay Park, Eastern boulevard, Morris Park avenue, Westchester avenue and Wilkinson avenue, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 15, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 4, 1908, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the tentative map of the street system within the territory bounded by the New York, New Haven and Hartford Railroad, Bronx and Pelham parkway, Pelham Bay Park, Eastern boulevard, Morris Park avenue, Westchester avenue and Wilkinson avenue, in the Borough of The Bronx, City of New York, more particularly described as follows: The streets within the territory bounded by the land of the New York, New Haven and Hartford Railroad, Bronx and Pelham parkway, Pelham Bay Park, Eastern boulevard, Morris Park avenue, Westchester avenue and Wilkinson avenue, are to be as shown upon a tentative map submitted by the President of the Borough and bearing date of June 16, 1908; or by changing the map or plan of The City of New York by changing the map of the tentative street system within the territory bounded by Mayflower avenue, Bronx and Pelham parkway, Pelham Bay Park, Eastern boulevard, Morris Park avenue, Westchester avenue and Wilkinson avenue, as shown upon a map submitted by the President of the Borough and bearing date of June 16, 1908.

Resolved, That this Board consider the proposed changes at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 15th day of January, 1909, 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 changes 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 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

j2,13

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the line and grade of Barretto street, between Garrison avenue and Lafayette avenue, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 15, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board, all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 4, 1908, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the line and grade of Barretto street, between Garrison avenue and Lafayette avenue, in the Borough of The Bronx, City of New York, more particularly shown upon map or plan signed by the President of the Borough of The Bronx and bearing date of December 18, 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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

j2,13

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Fort Washington avenue, between West One Hundred and Sixty-third street and West One Hundred and Sixty-fifth street; and West One Hundred and Sixty-fourth street, between Fort Washington avenue and Broadway, Borough of Manhattan, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 15, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 4, 1908, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Fort Washington avenue, between West One Hundred and Sixty-third street and West One Hundred and Sixty-fifth street; and West One Hundred and Sixty-fourth street, between Fort Washington avenue and Broadway, in the Borough of Manhattan, City of New York, more particularly described as follows: The grades of Fort Washington avenue, between West One Hundred and Sixty-third street and West One Hundred and Sixty-fifth street, and of West One Hundred and Sixty-fourth street, between Fort Washington avenue and Broadway, are to be as shown upon a map bearing the signature of the Secretary of the Board of Estimate and Apportionment, and dated December 1, 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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

j2,13

NOTICES HEREBY GIVEN THAT, AT the meeting of the Board of Estimate and Apportionment, held on December 4, 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 Stanley avenue, from Louisiana avenue to Fountain 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 Vienna avenue and Stanley avenue, as these streets are laid out easterly from Louisiana avenue, and by the prolongations of the said line; on the east by a line always distant 100 feet easterly from and parallel with the easterly line of Fountain avenue, the said distance being measured at right angles to the line of Fountain avenue; on the south by a line midway between Stanley avenue and Wortman avenue, and by the prolongations of the said line, and on the west by a line distant 100 feet westerly from and parallel with the westerly line of Louisiana avenue, the said distance being measured at right angles to the line of Louisiana 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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

j2,13

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to lay out a tentative street system in that portion of the Fourth Ward, bounded by Wexford terrace, Dalny road, Edgerton boulevard, Crocydon road, Home Lawn avenue, Edgerton boulevard, Doncaster boulevard, Tudor road, Chevy Chase road, Holliswood avenue, Radnor road, Chevy Chase road, Kent road, Avon road, Radnor road and Hillside avenue, and also to lay out Hillside avenue from Fresh Meadow road to Wexford terrace and from Radnor road to Holliswood avenue, and to establish grades therefor, Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 15, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 18, 1908, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by laying out a tentative street system in that portion of the Fourth Ward, bounded by Wexford terrace, Dalny road, Edgerton boulevard, Crocydon road, Home Lawn avenue, Edgerton boulevard, Doncaster boulevard, Tudor road, Chevy Chase road, Holliswood avenue, Radnor road, Chevy Chase road, Kent road, Avon road, Radnor road and Hillside avenue, and also by laying out Hillside avenue from Fresh Meadow road to Wexford terrace and from Radnor road to Holliswood avenue, and establishing grades therefor, in the Borough of Queens, City of New York, more particularly shown on map or plan submitted by the President of the Borough of Queens, dated December 11, 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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone 2280 Worth.

j2,13

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Fort Washington avenue, between West One Hundred and Sixty-third street and West One Hundred and Sixty-fifth street; and West One Hundred and Sixty-fourth street, between Fort Washington avenue and Broadway, Borough of Manhattan, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 15, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 4, 1908, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Fort Washington avenue, between West One Hundred and Sixty-third street and West One Hundred and Sixty-fifth street; and West One Hundred and Sixty-fourth street, between Fort Washington avenue and Broadway, in the Borough of Manhattan, City of New York, more particularly described as follows: The grades of Fort Washington avenue, between West One Hundred and Sixty-third street and West One Hundred and Sixty-fifth street, and of West One Hundred and Sixty-fourth street, between Fort Washington avenue and Broadway, are to be as shown upon a map bearing the signature of the Secretary of the Board of Estimate and Apportionment, and dated December 1, 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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

j2,13

NOTICES HEREBY GIVEN THAT, AT the meeting of the Board of Estimate and Apportionment, held on December 4, 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 Stanley avenue, from Louisiana avenue to Fountain avenue, in the Borough of Brooklyn, City of New York; and

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 15th day of January, 1909.

Dated January 2, 1909.
JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

j2,13

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of the City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to lay out Whitwell place and Denton place, between First street and Carroll street; establish the grade of Whitwell place and adjust the grades in the territory bounded by Carroll street, Fourth avenue, First street and Third avenue, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 15, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 4, 1908, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by laying out Whitwell place and Denton place, between First street and Carroll street; establishing the grade of Whitwell place, and adjusting the grades in the territory bounded by Carroll street, Fourth avenue, First street and Third avenue, in the Borough of Brooklyn, City of New York, more particularly described as follows:

The lines of Whitwell place and of Denton place, between First street and Carroll street, and the grades in the territory bounded by Carroll street, Fourth avenue, First street and Third avenue, are to be as shown upon a map bearing the signature of the Secretary of the Board of Estimate and Apportionment and dated August 27, 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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.
JOSEPH HAAG, Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

j2,13

PUBLIC NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment, held this day, the following proceedings were had:

Whereas, The Third Avenue Railroad Company has, under date of June 2, 1908, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a double-track street surface railway as an extension to its existing line upon and along Fort George avenue, from Amsterdam avenue to Audubon avenue, in the Borough of Manhattan; and

Whereas, Section 92 of the Railroad Law and sections 72, 73 and 74 of the Greater New York Charter, as amended by chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on June 5, 1908, fixing the date for public hearing thereon as June 26, 1908, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "New York Times" and the "New York Tribune," newspapers designated by the Mayor, and in the City Record for ten (10) days immediately prior to the date of the hearing, and the public hearing was duly held on such day; and

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

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

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

THE THIRD AVENUE RAILROAD COMPANY.

Proposed Form of Contract.

This contract, made this _____ day of _____, 1909, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Third Avenue Railroad Company (hereinafter called the Company), party of the second part, witnesseth:

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

Section 1. The City hereby grants to the Company, subject to the terms and conditions herein-after set forth, the right and privilege to construct, maintain and operate a double-track extension to its present street surface railway, with the necessary wires and equipment, for the purpose of conveying passengers in the Borough of Manhattan, City of New York, upon the following route:

Beginning and connecting with the existing double-track street surface railway on Amsterdam avenue at or near the intersection of said avenue with Fort George avenue; thence northerly, westerly and southerly in, upon and along said Fort George avenue as it winds and turns to its intersection with Audubon avenue, with a loop terminal at said intersection, to be constructed within the present roadway of said Fort George ave-

nue. The said route, with switches, crossovers and terminal loop hereby authorized, are shown upon a map entitled: "Amended map showing proposed railway of the Third Avenue Railroad Company in the Borough of Manhattan, City of New York, to accompany petition to the Board of Estimate and Apportionment, of June 2, 1908," and signed by F. W. Whitridge, Receiver, Edward A. Maher, General Manager, and T. F. Mullany, Chief Engineer, dated New York, November 27, 1908, a copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed; provided, that deviations therefrom and additional turnouts, switches and crossovers which are consistent with the foregoing description and the provisions of this contract may be permitted by resolution of the Board.

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

First—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of said railway shall be obtained by the Company within thirty (30) days from the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time the Company shall, within one month thereafter, make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railway ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate said railway shall be held and enjoyed by the Company for a term not exceeding three (3) years, provided that if the Company shall make application to the Board, then the Board may extend the term of said right and privilege upon the same terms and conditions herein fixed for a further period not exceeding two (2) years.

Third—The Company shall pay to the City for this privilege the following sums of money:

(a) The sum of three hundred dollars (\$300) in cash within thirty (30) days after the date on which this contract is signed by the Mayor.

(b) During the term of this grant, whether for a term of three years or an extension of such term for a further period of two years, on application of the Company, as herein provided, an annual sum which shall in no case be less than one thousand one hundred dollars (\$1,100), and which shall be equal to three (3) per cent. of its gross annual receipts if such percentage shall exceed the sum of one thousand one hundred dollars (\$1,100).

The gross receipts mentioned above shall be that portion of the gross earnings of the Company from all sources as shall bear the same ratio to its whole gross earnings as the length of the route hereby authorized shall bear to the entire length of the railway of the Company in operation.

The payment of such minimum sums shall begin from the date on which this contract is signed by the Mayor.

Such minimum annual sums shall be paid into the Treasury of the City on November 1 of each year, and shall be for the amount due to September 30 next preceding.

Whenever the percentage required to be paid shall exceed the minimum amount as above, such sum over and above such minimum shall be paid to the Comptroller of the City on or before November 1 in each year for the year ending September 30 next preceding. The fiscal year shall end on September 30 next preceding said date of payment, and provisions of the Railroad Law, as it now exists, or as it may hereafter be amended, relating to the manner of payments and statements of percentages of gross receipts of street railway companies not inconsistent with this contract, shall be strictly complied with.

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

Fourth—Upon the termination of this contract or extension thereof as herein provided, or upon the termination of the rights hereby granted for any other cause, or upon the dissolution of the Company before such termination, the tracks and equipment of the Company constructed pursuant to this contract within the streets and highways shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this grant as above the City (by the Board) shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract, and the said streets, avenues and highways shall be restored to their original condition at the sole cost and expense of the Company.

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

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

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

The use of said railway which shall be constructed by the Company under this contract, including the tracks, wires and other equipment, or

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

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

Eighth—Said railway shall be operated by underground electric power substantially similar to the system of underground electric power now used by the street surface railways in the Borough of Manhattan, provided that any other power may be used, except locomotive steam power or horse power, which may be lawfully used, approved by the Board and consented to by the abutting property owners, in accordance with the provisions of law and by the Public Service Commission for the First District of the State of New York.

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

Tenth—The Company shall commence construction of the railway herein authorized within thirty (30) days from the date upon which the consents of the property owners are obtained, or from the date upon which the decision of the Appellate Division of the Supreme Court that such railway ought to be constructed is rendered in lieu of such consents, and shall complete the construction and place the same in full operation within three (3) months from the date of obtaining such consents or such decision, otherwise this right shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City; provided that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months each; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and provided, further, that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall, in writing, consent that the Board, either in its own name as a party or in the name of the City as a party, may intervene in any such proceedings.

Eleventh—Said railway shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City.

Twelfth—Said railway shall be constructed and operated in the latest improved manner of street railway construction and operation, and the railway and property of the Company shall be maintained in good condition throughout the term of this contract.

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

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

Fourteenth—No cars shall be operated upon the railway hereby authorized other than passenger cars, and cars necessary for the repair or maintenance of the railway, and no freight or express cars shall be operated upon the tracks of said railway; and the tracks hereby authorized shall not be used for the storage of cars.

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

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

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

Eighteenth—The Company, so long as it shall continue to use any of the tracks upon the streets and avenues in which said railway shall be constructed, shall cause to be watered, at least three times every twenty-four hours when the temperature is above 35 degrees Fahrenheit, the entire width of the streets and avenues, except when the width of such streets and avenues shall exceed 60 feet between curb lines, in which case the Company shall cause to be watered only 60 feet in width of such roadway, and the Company shall provide for such purpose at least one tank car, the capacity of which shall be sufficient to water such streets and avenues in a satisfactory manner.

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

Twentieth—The Company shall at all times keep the streets, avenues or highways upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, however, that the Company shall, at the option of the Com-

missioner of Street Cleaning, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of street surface from house line to house line.

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

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

Twenty-third—Before any construction shall be commenced upon any portion of the route written permits shall be obtained from the President of the Borough of Manhattan and the Commissioner of Water Supply, Gas and Electricity, and the Company shall comply with any conditions which those officials may impose as a condition upon which such permit is granted, provided such conditions are imposed for the purpose of protecting the structures over which those officials have jurisdiction.

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

Twenty-fifth—Should the grades or lines of the streets, avenues or highways in which the franchise is hereby granted be changed at any time during the term of this contract the Company shall change its tracks to conform with such new grades and lines, and during the construction of any public improvement upon said streets, avenues or highways the Company shall take care of and protect the track and appurtenances at its own expense; all to be done subject to the direction of the President of the Borough of Manhattan.

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

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

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

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

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

Thirtieth—The Company shall assume all liability to persons or property by reason of the construction or operation of the railway authorized by this contract, and it is a condition of this contract that the City shall assume no liability

whatsoever to either persons or property on account of the same, and the Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company.

Thirty-first—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of two thousand five hundred dollars (\$2,500) either in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railway, and in case of default in the performance by the Company of such terms and conditions the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges shall collect the same, with interest, from the said fund after ten days' notice in writing to the Company; or in case of failure to keep the said terms and conditions of this contract relating to the headway, heating and lighting of cars, fenders, wheel guards and watering of street pavements, the Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation, and the further sum of ten dollars (\$10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel guards, in case of the violation of the provisions relating to those matters.

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

The Comptroller of the City, on complaint made, shall, in writing, notify the Company, through its President, to appear before him on a certain day, not less than ten (10) days after the date of such notice, to show cause why it should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or, after a hearing, appears in the judgment of the Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice in writing, pay to the Comptroller of the City a sum sufficient to restore said security fund to the original amount of two thousand five hundred dollars (\$2,500), and in default thereof this contract shall be canceled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Thirty-second—The grant of this privilege is subject to whatever right, title or interest the owners of abutting property or others may have in and to the streets, avenues and highways in which the Company is authorized to operate.

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

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

Sec. 3. This grant is also upon the further and express condition that the provisions of the Railroad Law applicable thereto, and all laws or ordinances now in force, or which may be adopted affecting the surface railways operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Company.

Sec. 4. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms, conditions and requirements in this contract fixed and contained.

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

THE CITY OF NEW YORK.

By Mayor.

[CORPORATE SEAL.]

Attest: City Clerk.

THE THIRD AVENUE RAILROAD

COMPANY.

By President.

[SEAL.]

Attest: Secretary.

(Here add acknowledgments.)

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

Resolved, That the said resolutions and resolutions, including the said resolution for the grant of a franchise or right applied for by the Third Avenue Railroad Company, and the said form of proposed contract for the grant of such franchise or right containing said results of such inquiry, after the same shall be entered in the minutes of the Board, shall be published for at least twenty (20) days immediately prior to Friday, January 22, 1909, in the City Record, and at least twice during the ten days immediately prior to Friday, January 22, 1909, in two daily newspapers to be designated by the Mayor therefor and published in The City of New York, at the expense of the Third Avenue Railroad Company, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the Third Avenue Railroad Company, and fully set forth and described in the

foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing any such contract, will, at a meeting of said Board, to be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Friday, January 22, 1909, at 10.30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

JOSEPH HAAG, Secretary.
Dated New York, December 11, 1908.
d29,j22

PUBLIC NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment, held this day, the following proceedings were had:

Whereas, The Brooklyn, Queens County and Suburban Railroad Company has, under date of September 19, 1907, made application to this Board for a grant of the right, privilege and franchise to construct, maintain and operate an extension to its existing street surface railway system upon and along Metropolitan avenue, from Dry Harbor road to Jamaica Plank road, in the Borough of Queens; and

Whereas, Section 92 of the Railroad Law and sections 72, 73 and 74 of the Greater New York Charter, as amended by chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on October 18, 1907, fixing the date for public hearing thereon as November 15, 1907, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "Brooklyn Daily Eagle" and the "Brooklyn Citizen," newspapers designated by the Mayor, and in the City Record for ten days immediately prior to the date of hearing, and the public hearing was duly held on such day; and

Whereas, At a meeting of this Board held June 26, 1908, the Select Committee to whom the matter had been referred, submitted a report containing proposed conditions and a form of contract, and a resolution was adopted fixing September 18, 1908, as the date for the final public hearing; and

Whereas, At the meeting of the Board held September 18, 1908, a communication was received from the Company objecting to certain of the terms and conditions contained in the form of contract reported by the Select Committee, and an opinion was received from the Corporation Counsel stating that the matter should be referred back to the Select Committee, and such reference was accordingly made; and

Whereas, At a meeting of the Board held November 20, 1908, a further report was presented from said Select Committee recommending certain amendments in the form of contract previously presented, and the Chief Engineer was thereupon directed to prepare a contract in accordance with such recommendations, which amended form of contract has this day been received; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for and proposed to be granted to the Brooklyn, Queens County and Suburban Railroad Company and the adequacy of the compensation proposed to be paid therefor; now therefore it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the Brooklyn, Queens County and Suburban Railroad Company, containing the form of proposed contract for the grant of such franchise or right, be hereby introduced and entered in the minutes of this Board, as follows, to wit:

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

BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY.

Proposed Form of Contract.

This contract, made this day of 190....., by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board); and the Brooklyn, Queens County and Suburban Railroad Company, incorporated for the purpose of building, maintaining and operating a railroad (hereinafter called the Company), party of the second part, witnesseth:

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

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate a double track extension to its present street surface railway by the overhead electric system similar to that now used by the Company in the Borough of Queens, with the necessary wires and equipment, for public use in the conveyance of persons and property in the Borough of Queens, in The City of New York, upon the following route:

Commencing at the intersection of Metropolitan avenue and Dry Harbor road, thence easterly in and upon Metropolitan avenue to a point where the said Metropolitan avenue intersects the Jamaica plank road, in the Village of Jamaica, together with the right to connect the aforesaid tracks with the existing tracks of the petitioner on Jamaica plank road.

The said route and connections hereby authorized are more particularly shown upon a map entitled: "Map showing the proposed extension in the routes of the Brooklyn, Queens County and Suburban Railroad, in the Borough of Queens, to accompany petition to the Board of Estimate and Apportionment, dated September 19, 1907," signed and approved by T. S. Williams, Vice-President, and W. S. Menden, Chief Engineer, which map is attached hereto, is made a part of this contract, and is to be substantially followed, provided that deviations therefrom and additional switches, crossovers and spurs which are consistent with the foregoing description, and the other provisions of this franchise may be permitted by resolution of the Board of Estimate and Apportionment.

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

First—The consent in writing of the owners of half in value of the property, bounded on said streets and avenues, to the construction and operation of said railroad shall be obtained by the Company within six months of the signing of this contract by the Mayor and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained, the Company shall within two months thereafter,

make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railroad ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate a double-track street surface railway, as herein described, shall be held and enjoyed by the Company, its successors or assigns, for the term of twenty-five (25) years from the date when this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluation of such right and privilege.

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

If the Company and the Board shall not reach such agreement on or before the day one year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty-five (25) years shall be reasonable, and either the City (by the Board) or the Company shall be bound, upon request of the other, to enter into a written agreement with each other fixing the rate of such compensation at such amount as shall be reasonable, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

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

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

The sum of one hundred dollars (\$100) in cash within thirty (30) days after the date on which this contract is signed by the Mayor.

During the first five (5) years after the commencement of operation of the extension hereby provided for, annually on November 1, three (3) per cent. of its gross receipts for and during the year ending September 30 next preceding, and after the expiration of such five (5) years make a like annual payment into the treasury of the City of five (5) per cent. of its gross receipts. The Company shall pay such percentages only upon such portion of its gross receipts as shall bear the same proportion to its whole gross receipts as the length of such extension shall bear to the entire length of its line.

Fourth—Upon the termination of this original contract, or if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any other cause, or upon the dissolution of the company before such termination, the tracks and equipment of the company constructed pursuant to this contract within the streets and highways of the City shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this grant, as above, the City (by the Board) shall so order by resolution, the company shall, upon thirty (30) days' notice, in writing, from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract, and the said streets and highways shall be restored to their original condition at the sole cost and expense of the Company.

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

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

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

requisite and necessary connections with the tracks of the Company, its successors or assigns, which shall be constructed under this contract.

Eighth—The railway to be constructed under this contract may be operated by overhead electric power, substantially similar to the overhead electric traction now in use by street surface railways in the Borough of Queens, or by any other motive power, except locomotive steam power or horse power, which may be approved by the Board, and consented to by owners of property, in accordance with the provisions of law, and by the Public Service Commission for the First District of the State of New York.

Ninth—The Company shall begin construction of the extension herein authorized within the time prescribed by the Railroad Law of the State of New York, and such extension shall be completed and shall be in operation on or before December 31, 1909; otherwise this grant shall cease and determine.

Tenth—The said railway shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided in the Charter of the City; and the Company agrees to make application to the Commissioner of Water Supply, Gas and Electricity for permission to string and maintain its electrical conductors in the streets covered by this grant.

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

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

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

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

Fifteenth—The Company, so long as it shall continue to use any of its tracks in any street or highway covered by this grant, shall have and keep in permanent repair that portion of such street or highway between its tracks and the rails of its tracks and two feet in width outside of its tracks, under the supervision of the proper local authorities and whenever required by them to do so and in such manner as they may prescribe. In case of neglect by the Company to make pavements or repairs after the expiration of thirty days' notice to do so, or within thirty days after the publication of such notice in the City Record, the local authorities may make the same at the expense of such corporation, and such authorities may make such reasonable regulations and ordinances as to the rate of speed, mode of use of tracks and removal of ice and snow as in the interest or convenience of the public may require.

Sixteenth—Any alteration which may be required to the sewerage or drainage system, or to any subsurface structures, pipes, conduits, etc., laid in the streets, on account of the construction or operation of the railway, shall be made at the sole cost of the Company and in such manner as the proper City officials may prescribe.

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

Eighteenth—The Company shall at all times keep accurate books of account of the gross earnings from the privileges granted under this contract. The Company shall, on or before November 1 of each year, make a verified report to the Comptroller of The City of New York of the business done by the Company for the year ending September 30 next preceding, as he may prescribe. Such report shall contain a statement of the gross receipts from operation of the railway, together with such other information and in such detail as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

Nineteenth—The Company shall assume all liability to persons or property by reason of the construction or operation of the railroad authorized by this contract, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company, giving the Company notice and the right to intervene in any action or proceeding wherein such damages may be sought.

Twentieth—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall file with the Comptroller of The City of New York a bond in the sum of ten thousand dollars (\$10,000), with surety or sureties to be approved by him, which bond shall be security for the performance by the Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual percentages for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and in case of default in the performance by the Company of such terms and conditions, the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten days' notice, in writing, to the Company; or in case of failure to keep the said terms and conditions of this contract relating to the headway, heating and lighting of cars, fenders, wheel guards and watering of street pavements, the Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation, and the further sum of ten dollars (\$10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel-guards, in case of the violation of the provisions relating to those matters. In the event of the forfeiture of the franchise for failure to complete the construction of the said extension and operate same on or before December 31, 1909, as herein provided, the said bond shall be returned to the Company.

Twenty-first—No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City. The grant of this privilege is subject to whatever right, title or interest the owners of abutting property or others

may have in and to the streets, avenues and highways in which the Company is authorized to operate.

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

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

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

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

THE CITY OF NEW YORK.

By.....Mayor.

[CORPORATE SEAL.]

Attest:

.....City Clerk.

BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY.

By.....President.

[SEAL.]

Attest:

.....Secretary.

(Here add acknowledgments.)

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

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the Brooklyn, Queens County and Suburban Railroad Company, and the said form of proposed contract for the grant of such franchise or right containing said results of such inquiry, after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Friday, January 22, 1909, in the City Record, and at least twice during the ten days immediately prior to Friday, January 22, 1909, in two daily newspapers to be designated by the Mayor therefor and published in The City of New York, at the expense of the Brooklyn, Queens County and Suburban Railroad Company, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the Brooklyn, Queens County and Suburban Railroad Company, and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing any such contract, will, at a meeting of said Board, to be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Friday, January 22, 1909, at 10.30 o'clock a. m., hold a public hearing thereon at which citizens shall be entitled to appear and be heard.

JOSEPH HAAG, Secretary.

Dated New York, December 11, 1908.

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BOROUGH OF THE BRONX.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CROTONA PARK, ONE HUNDRED AND SEVENTY-SEVENTH STREET AND THIRD AVENUE.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of The Bronx at the above office until 11 o'clock a. m. on

THURSDAY, JANUARY 21, 1909.

No. 1. FOR PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAYS AND SIDEWALKS OF THE BRIDGES OVER THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD (HARLEM RIVER BRANCH), AT LONGWOOD AVENUE, TIFFANY STREET, HUNTS POINT ROAD, FAILE STREET, BRYANT STREET, WESTCHESTER AVENUE, TREMONT AVENUE, WEST FARMS ROAD, WHITE PLAINS ROAD, UNIONPORT ROAD, WILLIAMSBURGH ROAD AND BAYCHESTER AVENUE.

The Engineer's estimate of the work is as follows:

10,800 square yards completed asphalt pavement, in the roadways, including binder course, and keeping the pavement in repair for five years from date of acceptance.

5,500 square yards of completed asphalt pavement, on the sidewalks, and keeping the same in repair for five years from date of acceptance.

The time allowed for the completion of the work will be 60 consecutive working days.

The amount of security required will be Eight Thousand Dollars (\$8,000).

No. 2. FOR PAVING WITH ASPHALT PAVEMENT THE ROADWAYS AND SIDEWALKS OF THE BRIDGES OVER THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD (HARLEM RIVER BRANCH), AT EAST ONE HUNDRED AND FORTY-NINTH STREET, LEGGETT AVENUE, LAFAYETTE AVENUE, BARRETTO STREET, LONGFELLOW AVENUE AND LUDLOW AVENUE.

The Engineer's estimate of the work is as follows:

6,150 square yards of completed asphalt pavement, in the roadways, including binder course, and keeping the pavement in repair for five years from date of acceptance.

4,050 square yards of completed asphalt pavement, on the sidewalks, and keeping the same in repair for five years from date of acceptance.

The time allowed for the completion of the work will be 40 consecutive working days.

The amount of security required will be Five Thousand Dollars (\$5,000).

No. 3. FOR PAVING WITH ASPHALT BLOCK PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF CAMBRELENG AVENUE, FROM GROTE STREET TO THE LANDS OF ST. JOHN'S COLLEGE (FORDHAM UNIVERSITY), AND SETTING CURB WHERE REQUIRED.

The Engineer's estimate of the work is as follows:

7,300 square yards of completed asphalt block pavement, and keeping the same in repair for one year from date of acceptance.

1,240 cubic yards of concrete, including mortar bed.

420 linear feet of new curbstone, furnished and set in concrete.

5,000 linear feet of old curbstone, rejointed, recut on top and reset in concrete.

The time allowed for the completion of the work will be fifty (50) consecutive working days.

The amount of security required will be Eight Thousand Dollars (\$8,000).

No. 4. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN LEGGETT AVENUE, FROM SOUTHERN BOULEVARD TO RANDALL AVENUE.

The Engineer's estimate of the work is as follows:

150 cubic yards of excavation of all kinds.

68,500 cubic yards of filling.

2,525 linear feet of new curbstone, furnished and set.

9,275 square feet of new flagging, furnished and laid.

3,650 square feet of new bridgestone for crosswalks, furnished and laid.

300 cubic yards of dry rubble masonry, in retaining walls, culverts and gutters.

100 linear feet of vitrified stoneware pipe, 12 inches in diameter.

2,200 linear feet of new guard rail in place.

The time allowed for the completion of the work will be three hundred (300) working days.

The amount of security required will be Twelve Thousand Dollars (\$12,000).

No. 5. FOR CONSTRUCTING SEWER AND APPURTENANCES IN GUN HILL ROAD, BETWEEN PERRY AVENUE AND WOODLAWN ROAD; IN WOODLAWN ROAD, BETWEEN GUN HILL ROAD AND EAST TWO HUNDRED AND TENTH STREET; IN WAYNE AVENUE, BETWEEN GUN HILL ROAD AND EAST TWO HUNDRED AND TENTH STREET, AND IN TRYON AVENUE, BETWEEN GUN HILL ROAD AND RESERVOIR OVAL.

The Engineer's estimate of the work is as follows:

37 linear feet of concrete sewer, 3 feet 9 inches in diameter.

5 linear feet of concrete sewer, 3 feet in diameter.

518 linear feet of pipe sewer, 30-inch.

264 linear feet of pipe sewer, 18-inch.

570 linear feet of pipe sewer, 15-inch.

1,645 linear feet of pipe sewer, 12-inch.

296 spurs for house connections, over and above the cost per linear foot of sewer, manholes, complete.

12 receiving basins, complete.

100 cubic yards of rock, to be excavated and removed.

5 cubic yards of Class "B" concrete, in place, additional to that shown on the plan.

1,000 feet (B. M.) of timber for foundations, furnished and laid, and sheeting furnished and left in place.

25 linear feet of 12-inch drainpipe, furnished and laid.

The time allowed for the completion of the work will be 200 working days.

The amount of security required will be Seven Thousand Dollars.

No. 6. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN JEROME AVENUE, BETWEEN EAST TWO HUNDRED AND EIGHTH STREET AND SUMMIT NORTH OF GUN HILL ROAD.

The Engineer's estimate of the work is as follows:

310 linear feet of pipe sewer, 18-inch.

715 linear feet of pipe sewer, 15-inch.

320 linear feet of pipe sewer, 12-inch.

153 spurs for house connections, over and above the cost per linear foot of sewer, manholes, complete.

1 receiving basin, complete.

1,100 cubic yards of rock to be excavated and removed.

5 cubic yards of Class "B" concrete, in place, additional to that shown on the plan.

3,000 feet (B. M.) of timber for foundations, furnished and laid, and sheeting furnished and left in place.

10 linear feet of 12-inch drain pipe, furnished and laid.

The time allowed for the completion of the work will be 200 working days.

The amount of security required will be Five Thousand Dollars.

No. 7. FOR CONSTRUCTING A RECEIVING BASIN AND APPURTENANCES AT THE NORTHEAST CORNER OF JEROME AVENUE AND KINGSBRIDGE ROAD.

The Engineer's estimate of the work is as follows:

50 linear feet of pipe culvert, 12-inch.

1 receiving basin, complete.

1 catch basin, complete.

35 cubic yards of rock, to be excavated and removed.

The time allowed for the completion of the work will be 8 working days.

The amount of security required will be Two Hundred and Twenty-five Dollars (\$225).

No. 8. FOR FLAGGING AND REFLAGGING AND PLACING FILLING WHERE NECESSARY ON BURNSIDE AVENUE, BETWEEN WEBSTER AVENUE AND AQUE-DUCT AVENUE.

The Engineer's estimate of the work is as follows:

4,750 square feet of new flagging, furnished and laid.

4,270 square feet of old flagging, rejointed and relaid.

The time allowed for the completion of the work will be 20 working days.

The amount of security required will be Five Hundred Dollars (\$500).

Blank forms can be obtained upon application therefor, and the plans and specifications may be seen and other information obtained at said office.

LOUIS HAFEN, President.

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See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CROTONA PARK, ONE HUNDRED AND SEVENTY-SEVENTH STREET AND THIRD AVENUE.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of The Bronx at the above office until 11 o'clock a. m. on

TUESDAY, JANUARY 12, 1909.

No. 1. FOR COMPLETING THE CONTRACT WHICH WAS EXECUTED BY THE WILLIAMS ENGINEERING AND CONTRACTING COMPANY ON NOVEMBER 6, 1907, AND WAS DECLARED ABANDONED OCTOBER 26, 1908, FOR COMPLETING THE CONTRACT FOR THE CONSTRUCTION OF THE STORM RELIEF TUNNEL SEWER FROM THE WEBSTER AVENUE SEWER, NEAR WENDOVER AVENUE, IN THE MILL BROOK WATERSHED (SEWERAGE DISTRICT NO. 33), TO THE HARLEM RIVER, ABOUT 231 FEET NORTH OF HIGH BRIDGE, TWENTY-FOURTH WARD, BOROUGH OF THE BRONX, CITY OF NEW YORK.

The Engineer's estimate of the work is as follows:

13,000 cubic yards of excavation of all kinds, of which about 600 cubic yards is stone piled in the tunnel.

3,640 cubic yards of Class A concrete, in place, excepting Class A concrete in shafts, as shown on the plan, and including all the work necessary to be done on Class A concrete now in place to make the same conform to the specifications.

600 cubic yards of Class B concrete, in place.

25 cubic yards of Class C concrete, in place, excepting Class C concrete in shaft house, as shown on the plan.

10,000 cubic yards of Class D concrete, in place, and including all the work necessary to be done on Class D concrete now in place to make the same conform to the specifications.

50 pounds of one-quarter (1/4) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

110 pounds of three-eighths (3/8) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

11,400 pounds of one-half (1/2) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

19,500 pounds of five-eighths (5/8) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

6,100 pounds of three-fourths (3/4) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

1,910 pounds of seven-eighths (7/8) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

153,300 pounds of one (1) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

100 pounds of one and one-eighth (1 1/8) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

53,000 pounds of one and one-quarter (1 1/4) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

2,715 pounds of one and three-eighths (1 3/8) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

47,200 pounds of one and one-half (1 1/2) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

Completing Shaft No. 1 and appurtenances, complete, excepting excavation of all kinds for same, and excepting timber left in work as sheeting, shoring or bracing, and including all the work necessary to be done on the concrete of the shaft now in place to make the same conform to the specifications.

Shaft No. 2 and appurtenances, complete, excepting twenty-four (24) inch cast-iron pipe and concrete surrounding the same, and excepting excavation of all kinds, and excepting timber left in work as sheeting, shoring or bracing.

Rebuilding Shaft House No. 1 and appurtenances, complete.

Shaft House No. 2 and appurtenances, complete.

182 net tons (2,000 pounds) of structural steel, excepting all structural steel in shafts and shaft houses, as shown on the plan.

4,000 pounds of wrought iron, excepting all wrought iron in shafts and shaft houses, as shown on the plan, and excepting all wrought iron used in framing and fastening all piling and timber.

22,000 pounds of cast iron, including new manhole heads, covers, etc., and excepting all cast iron in shafts and shaft houses, as shown on the plan.

7,800 square feet of galvanized wire netting, excepting in shaft houses, as shown on the plan.

990 square yards of waterproofing.

4 gates and appurtenances in Webster avenue gate chamber, complete, in place.

13,500 pounds of twenty-four (24) inch cast iron pipe.

900 cubic yards of broken stone for foundation.

100 cubic yards of dry rubble masonry.

600 cubic yards of rubble masonry in mortar.

3 cubic yards of granite masonry.

1,500 linear feet of three (3) inch drain pipe.

300 linear feet of twelve (12) inch drain pipe, including broken stone cradle, in rock.

2,000 linear feet of piles, below cut-off, including all wrought iron and steel and steel chain used in framing and fastening, and including cast iron shoes, as required.

150,000 feet (B. M.) of timber for foundations and for sheeting, shoring and bracing, if left in work, and including all wrought iron and steel used in framing and fastening.

3,500 cubic yards of embankment, including rip-rap, sodding and gutters, where required.

Completing the rebuilding of 19 linear feet of brick sewer, six (6) feet one and one-half (1 1/2) inches by six (6) feet six (6) inches, exclusive of extra rubble masonry foundation.

27 linear feet of brick sewer, two (2) feet six (6) inches in diameter, to be rebuilt, exclusive of extra rubble masonry foundation.

2 brick manholes to be rebuilt.

The time allowed for the completion of the work will be one hundred and fifty (150) calendar days.

The amount of security required will be One Hundred and Fifty Thousand Dollars (\$150,000).

No. 2. FOR FURNISHING AND DELIVERING FORAGE TO THE BUREAU OF HIGHWAYS.

2,000 bushels No. 1 best white clipped oats.

70,000 pounds best timothy hay.

8,000 pounds best dry straw.

2,500 pounds best bran.

200 pounds best oil meal.

200 pounds best rock salt.

100 pounds best table salt.

To be delivered to stables of the Bureau of Highways, Borough of The Bronx, as may be directed and required during the six (6) months ending June 30, 1909.

The amount of security required will be One Thousand Dollars (\$1,000).

No. 3. FOR FURNISHING AND DELIVERING COAL TO THE BUREAU OF PUBLIC BUILDINGS AND OFFICES.

300 gross tons of white ash anthracite coal, egg size.

50 gross tons of white ash anthracite coal, stove size.

To be delivered at the Municipal Building, One Hundred and Seventy-seventh street and Third Avenue, and the various branch offices in the Borough of The Bronx, as may be directed and required during the four (4) months ending April 30, 1909.

The amount of security required will be One Thousand Dollars (\$1,000).

No. 4. FOR FURNISHING AND DELIVERING LINOLEUM, SHADES AND AWNINGS FOR THE WILLIAMSBURGH OFFICE BUILDING.

The time allowed for the delivery of the articles and the completion of the contract will be within thirty days.

The amount of security required will be One Thousand Dollars (\$1,000).

Blank forms can be obtained upon application therefor, and the plans and specifications may be seen and other information obtained at said office.

LOUIS HAFEN, President.

d31,j12

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOROUGH OF MANHATTAN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Manhattan, at the City Hall, Room No. 16, until 2 o'clock p. m. on

MONDAY, JANUARY 18, 1909.

FOR FURNISHING ALL THE LABOR, MATERIAL, TOOLS, ETC., DURING THE YEAR 1909, NECESSARY TO CLEAN ALL THE GLASS IN ALL THE WINDOWS AND DOORS OF VARIOUS PUBLIC BUILDINGS, COURTS AND OFFICES UNDER THE CARE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN.

The time allowed for doing and completing the contract is until December 31, 1909.

The amount of security required is Three Thousand Dollars (\$3,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per foot, yard or other unit of measure, or article, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total.

Blank forms and specifications may be had at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Public Buildings and Offices, Room 1703, Borough of Manhattan.

JOHN F. AHEARN, President.

The City of New York, January 6, 1909.

j6,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Manhattan at the City Hall, Room No. 16, until 2 o'clock p. m. on

MONDAY, JANUARY 18, 1909.

FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR SEWER AND APPURTENANCES IN FIFTY-FIFTH STREET, BETWEEN AVENUE A AND EAST RIVER.

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required is as follows:

208 linear feet of salt-glazed vitrified stoneware pipe sewer of 15 inches interior diameter.

6 linear feet of salt-glazed vitrified stoneware pipe culvert of 12 inches interior diameter.

200 cubic yards of rock, to be excavated and removed.

8,000 feet (B. M.) of timber and planking for bracing and sheet piling.

1,000 feet (B. M.) of timber and planking for foundations.

The time allowed to complete the whole work will be seventy-five (75) working days.

The amount of the security required will be Nine Hundred Dollars (\$900).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per foot, yard or other unit of measure, or article, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total.

Blank forms may be had and the plans and drawings may be seen at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Sewers, Borough of Manhattan.

JOHN F. AHEARN, President.

The City of New York, January 6, 1909.

j6,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

SUPREME COURT—FIRST DEPARTMENT.

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SEVENTY-EIGHTH STREET (although not yet named by proper authority), from Cedar Avenue to the easterly line of the Putnam Division of the New York Central and Hudson River Railroad, in the Twenty-fourth Ward, Borough of The Bronx, 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 25th day of January, 1909, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of section 999 of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, January 12, 1909.

JULIUS HEIDERMAN,
THOMAS J. MAGUIRE,
PATRICK HENRY CLUNE,
Commissioners.

JOHN P. DUNN, Clerk.

j12,22

FIRST JUDICIAL DEPARTMENT.

In the matter of the application of The City of New York, acting by and through the Commissioner of Docks, relative to acquiring right and title to and possession of all the wharfage rights, terms, easements, emoluments and privileges not now owned by The City of New York, appurtenant to all that certain bulkhead, wharf or dock property situate on the SOUTHERLY SIDE OF SOUTH STREET, in the Borough of Manhattan, City of New York, commencing on the easterly side of Pier (old) No. 52, East River, and extending easterly to the westerly side of Pier (old) No. 53, East River, pursuant to the plan heretofore adopted by the Board of Docks and approved by the Commissioners of the Sinking Fund, as altered and amended by the Commissioner of Docks and approved by the Commissioners of the Sinking Fund.

PURSUANT TO THE STATUTES IN SUCH case made and provided, notice is hereby given that an application will be made to a Special Term of the Supreme Court of the State of New York, in and for the First Judicial Department, to be held in Part III. thereof, at the County Court House in the City of New York, Borough of Manhattan, on the 22d day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate in the above-entitled matter.

The nature and extent of the improvement hereby intended is the acquisition, in the name of and for the benefit of The City of New York for the execution of a certain plan for the improvement of the water-front of The City of New York, pursuant to the statutes in such case made and provided and determined upon by the Board of Docks on the 13th day of April, 1871, and approved by the Commissioners of the Sinking Fund on the 27th day of April, 1871, as altered and amended by the Commissioner of Docks on the 2d day of March, 1908, which alteration and amendment was duly approved by the Commissioners of the Sinking Fund at a public hearing held for that purpose, after due notice, on the 14th day of April, 1908, and which said plan and alteration and amendment thereof are now on file in the office of the Department of Docks and Ferries, of all the wharfage rights, terms, easements, emoluments and privileges not now owned by The City of New York, appurtenant to all that certain bulkhead, wharf or dock property situate on the southerly side of South street, in the Borough of Manhattan, City of New York, bounded and described as follows:

Beginning at a point in the present bulkhead between Gouverneur slip and Jackson street, where the westerly side of Pier (old) 53, East River, intersects said bulkhead, said point of intersection being perpendicularly opposite or southerly of a point in the northerly line of South street distant 31.01 feet from the westerly line of Jackson street, measured along the said northerly line of South street, and running thence from said point of intersection westerly along the present bulkhead between Pier (old) 52, East River, and Pier (old) 53, East River, 573.08 feet westerly to the easterly side of Pier (old) 52, East River.

Dated New York, January 9, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.

Hall of Records, Borough of Manhattan, New York City.

j11,21

FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the WESTERLY LINE OF HAMILTON PLACE, between One Hundred and Fortieth and One Hundred and Forty-first streets, in the Borough of Manhattan, duly selected as a site for school purposes, according to law.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Appraisal in the above-entitled proceeding, do hereby give notice to the owner or owners, lessee or lessees, parties or persons respectively entitled to or interested in the lands, tenements, hereditaments and premises, title to which is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

First—That we have completed our estimate of the loss and damage to the respective owners, lessees, parties or persons respectively entitled to or interested in the lands and premises affected by this proceeding, or having any interest therein, and have filed a true report or transcript of such estimate in the office of the Board of Education of The City of New York, situated at the southwest corner of Fifty-ninth street and Park avenue, in the Borough of Manhattan, City of New York, for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate, or who may object to the same, or any part thereof, may, within ten days after the first publication of this notice, Saturday, January 9, 1909, file their objections, in writing, with us, at our office, Room 401, No. 258 Broadway, in the Borough of Manhattan, in The City of New York; and we, the said Commissioners, will hear parties so objecting, at our said office, on the 21st day of January, 1909, at 1 o'clock in the afternoon of that day, and upon such subsequent days as may be found necessary.

Dated New York, January 8, 1909.

EDWARD D. FARRELL,
JOHN J. QUINLAN,
WILLIAM H. F. WOOD,
Commissioners.

JOSEPH M. SCHENCK, Clerk.

j9,20

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT, CORNER OF TWENTY-FIFTH STREET AND MADISON AVENUE, NEW YORK CITY.

SEALED BIDS OR ESTIMATES WILL BE received by the Presiding Justice of the Appellate Division of the Supreme Court in the First Department, at the Court House, Madison square, on

SATURDAY, JANUARY 16, 1909,

until 12 o'clock m.

FOR FURNISHING AND DELIVERING TO THE APPELLATE DIVISION OF THE SUPREME COURT IN THE FIRST DEPARTMENT AND THE SUPREME COURT IN THE FIRST JUDICIAL DISTRICT BOOKS, STATIONERY AND OTHER ARTICLES REQUIRED FOR THE SAID APPELLATE DIVISION OF THE SUPREME COURT IN THE FIRST DEPARTMENT AND THE SUPREME COURT IN THE FIRST JUDICIAL DISTRICT, FOR THE YEAR 1909.

The time for the delivery of the books, stationery and other articles, as ordered by the Presiding Justice of the Appellate Division of the Supreme Court, is on or before December 31, 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 article specified in the specification or schedule contained in the said contract, the total sum to be paid for each separate class to be extended, so that the total amount paid under the contract can be ascertained, upon which total amount the award of the contract will be made. The right is reserved to reject any and all bids if, in the opinion of the Presiding Justice of the Appellate Division of the Supreme Court in the First Department, the same shall be for the benefit of the City.

The delivery of the books, stationery and other articles will be required to be made at the time and in the manner and in such quantities as may be directed by the Presiding Justice of the Supreme Court in the First Department.

Blank forms of the contract and specifications herein contained may be obtained at the office of the Clerk of the Appellate Division of the Supreme Court, at the Court House, Madison square, City and County of New York.

The person or persons making an estimate shall furnish the same in a sealed envelope, endorsed with the title given above, of the supplies for which the estimate is made, and his or their name or names, and the date of presentation to the head of the said Department, at the said office on or before the date and hour above named, at which time and place the estimates received will be publicly opened by the head of the said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Samples will be on exhibition at the office of the Clerk of the Appellate Division of the Supreme Court, at the Court House, Madison square, City and County of New York, until the bids are opened.

New York, January 4, 1909.

EDWD. PATTERSON,
Presiding Justice, Appellate Division, First Department.

See General Instructions to Bidders on the last page, last column, of the "City Record."

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 RIVERSIDE DRIVE, on the easterly side, from West One Hundred and Fifty-eighth street to West One Hundred and Sixty-fifth street, in the Twelfth Ward, Borough of Manhattan, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate of assessment, 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 15th day of January, 1909, 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 January, 1909, at 11 o'clock a. m.

Second—That the abstract of our said estimate of assessment, 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 18th day of January, 1909.

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.:

On the west by the Hudson River; on the north by Dyckman street; on the east by Broadway, and on the south by One Hundred and Thirty-fifth street.

Fourth—That, provided there be no objections filed to said abstract, our final last partial and separate report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 11th day of March, 1909, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to said abstract of estimate of assessment, the notice of motion to confirm our final last partial and separate 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, December 19, 1908.

ARTHUR D. TRUAX, Chairman;
PATRICK J. CONWAY,
LAWRENCE KELLY,
Commissioners.

JOHN P. DUNN, Clerk.

d22,j13

SUPREME COURT—SECOND DEPARTMENT.

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to LINWOOD STREET, from New Lots road to Vandalia avenue, in the Twenty-sixth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT James W. Ridgway, David E. Kemlo and Charles E. Teale were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and James W. Ridgway, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.

j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to EAST TWENTY-THIRD STREET, from Flushing avenue to Canarsie lane, and EAST TWENTY-SECOND STREET, from Clarendon road to Beverley road, in the Twenty-ninth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Isaac H. Cary, John B. Lord and Clarence B. Smith were appointed by an order of the Supreme Court, made and entered the 23d day of December, 1908, Commissioners of Estimate, and John B. Lord, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.

j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to SIXTY-FIRST STREET, between Fort Hamilton avenue and Eighteenth avenue, excluding the land lying within the lines of said street occupied by the Brooklyn, Bath and West End Railroad Company and the Long Island Railroad Company, in the Thirtieth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Michael F. McGoldrick, Charles L. Bergman and William H. Swartwout were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Michael F. McGoldrick, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.

j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to NORTH HENRY STREET, from centre line of Wyckoff Creek to Green street, in the Seventeenth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT John T. Walsh, Matthew V. O'Malley and Gottfried P. Essig were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and John T. Walsh, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.

j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to CONWAY STREET, from Broadway to Fulton street, in the Twenty-fifth and Twenty-sixth Wards, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Reuben L. Haskell, David J. Hogan and Joseph J. Early were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and David J. Hogan, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.

j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to SULLIVAN STREET, from Washington avenue to Nostrand avenue, in the Twenty-ninth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Peter F. W. Ruther, John H. Foote and William C. Redfield were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Peter F. W. Ruther, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.

j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to EAST TWENTY-FIRST STREET, from Regent place to Beverley road, in the Twenty-ninth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Edward J. Byrne, Herman J. Bachrach and Solon Barbanell were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Edward J. Byrne, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.

j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to HEGEMAN AVENUE, from East Ninety-eighth street to New Jersey avenue, in the Twenty-sixth and Thirty-second Wards, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Moses J. Harris, George F. Maddock and Thomas Leslie were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Moses J. Harris, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated, New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.

j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to SIXTY-SEVENTH STREET, from Fort Hamilton avenue to New Utrecht avenue, and SIXTY-EIGHTH STREET, from Fort Hamilton avenue to Tenth avenue, in the Thirtieth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT George Freifeld, Charles Bayer and George E. Glendenning were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and George Freifeld, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.
j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to SHEPHERD AVENUE, between Atlantic Avenue and New Lots road, in the Twenty-sixth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Edward Lazansky, Robert Swift and Lawrence J. Torney were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Edward Lazansky, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.
j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to SNEDKER AVENUE, from Dumont Avenue to bulkhead line of Fresh Creek, in the Twenty-sixth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Adolph Vanrein, George W. Baildon and Walter Biggar were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Adolph Vanrein, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.
j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to PARK STREET, from Beaver street to Garden street, in the Twenty-seventh Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Francis S. McDivitt, William H. Taylor and William M. Thomas were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Francis S. McDivitt, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.
j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to NINETY-SIXTH STREET, from Third Avenue to Fourth Avenue, in the Thirtieth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Almet R. Latson, Charles H. Fuller and James B. Sheldon were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Almet R. Latson, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding,

as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.
j11,21

SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the SOUTHERLY SIDE OF FRONT STREET, 170 feet 5 inches west of Garrison street, in the Borough of Brooklyn, in The City of New York, duly selected for bridge purposes, according to law.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, dated the 24th day of November, 1908, Meier Steinbrinck, William H. Cary and John A. Griffin were appointed Commissioners of Estimate and Appraisal in the above-entitled proceeding.

Notice is further given that, pursuant to the statutes in such case made and provided, the said Meier Steinbrinck, William H. Cary and John A. Griffin will attend at a Special Term of the Supreme Court for the hearing of motions, to be held at the County Court House, in the County of Kings, Borough of Brooklyn, in The City of New York, on the 20th day of January, 1909, at 10.15 o'clock in the forenoon of that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person interested in said proceedings, as to their qualifications to act as such Commissioners of Estimate and Appraisal in this proceeding.

Dated New York, January 7, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.
j7,18

Borough Hall, Borough of Brooklyn, New York City, N. Y.

SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the SOUTHWESTERLY CORNER OF FIFTY-EIGHTH STREET AND KOUWENHOVEN LANE, 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 BY an order of the Supreme Court of the State of New York, dated the 30th day of April, 1908, John J. Haggerty, Charles A. Conrady and William Swartout were appointed Commissioners of Estimate and Appraisal in the above-entitled proceeding.

Notice is further given that, pursuant to the statutes in such case made and provided, the said John J. Haggerty, Charles A. Conrady and William Swartout will attend at a Special Term of the Supreme Court for the hearing of motions, to be held at the County Court House in the County of Kings, Borough of Brooklyn, in The City of New York, on the 14th day of January, 1909, at 10.15 o'clock in the forenoon of that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person interested in said proceedings as to their qualifications to act as such Commissioners of Estimate and Appraisal in this proceeding.

Dated New York, January 2, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.
j4,14

Hall of Records, Borough of Manhattan, New York City.

SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the NORTHERLY SIDE OF SECOND STREET (adjoining Public School 77), 259 feet 9 inches westerly from Seventh Avenue, in the Borough of Brooklyn, City of New York, duly selected as a site for school purposes according to law.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, dated the 30th April, 1908, Frank Julian Price, Charles E. Teale and William F. Willis were appointed Commissioners of Estimate and Appraisal in the above-entitled proceeding.

Notice is further given that pursuant to the statutes in such case made and provided, the said Frank Julian Price, Charles E. Teale and William F. Willis will attend at a Special Term of the Supreme Court for the hearing of motions, to be held at the County Court House, in the County of Kings, Borough of Brooklyn, in The City of New York, on the 14th day of January, 1909, at 10.15 o'clock in the forenoon of that day for the purpose of being examined under oath by the Corporation Counsel of The City of New York or by any person interested in said proceedings as to their qualifications to act as such Commissioners of Estimate and Appraisal in this proceeding.

Dated New York, January 2, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.
j4,14

Hall of Records, Borough of Manhattan, New York City.

SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the NORTHERLY SIDE OF WHIPPLE STREET, one hundred feet westerly from Throop Avenue, 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 BY an order of the Supreme Court of the State of New York, dated the 29th day of April, 1908, Edwin Louis Garvin, William Heaton and John J. Goodwin were appointed Commissioners of Estimate and Appraisal in the above-entitled proceeding.

Notice is further given that, pursuant to the statutes in such case made and provided, the said Edwin Louis Garvin, William Heaton and John J. Goodwin will attend at a Special Term of the Supreme Court for the hearing of motions, to be held at the County Court House in the County of Kings, Borough of Brooklyn, in The City of New York, on the 14th day of January, 1909, at 10.15 o'clock in the forenoon of that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person interested in said proceedings, as to their qualifications to act as such Commissioners of Estimate and Appraisal in this proceeding.

Dated New York, January 2, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.
j4,14

Hall of Records, Borough of Manhattan, New York City.

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to the lands, tenements and hereditaments required for the purpose of opening and extending OTSEGO STREET, from Dwight street to Beard street, in the Twelfth Ward, in the Borough of Brooklyn, in 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 18th day of January, 1909, 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, January 4, 1909.

WILLIAM L. CAREY,
ISAAC C. WILSON,
A. MCKINNY,
Commissioners.
j4,14

JAMES F. QUIGLEY, Clerk.

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to the lands, tenements and hereditaments required for the opening and extending of FORREST STREET, between Central Avenue and Flushing Avenue, in the Twenty-seventh Ward, Borough of Brooklyn, City of New York.

NOTICE IS HEREBY GIVEN TO ALL persons interested in the above-entitled proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That the undersigned Commissioners of Estimate have completed their estimate of damage, and that all persons interested in this proceeding or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections, in writing, duly verified, with them at their office, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 19th day of January, 1909, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 21st day of January, 1909, at 2 o'clock p. m.

Second—That the undersigned Commissioner of Assessment has completed his estimate of benefit and that all persons interested in this proceeding or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections, in writing, duly verified, with him at his office, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 19th day of January, 1909, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at his said office on the 22d day of January, 1909, at 2 o'clock p. m.

Third—That the Commissioner of Assessment has assessed any or all such lands, tenements and hereditaments and premises as are within the area of assessment fixed and prescribed as the area of assessment for benefit by the Board of Estimate and Apportionment on the 8th day of February, 1907, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at the intersection of a line midway between Forrest street and Noll street with a line 100 feet southwestwardly from the southwesterly side of Central Avenue and parallel therewith, the said distance being measured at right angles to the line of Central Avenue, and running thence northwestwardly and parallel with the line of Central Avenue to the intersection with a line distant 100 feet northwestwardly from the northwesterly side of Forrest street and parallel therewith, the said distance being measured at right angles to the line of Forrest street; thence running northeastwardly and parallel with the line of Forrest street to the intersection with the northwesterly side of Flushing Avenue; thence northwestwardly at right angles to the line of Flushing Avenue 100 feet; thence northeastwardly and parallel with the line of Flushing Avenue to the intersection with a line at right angles to the line of Flushing Avenue, and passing through a point on the southeasterly side of the said Avenue midway between the intersection of the said southeasterly side with the southeasterly side of Forrest street and the southwesterly side of Hamburg Avenue; thence southeasterly along the course last described to the southeasterly side of Flushing Avenue; thence southeasterly and parallel with the line of Hamburg Avenue to the intersection with the prolongation of a line midway between Forrest and Noll streets; thence southwestwardly and along the said line midway between Forrest street and Noll street to the point or place of beginning.

Fourth—That the abstracts of said estimate of damage and of said assessment for benefit, together with the damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate and by the Commissioner of Assessment in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 166 Montague street, in the Borough of Brooklyn, in said City, there to remain until the 30th day of January, 1909.

Fifth—That, provided there be no objections filed to either of said abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held in the County Court House, in the Borough of Brooklyn, in The City of New York, on the 17th day of March, 1909, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to the foregoing abstracts of estimate and assessment, or to either of them, the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, pursuant to sections 981 and

984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Brooklyn, New York, December 30, 1908.

LUKE O'REILLY,
JOHN J. HAGGERTY,
SOLON J. BARBANELL,
Commissioners of Estimate.
SOLON BARBANELL,
Commissioner of Assessment.
JAMES F. QUIGLEY, Clerk.
d30,j16

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 VANDERVOORT AVENUE, from Meeker Avenue to Maspeth Avenue, in the Eighteenth Ward, 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 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. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 19th day of January, 1909, 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 21st day of January, 1909, 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, No. 166 Montague street, in the Borough of Brooklyn, in said City, there to remain until the 30th day of January, 1909.

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 Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at the point on the southerly side of Maspeth Avenue, where the same is intersected by a line drawn parallel to Vandervoort Avenue and distant 100 feet easterly therefrom; running thence southerly and at right angles to Maspeth Avenue 100 feet; running thence westerly and parallel with Maspeth Avenue to a point distant 100 feet westerly of the westerly prolongation of the line of Vandervoort Avenue; running thence northerly and parallel with Vandervoort Avenue to a point distant 100 feet northwesterly of Meeker Avenue, said distance being measured at right angles to Meeker Avenue; running thence northeasterly and parallel with Meeker Avenue 260 feet to a point distant 100 feet easterly of the easterly prolongation of the line of Vandervoort Avenue; running thence southerly and parallel with Vandervoort Avenue to the point or place of beginning.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, 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 17th day of March, 1909, 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, 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, December 30, 1908.

WM. G. LAWRENCE, Chairman;
NOAH TEBBETTS,
ADOLPH PETTENKOFER,
Commissioners.
JAMES F. QUIGLEY, Clerk.
d30,j16

SUPREME COURT—THIRD JUDICIAL DISTRICT.

THIRD JUDICIAL DISTRICT, ULSTER COUNTY.

ASHOKAN RESERVOIR.

NOTICE OF APPLICATION FOR THE APPOINTMENT OF COMMISSIONERS OF APPRAISAL AND FOR THE APPROVAL BY THE SUPREME COURT OF THE NEW HIGHWAY SYSTEM SHOWN ON THE MAP HEREINAFTER REFERRED TO IN THE TOWNS OF OLIVE, MARBLETOWN, HURLEY, WOODSTOCK AND KINGSTON, ULSTER COUNTY.

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 and the acts amendatory thereof and supplemental thereto, and for the purpose of procuring the approval by the Supreme Court of the new highway system shown on said map and hereinafter particularly described.

Such application will be made to the Supreme Court at a Special Term thereof to be held in and for the Third Judicial District, at the City Hall, in the City of Albany, Albany County, N. Y., on the 13th day of February, 1909, at 10 o'clock in the forenoon of that day or as soon thereafter as Counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York and at least one of whom shall reside in the County of Ulster, to act as Commissioners of Appraisal under said act and discharge all the duties conferred by said act and the acts amendatory thereof and supplemental thereto, and for the approval by the Court of the highway system shown on said map and hereinafter more particularly described.

The real estate sought to be taken or affected is situated in the Towns of Olive, Marbletown, Hurley, Woodstock and Kingston, County of Ulster 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 the map, such real estate being existing highways which are to be closed.

All the highways which lie within the area of real estate heretofore acquired, or to be acquired, by The City of New York for the construction of the Ashokan Reservoir, shown on a map of Highway Section, Reservoir Department, filed in the office of the County Clerk of the County of Ulster, at Kingston, N. Y., on the 7th day of July, 1908, which said map is entitled "Reservoir Department, Highway Section, Board of Water Supply of The City of New York. Map of real estate to be acquired and real estate to be substituted therefor, situated in the Towns of Olive, Marlborough, Hurley, Woodstock and Kingston, County of Ulster and State of New York, under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances," which said highways are numbered from 1 to 70, consecutively, both inclusive, said numbers being contained within the heavy single lined circles, and are described as follows:

Town of Olive.

1. Tongore Road—From a point 800 feet northerly of the Tongore M. E. Church to its junction with Shokan avenue, in the Village of West Shokan; length 3.61 miles.
2. Question Hook Road—From the Tongore road to the Samsonville road; length 0.76 mile.
3. Samsonville Road—From Olive City to the corner near the residence of Marshall Hollister; length 1.18 miles.
4. Turner Road—From its junction with the Tongore road to the line of the substituted new highway, hereinafter described, near the residence of Lorenzo B. Bishop; length 0.52 mile.
5. Mountain Road—From its junction with the Tongore road to the line of the substituted new highway, hereinafter described; length 0.30 mile.
6. Bridal Veil Road—From its junction with the Tongore road, near Buccabone Brook, to the line of the substituted new highway, hereinafter described, near the residence of George Worden; length 0.87 mile.
7. McMillan Road—From its junction with the Bridal Veil road to the line of the substituted new highway, hereinafter described; length 0.45 mile.
8. Cross Road—Between Tongore road and Bridal Veil road, from its junction with the Tongore road, near Brodhead's Bridge, to its junction with the Bridal Veil road; length 0.15 mile.
9. Bushkill Road—From its junction with the Tongore road and Shokan avenue, in the Village of West Shokan, to the line of the substituted new highway, hereinafter described; length 0.85 mile.
10. High Point Road—From its junction with the Bushkill road, near the Baptist Church, to the line of the substituted new highway, hereinafter described; length 0.60 mile.
11. Hesley Road—From its junction with the High Point road to the line of the substituted new highway, hereinafter described; length 0.15 mile.
12. Shokan Avenue—From its junction with the Tongore road and the Bushkill road, in the Village of West Shokan, to its junction with the State road at the easterly end of the Shokan Bridge; length 0.76 mile.
13. Creek Road—From its junction with Shokan avenue, near the westerly end of the Shokan Bridge, to its junction with the Tongore road, near the Evergreen Cemetery; length 0.66 mile.
14. Old Road to Shokan—From its junction with the Creek road, near the Shokan Bridge, to its junction with the Tongore road, near the residence of W. B. Ennist; length 0.57 mile.
15. West Shokan to Boiceville—From its junction with Shokan avenue, near the railroad station, to the line of the substituted new highway, hereinafter described, near the residence of Levi Bell; length 3 miles.
16. A Road—From its junction with Shokan avenue, near the westerly end of the Shokan Bridge, to its junction with the West Shokan to Boiceville road, near the Bushkill Bridge; length 0.67 mile.
17. A Road—From its junction with the Bushkill road, near the residence of Merritt Crispell, to its junction with the West Shokan to Boiceville road, near the Bushkill Bridge; length 0.34 mile.
18. Wank or Burger Road—From its junction with the West Shokan to Boiceville road to the line of the substituted new highway, hereinafter described; length 0.95 mile.
19. Traver Hollow Road—From its junction with the West Shokan to Boiceville road to the line of the substituted new highway, hereinafter described; length 0.13 mile.
20. Coons Road—From its junction with the Tongore road at Olive City to the Ulster and Delaware Railroad at Browns Station; length 1.75 miles.
21. Pulp Mill Road—From the Ulster and Delaware Railroad at Browns Station to a point near Browns Bridge, across the Beaverkill; length 0.40 mile.
22. Browns Station to Shokan Road—From the Ulster and Delaware Railroad at Browns Station to the State road at Shokan; length 2.96 miles.
23. Palen Road—From its junction with the Coons road, near the Winchell Cemetery, to its junction with the Browns Station to Shokan road, near the residence of Marshall Winn; length 0.57 mile.
24. State Road—From the easterly end of the Shokan Bridge to the westerly line of property owned by Charles McDonald; length 1.04 miles.
25. Dugway Road—From the easterly end of the Shokan Bridge to the line of the substituted new highway, hereinafter described, to a point 850 feet southerly from the residence of John McKelvey; length 3.04 miles.
26. Cross Road—From the Boiceville Post Office to a point 75 feet westerly from the Patchen Brook; length 0.57 mile.
27. Shandaken Road—From the State road at Shokan to the line of the substituted new highway, hereinafter described, at a point 390 feet southeasterly from the house of Joseph Dewitt; length 1.04 miles.
28. Rainey Road—From its junction with the Brown's Station to Shokan road, near the residence of Oliver Davis, to the line between lands now or formerly of John Windrum and Benjamin Van Steenburgh; length 1.32 miles.
29. Green Road—From its junction with the Brown's Station to Shokan road, near the residence of William Angvine to its junction with the Rainey road; length 1.42 miles.
30. Brown's Station to Ashton Road—From Brown's Station to the State road, between Olive and Ashton; length 2.65 miles.
31. State Road—From a point 1,200 feet westerly from the Four Corners at Olive to the line between the towns of Olive and Hurley; length 1.37 miles.
32. A Cross Road—From its junction with the State road, near the residence of R. Goldberg, to the line of the substituted new highway, hereinafter described; length 0.40 mile.
33. A Cross Road—From its junction with the Brown's Station to Ashton road, near the sawmill, to the line of the substituted new highway, hereinafter described; length 0.84 mile.
34. A Road—From its junction with the cross road in front of the residence of John Gallagher to its junction with the cross road leading to the Baptist Church; length 0.87 mile.
35. Green Hill Road—From its junction with the Brown's Station to Ashton road, near the residence of Uriah Wood, to the junction with

the Green road, near the residence of George Green; length, 0.60 mile.

36. Beaverkill Road—From its junction with the Pulp Mill road, near the school house at Brown's Station, to the line between the towns of Olive and Hurley; length, 1.61 miles.

37. Brown's Station to Stone Church Road—From its junction with the Beaverkill road, near the Beaverkill Bridge, to the line between the towns of Olive and Marlborough; length, 0.85 mile.

38. Manser Road—From its junction with the Brown's Station to Stone Church road, near the residence of Mrs. Leonard, to the line between the towns of Olive and Marlborough; length, 0.66 mile.

Total length of roads above described in the town of Olive: 40.48 miles.

Town of Marlborough.

39. Manser Road—From the line between the towns of Olive and Marlborough to the line between the towns of Marlborough and Hurley; length, 0.13 mile.

40. Brown's Station to Stone Church Road—From the line between the towns of Olive and Marlborough to its junction with the Marlborough road, near the residence of Spencer Jones; length, 1.42 miles.

41. Lapla Road—From its junction with the Brown's Station to Stone Church road, near the bridge over the Clovekill, to the line of the substituted new highway, hereinafter described; length, 0.15 mile.

42. Marlborough Road—From its junction with the Lapla road, near the school house, to the line of the substituted new highway, hereinafter described; length, 0.76 mile.

43. Pulp Mill Road—From its junction with the Brown's Station to Stone Church road to the line between the L. P. Miller property and property owned by New York City; length, 0.10 mile.

44. Hogan Road—From its junction with the Brown's Station to Stone Church road to the line between the towns of Marlborough and Hurley; length, 0.95 mile.

Total length of roads above described in the town of Marlborough: 3.51 miles.

Town of Hurley.

45. Plank Road—From the line between the towns of Olive and Hurley, at Ashton, to the line between the properties of Tappert Brothers and Andrew Mulligan, near West Hurley; length, 4.59 miles.

46. Beaverkill Road—From the line between the towns of Olive and Hurley to the Plank road; length, 2.20 miles.

47. Manser Road—From the line between the towns of Marlborough and Hurley to the Beaverkill road, near the residence of William Urban; length, 0.10 mile.

48. Hogan Road—From the line between the towns of Marlborough and Hurley to the Beaverkill road, near the residence of Fred Hales, Sr.; length, 1 mile.

49. Cross Road—From its junction with the Beaverkill road, near the school house, District No. 2, to the line of the substituted new highway, hereinafter described; length, 0.23 mile.

50. Quarry Road—From its junction with the plank road, near the Goodwin quarry, to the line of the substituted new highway, hereinafter described; length, 0.62 mile.

51. Marlborough Road—From its junction with the plank road, near the school house, District No. 6, to the line of the substituted new highway, hereinafter described; length, 0.65 mile.

52. New Road—From its junction with the plank road, in the village of West Hurley, to the line of the substituted new highway, hereinafter described; length, 0.70 mile.

53. Honey Street—From its junction with the plank road to its junction with the new road; length, 0.22 mile.

54. Steenekill Road—From the plank road at Carey's Corners to the line of the substituted new highway, hereinafter described; length, 0.60 mile.

55. Morgan Hill Road—From its junction with the plank road, in the village of West Hurley, to the line of the substituted new highway, hereinafter described, near the house of William Young; length, 0.62 mile.

56. Glenford Road—From its junction with the plank road, near the school house at Ashton, to its junction with the plank road at Carey's Corners; length, 5.50 miles.

57. Vandale Road—From its junction with the plank road to a point 150 feet southerly from where said road crosses the line between the towns of Hurley and Kingston; length, 0.66 mile.

58. Cross Road to Vandale—From its junction with the Glenford road to its junction with the Vandale road, 250 feet southerly from where said road crosses the line between the towns of Hurley and Kingston; length, 0.50 mile.

59. Van Steenburgh Road—From its junction with the Glenford road, near the residence of Charles Van Steenburgh, to the line between the towns of Hurley and Woodstock; length, 0.62 mile.

60. Quarry Street—All of Quarry street, in the village of West Hurley; length, 0.08 mile.

61. Railroad Avenue—From its junction with the plank road, in the village of West Hurley, to its junction with the Glenford road, near the residence of Charles Van Steenburgh; length, 0.76 mile.

62. Woodstock Road—From its junction with the Glenford road, near the residence of Henry Beisner, to the line of the substituted new highway, hereinafter described, near the residence of Nathan Wolven; length, 0.47 mile.

63. Sawkill Road—From its junction with the Woodstock road, near the school house, District No. 5, to the line of the substituted new highway, hereinafter described; length, 0.29 mile.

64. Cross Road—From its junction with the Glenford road, near the residence of Ira Sax, to the Plank road, near the Goodwin quarry; length, 1.16 miles.

65. Glenford to Woodstock Road—From its junction with the Glenford road to the line of the substituted new highway, hereinafter described; length, 0.38 mile.

66. Glenford to Yanketown Road—From its junction with the Glenford road, near the Glenford post office, to the line of the substituted new highway, hereinafter described; length, 0.10 mile.

67. Glenford to Woodstock (Mountain Road)—From its junction with the Glenford road, near the M. E. Church, to the line of the substituted new highway, hereinafter described; length, 0.15 mile.

68. Temple Pond Road—From its junction with the plank road, near the Ashton post office, to the line of the substituted new highway, near the outlet of Temple Pond; length, 1.16 miles.

69. Cross Road—From its junction with the Glenford road, near the residence of Sherman Ballard, to its junction with the Temple Pond road; length, 0.47 mile.

Total length of roads above described in the town of Hurley: 23.83 miles.

Town of Woodstock.

70. Van Steenburgh Road—From the line between the towns of Hurley and Woodstock to the line between the Matthew Williams' property and property owned or to be acquired by New York City; length, 0.13 mile.

Total length of roads above described in town of Woodstock: 0.13 mile.

The following is a description shown on said map as it is proposed to substitute in place of

the real estate now used for such highway purposes. The public to have the perpetual use of such real estate so substituted for highway purposes:

DESCRIPTION OF STRIPS OF REAL ESTATE, SHOWN ON MAP OF HIGHWAY SECTION, RESERVOIR DEPARTMENT, WHICH ARE TO BE DEDICATED TO THE USE OF THE PUBLIC FOR HIGHWAY PURPOSES, TO TAKE THE PLACE OF SUCH PUBLIC HIGHWAYS, SHOWN ON SAID MAP, AS ARE TO BE DISCONTINUED.

All those certain strips, pieces or parcels of real estate, sixty-six feet wide, shown on a map of Highway Section, Reservoir Department, filed in the office of the County Clerk of the County of Ulster, at Kingston, N. Y., on the 7th day of July, 1908, which said map is entitled "Reservoir Department, Highway Section, Board of Water Supply of The City of New York. Map of real estate to be acquired and real estate to be substituted therefor, situated in the Towns of Olive, Marlborough, Hurley, Woodstock and Kingston, County of Ulster and State of New York, under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances," which said strips are numbered from 1 to 23 consecutively, both inclusive, said numbers being contained within the large double circles, are to be acquired in fee and are described as follows:

1. Substituted New Highway, Town of Olive.

Beginning at an angle in the Samsonville road opposite the residence of Marshall Hollister, and running thence (1) north 42 degrees 01 minutes west 419.8 feet; (2) thence to and partly along the exterior line of Section 4 (property acquired by The City of New York), north 44 degrees 06 minutes west 1,402.9 feet; (3) thence continuing along said exterior line and along the exterior lines of Sections 8 and 10, the following courses, distances and curves: On a curve of 633 feet radius to the right, 760 feet, (4) north 24 degrees 44 minutes east 963.7 feet, (5) on a curve of 1,367 feet radius to the left, 479.3 feet, (6) north 4 degrees 40 minutes east 4,019.6 feet; (7) on a curve of 467 feet radius to the left, 446.1 feet, (8) north 50 degrees 05 minutes west 261.8 feet, (9) on a curve of 667 feet radius to the left, 453.2 feet, (10) north 89 degrees west 1,010.4 feet, (11) on a curve of 1,067 feet radius to the left, 647.1 feet, (12) south 56 degrees 15 minutes west 219.2 feet, (13) on a curve of 533 feet radius to the right, 479.5 feet, (14) north 72 degrees 11 minutes west 1,231.7 feet, (15) on a curve of 1,833 feet radius to the right, 207.9 feet, (16) north 65 degrees 41 minutes west 556.4 feet, (17) on a curve of 433 feet radius to the right, 322.6 feet, (18) north 23 degrees west 219 feet, (19) north 9 degrees 02 minutes east 321.6 feet, (20) on a curve of 767 feet radius to the left, 382.3 feet, (21) north 28 degrees 42 minutes west 251.9 feet, (22) on a curve of 767 feet radius to the left, 365.2 feet, (23) north 55 degrees 59 minutes west 1,221.1 feet, (24) on a curve of 833 feet radius to the right, 217.3 feet, (25) north 41 degrees 02 minutes west 2,163.8 feet, (26) on a curve of 767 feet radius to the left, 248.9 feet, (27) north 59 degrees 38 minutes west 191.5 feet, (28) on a curve of 833 feet radius to the right, 350.3 feet, (29) north 35 degrees 33 minutes to 833 feet radius to the right, 450.1 feet and (31) north 4 degrees 36 minutes west 1,092 feet; thence north 4 degrees 24 minutes 40 seconds west 1,051.7 feet to another point in the exterior boundary line of said section No. 10; (33) thence along said boundary line, the following courses, distances and curves: North 4 degrees 06 minutes 10 seconds west 1,213.2 feet; (34) north 9 degrees 44 minutes 20 seconds west 1,588.7 feet; (35) north 39 degrees 39 minutes 20 seconds east 700.8 feet; (36) north 20 degrees 05 minutes 10 seconds east 629.7 feet; (37) on a curve of 833 feet radius to the right, 250.3 feet; (38) north 37 degrees 18 minutes 10 seconds east 511.3 feet; (39) on a curve of 267 feet radius to the left 294.8 feet; (40) north 25 degrees 57 minutes 50 seconds west 763.1 feet; (41) on a curve of 533 feet radius to the right, 571.9 feet; (42) north 35 degrees 30 minutes 30 seconds east 100.1 feet; (43) on a curve of 467 feet radius to the left, 477 feet; (44) north 23 degrees 01 minutes west 579.1 feet; (45) on a curve of 250 feet radius to the left, 165.2 feet; (46) north 60 degrees 52 minutes west 474.9 feet; (47) north 19 degrees 32 minutes 50 seconds west 673 feet; (48) on a curve of 200 feet radius to the right, 157.2 feet; (49) north 25 degrees 30 minutes east 177.5 feet; (50) on a curve of 450 feet radius to the left, 206.9 feet; (51) north 50 minutes 20 seconds west 1,086.7 feet; (52) on a curve of 1,033 feet radius to the right, 986.8 feet; (53) north 53 degrees 53 minutes 30 seconds east 400.4 feet; (54) on a curve of 567 feet radius to the left, 410.2 feet; (55) north 12 degrees 26 minutes 10 seconds east 152.9 feet; (56) north 81 degrees 52 minutes 10 seconds east 128.3 feet; (57) on a curve of 138.2 feet radius to the left, 136.3 feet; (58) north 25 degrees 21 minutes east 295 feet; (59) on a curve of 420.5 feet radius to the right, 475.2 feet; (60) south 89 degrees 53 minutes east 427.3 feet to a line 40 feet west of the centre line of the Ulster and Delaware Railroad and parallel thereto; (61) thence along said line, south 4 degrees 06 minutes west 66.2 feet; (62) thence returning parallel to and 66 feet from courses 60 to 56, inclusive, until opposite the beginning of course 56; thence on a curve of 120 feet radius to the left 145.3 feet; thence south 12 degrees 26 minutes west 26 feet until opposite the end of course 54; thence continuing parallel to and 66 feet from courses 54 to 49, inclusive, until opposite the end of course 48; thence on a curve of 134 feet radius to the left, 172.4 feet; thence south 4 degrees 13 minutes east 73.5 feet; thence on a curve of 216 feet radius to the right, 108.7 feet; thence south 19 degrees 32 minutes 50 seconds east 452.2 feet; thence on a curve of 134 feet radius to the left, 97 feet; thence south 60 degrees 52 minutes east 280 feet until opposite the end of course 45; thence parallel to and 66 feet from courses 45 to 36, inclusive; thence south 39 degrees 39 minutes 20 seconds west 395 feet; thence on a curve of 600 feet radius to the left, 517.2 feet; thence south 9 degrees 44 minutes 20 seconds east 855 feet; thence parallel to and 66 feet from courses 33 to 20, inclusive; thence south 10 minutes east 351.1 feet; thence on a curve of 367 feet radius to the left, 419.7 feet until opposite the end of course 16; thence parallel to and 66 feet from courses 16 to 1, inclusive, until opposite the place of beginning; thence south 47 degrees 59 minutes west 66 feet, to the said point or place of beginning; length, 6.92 miles.

2. Substituted New Highway, Town of Olive.

Beginning at a point 40 feet easterly from the centre line of the Ulster and Delaware Railroad at a point opposite the end of course 61 in the description of Substituted New Highway No. 1, and running thence parallel to and 40 feet from said centre line, north 4 degrees 6 minutes east 60.3 feet and north 85 degrees 54 minutes west 7 feet; thence parallel to and 33 feet from the centre line of the Ulster and Delaware Railroad and along the exterior line of real estate Section No. 11, north 4 degrees 6 minutes east 278.7 feet, and on a curve of 1,943 feet radius to the left 145 feet; thence continuing along the said exterior line and the exterior lines of Sections Nos. 12 and 14 the following courses, distances and curves: (1) north 63 degrees 31 minutes 20 seconds east 1,063.6 feet; (2) south 20 degrees 43 minutes 50

seconds east 466.4 feet; (3) on a curve of 854.5 feet radius to the left 329.3 feet; (4) on a curve of 350 feet radius to the right 249.4 feet; (5) south 1 degree 59 minutes 20 seconds east 153.6 feet; (6) on a curve of 600 feet radius to the right 306.6 feet; (7) south 27 degrees 17 minutes 10 seconds west 254.9 feet; (8) on a curve of 889.8 feet radius to the left 290.5 feet; (9) on a curve of 467 feet radius to the left 571 feet; (10) on a curve of 341 feet radius to the right 342.4 feet; (11) south 3 degrees 56 minutes 30 seconds east 1,308.7 feet; (12) on a curve of 767 feet radius to the left 237.7 feet; (13) south 21 degrees 42 minutes east 1,419.5 feet; (14) on a curve of 833 feet radius to the right 410.6 feet; (15) on a curve of 1,158.9 feet radius to the left 593.6 feet; (16) on a curve of 1,320.3 feet radius to the left 645 feet; (17) south 50 degrees 47 minutes 50 seconds east 227.4 feet; (18) on a curve of 230 feet radius to the right 326.4 feet; (19) south 30 degrees 31 minutes 10 seconds west 171.1 feet; (20) on a curve of 101.1 feet radius to the left 166.2 feet; (21) south 63 degrees 41 minutes 40 seconds east 103.9 feet; (22) on a curve of 433 feet radius to the right 312.3 feet; (23) on a curve of 560.6 feet radius to the left 260.2 feet; (24) south 48 degrees 57 minutes 40 seconds east 2,266.2 feet; (25) on a curve of 2,167 feet radius to the left 392.9 feet; (26) south 59 degrees 21 minutes east 1,961.2 feet; (27) on a curve of 767 feet radius to the left 385 feet; (28) south 88 degrees 6 minutes 40 seconds east 311.9 feet; (29) on a curve of 498 feet radius to the right 633.8 feet; (30) south 11 degrees 44 minutes 20 seconds east 302.2 feet; (31) on a curve of 267 feet radius to the left 355.9 feet; (32) south 88 degrees 7 minutes east 584.2 feet; (33) on a curve of 433 feet radius to the right 319.3 feet; (34) on a curve of 988.1 feet radius to the left 552.4 feet; (35) south 77 degrees 54 minutes 10 seconds east 500.2 feet; (36) thence on a curve of 333 feet radius to the right 293.3 feet; (37) and on a curve of 139.6 feet radius to the left 181 feet to another point in the exterior line of Section No. 14, on the northerly side of the State road; thence south 13 degrees 52 minutes east 49.5 feet; thence south 76 degrees 8 minutes west 30 feet; thence on a curve of 175 feet radius to the right 226.9 feet, to a point 66 feet from and opposite the end of course 36; thence parallel to and 66 feet from courses 36 to 3, inclusive; thence north 20 degrees 43 minutes 50 seconds west 318.9 feet; thence on a curve of 67 feet radius to the left 112 feet; thence south 63 degrees 31 minutes 20 seconds west 749.3 feet; thence on a curve of 217 feet radius to the left 225 feet; thence south 4 degrees 6 minutes west 320 feet until opposite the place of beginning; thence north 85 degrees 54 minutes west 59 feet to the said point or place of beginning; length 3.71 miles.

Also, a right of crossing over the Ulster and Delaware Railroad between the end of Substituted New Highway No. 1 and the beginning of No. 2.

3. Substituted New Highway, Town of Olive.

Beginning at a point in the northerly bounds of the State road, where the exterior line of Section No. 14 intersects the same, and running thence along the said exterior line and the exterior line of Section No. 13, (1) north 63 degrees 3 minutes east 5,154.4 feet, (2) on a curve of 1,667 feet radius to the left, 584.2 feet, and (3) north 42 degrees 58 minutes 10 seconds east 1,483.1 feet to the line between the Towns of Olive and Hurley; thence along said town line, south 25 degrees 34 minutes east 61.4 feet; thence returning parallel to and 66 feet from courses 3 to 1, inclusive, until opposite the place of beginning; thence due north 74 feet to the said point or place of beginning; length 1.37 miles.

4. Substituted New Highway, Town of Hurley.

Beginning at the end of the third course of Parcel No. 3 of the substituted new highway, in the line between the Towns of Olive and Hurley, and running from thence along the exterior line of Section No. 13, the following courses, distances and curves: North 42 degrees 58 minutes 10 seconds east 701.8 feet, on a curve of 9,633 feet radius to the right, 401.2 feet, north 45 degrees 21 minutes 20 seconds east 680.7 feet, on a curve of 2,133 feet radius to the right, 478.7 feet, north 58 degrees 12 minutes 50 seconds east 753.3 feet, on a curve of 1,067 feet radius to the left, 484.3 feet, north 32 degrees 12 minutes 30 seconds east 496.9 feet, on a curve of 533 feet radius to the right, 726.7 feet, on a curve of 556.8 feet radius to the left, 498.3 feet, north 59 degrees 3 minutes 20 seconds east 294.4 feet, on a curve of 381.6 feet radius to the right, 454 feet, on a curve of 367 feet radius to the left, 475.3 feet, north 53 degrees 1 minute east 466.7 feet, on a curve of 5,567 feet radius to the left, 395 feet, north 48 degrees 56 minutes 40 seconds east 840.7 feet, on a curve of 967 feet radius to the left, 268.3 feet, north 33 degrees 2 minutes 50 seconds east 836.4 feet, on a curve of 767 feet radius to the left, 183.6 feet, north 19 degrees 20 minutes east 527 feet, on a curve of 533 feet radius to the right, 697.2 feet and south 85 degrees 43 minutes 20 seconds east 246.6 feet; thence along the proposed exterior reservoir taking line, the following courses, distances and curves: South 85 degrees 43 minutes 20 seconds east 736.4 feet, on a curve of 767 feet radius to the left, 303.4 feet; north 71 degrees 37 minutes east 538.3 feet, on a curve of 433 feet radius to the right, 366.6 feet, south 59 degrees 52 minutes east 399 feet, on a curve of 217 feet radius to the left, 291.5 feet, north 43 degrees 9 minutes east 352.7 feet, on a curve of 2,733 feet radius to the right, 1,007.5 feet, on a curve of 440.3 feet radius to the right, 545.6 feet, south 44 degrees 43 minutes 40 seconds east 341.4 feet, on a curve of 467 feet radius to the left, 399 feet, north 86 degrees 19 minutes 30 seconds east 1,572.7 feet, north 71 degrees 47 minutes east 473 feet and on a curve of 450 feet radius to the right, 447.7 feet; thence in part along the proposed exterior reservoir taking line, south 51 degrees 12 minutes east 810.3 feet; thence the following courses, distances and curves: On a curve of 350 feet radius to the right, 242.2 feet, south 11 degrees 35 minutes east 101.9 feet, on a curve of 250 feet radius to the left, 186.4 feet, on a curve of 410.3 feet radius to the right, 245.9 feet, south 19 degrees 58 minutes east 193.6 feet, on a curve of 617 feet radius to the left, 555.9 feet, south 71 degrees 35 minutes 10 seconds east 722.5 feet, on a curve of 314 feet radius to the left, 401.3 feet, north 35 degrees 11 minutes east 401.1 feet and on a curve of 283 feet radius to the right, 503.5 feet to and partly along the proposed exterior reservoir taking line; thence continuing along said line, south 42 degrees 53 minutes east 152.1 feet, on a curve of 643 feet radius to the left, 407.4 feet and south 79 degrees 11 minutes east 1,572.8 feet; thence on a curve of 1,033 feet radius to the right, 520.8 feet, south 50 degrees 17 minutes 40 seconds east 1,161.4 feet and on a curve of 103 feet radius to the right, 85 feet to the northerly boundary of the proposed relocation of the Ulster and Delaware Railroad; thence along said northerly line, on a curve of 2,824.9 feet radius to the right, 70 feet; thence parallel to and 66 feet from the above-described line, for its whole length, to a point in the line between the Towns of Olive and Hurley; thence along said town line, north 25 degrees 34 minutes west 61.4 feet to the point or place of beginning; length, 5.10 miles.

Also the right of crossing over the relocation of the Ulster and Delaware Railroad from the

end of Parcel No. 4 of the substituted new highway to the beginning of Parcel No. 5.

5. *Substituted New Highway, Town of Hurley.*
Beginning at a point in the southerly boundary line of the proposed relocation of the Ulster and Delaware Railroad, at the end of a course, south 10 degrees 22 minutes west 80 feet from length 70 feet on a curve having a radius of 2,824.9 feet in the description of Parcel No. 4 of the Substituted New Highway, as previously described, and running thence along said southerly boundary line (1) on a curve of 2,904.9 feet radius to the left, 334 feet; (2) thence south 88 degrees 45 minutes east 32.2 feet; (3) thence south 1 degree 15 minutes west 27.2 feet to the centre of the Substituted New Highway; thence continuing on the same course, south 1 degree 15 minutes west 33 feet; thence north 88 degrees 45 minutes west 310 feet; thence on a curve of 83 feet radius to the right, 133 feet to a point in the before-mentioned southerly boundary line of the proposed relocation of the Ulster and Delaware Railroad; thence on a curve of 2,904.9 feet radius to the left, 33 feet to the point or place of beginning; length .08 mile.

6. *Substituted New Highway, Town of Hurley.*
Beginning at the end of Course No. 3 in the description of Parcel No. 5 of the Substituted New Highway, and running thence south 88 degrees 44 minutes 44 seconds east 920 feet, being a right of highway over a portion of the Woodstock Dike along the above described line; length .17 mile.

7. *Substituted New Highway, Town of Hurley.*
Beginning at the easterly end of Parcel No. 6 of the Substituted New Highway, and running thence north 1 degree 15 minutes east 17.5 feet to a point in the southerly boundary line of the proposed relocation of the Ulster and Delaware Railroad; thence along said southerly boundary line, south 88 degrees 44 minutes 44 seconds east 598.7 feet; south 62 degrees 10 minutes east 111.8 feet; and south 88 degrees 45 minutes east 110 feet; thence south 20 degrees 58 minutes 10 seconds east 381.1 feet to a point in the line between the Towns of Hurley and Woodstock; thence along said town line, south 9 degrees 7 minutes east 321.4 feet; thence north 20 degrees 58 minutes 10 seconds west 416.5 feet; thence on a curve of 467 feet radius to the left, 552.4 feet; thence north 88 degrees 45 minutes west 425 feet; thence north 1 degree 15 minutes east 33 feet to the point or place of beginning; length .24 mile.

8. *Substituted New Highway, Town of Woodstock.*
Beginning at a point in the line between the Towns of Hurley and Woodstock, described in Parcel No. 7 of the description of the Substituted New Highway, and running thence south 20 degrees 58 minutes 10 seconds east 281.8 feet to a point in the line between the Towns of Woodstock and Kingston; thence along said line, north 65 degrees 5 minutes west 69.8 feet to a point in the line between the Towns of Hurley and Woodstock; thence along said town line, north 9 degrees 7 minutes west 236.5 feet to the point or place of beginning; length .02 mile.

9. *Substituted New Highway, Town of Kingston.*
Beginning at a point in the line between the Towns of Woodstock and Kingston, and running thence south 20 degrees 58 minutes 10 seconds east 594.3 feet; thence on a curve of 533 feet radius to the right, 325 feet; thence south 14 degrees 10 seconds west 442.5 feet to a point in the line between the Towns of Kingston and Hurley; thence along said town line, north 6 degrees 52 minutes west 185.3 feet; thence north 14 degrees 10 seconds east 269.4 feet; thence on a curve of 467 feet radius to the left, 284.7 feet; thence north 20 degrees 58 minutes 10 seconds west 561.6 feet to a point in the line between the Towns of Kingston and Hurley; thence along said line, north 6 degrees 52 minutes west 84.9 feet to a point in the line between the Towns of Woodstock and Kingston; thence along said town line, south 65 degrees 5 minutes east 69.8 feet to the point or place of beginning; length .25 mile.

10. *Substituted New Highway, Town of Hurley.*
Beginning at a point in the line between the Towns of Kingston and Hurley, and running thence south 14 degrees 10 seconds west 1,785 feet to and partly along the proposed exterior reservoir taking line; thence continuing along said line the following courses, distances and curves: South 22 degrees 12 minutes west 669.1 feet, south 42 degrees 8 minutes west 181.5 feet, on a curve of 338.2 feet radius to the left, 154.2 feet, on a curve of 467 feet radius to the left, 184.7 feet, and south 6 degrees 46 minutes east 170 feet, crossing the Ulster and Delaware Railroad, to a point in the Ulster and Delaware Plank road; thence south 83 degrees 14 minutes west 66 feet; thence parallel to and 66 feet from the above described line, for its whole length, to the before mentioned line between the Towns of Kingston and Hurley; thence along said town line, south 6 degrees 52 minutes east 185.3 feet to the point or place of beginning; length .70 mile.

11. *Substituted New Highway, Town of Hurley.*
Beginning at a point 33 feet from the centre line of the Ulster and Delaware Plank road on the line between Tappert Brothers and Mulligan, about 400 feet southeasterly from where the Ulster and Delaware Railroad crosses the Ulster and Delaware Plank road, in the village of West Hurley, and running thence along the proposed exterior reservoir taking line, the following courses, distances and curves: North 56 degrees west 211.4 feet, on a curve of 467 feet radius to the left, 732.9 feet, south 34 degrees 5 minutes west 792.5 feet, south 45 degrees 21 minutes west 101.8 feet and on a curve of 671.6 feet radius to the left, 381.2 feet to the easterly side of said road, the following courses and distances: South 13 degrees 50 minutes west 136.8 feet, south 27 degrees 5 minutes west 317.3 feet, south 21 degrees 16 minutes west 446.7 feet and south 40 degrees 2 minutes west 54.9 feet; thence to and along the proposed exterior reservoir taking line, south 59 degrees 35 minutes 30 seconds west 1,675.8 feet; thence continuing along said proposed exterior reservoir taking line, the following courses, distances and curves: On a curve of 533 feet radius to the right, 628.6 feet, north 52 degrees 50 minutes west 424.1 feet, on a curve of 267 feet radius to the left, 326 feet, south 57 degrees 12 minutes west 229.2 feet, on a curve of 433 feet radius to the right, 200.8 feet, south 83 degrees 46 minutes west 1,000.2 feet, on a curve of 433 feet radius to the right, 232.6 feet, north 65 degrees 27 minutes west 234.2 feet, on a curve of 461.8 feet radius to the left, 351.7 feet, south 70 degrees 55 minutes west 200.8 feet, on a curve of 250 feet radius to the right, 406.3 feet, north 15 degrees 58 minutes west 115.9 feet, on a curve of 550 feet radius to the right, 207.1 feet, north 5 degrees 37 minutes east 266.2 feet, on a curve of 242.3 feet radius to the left, 303.7 feet, north 66 degrees 13 minutes west 355.8 feet, on a curve of 467 feet radius to the left, 260.6 feet, south 81 degrees 49 minutes west 586.9 feet, north 86 degrees 51 minutes west 1,226.3 feet, on a curve of 520.3 feet radius to the right, 588.5 feet, north 22 degrees 3 minutes west 312.8 feet, on a curve of 435.2 feet radius to the left, 154.5 feet, on a curve of 250 feet radius to the left, 522.6 feet, south 17 degrees 51 minutes west

1,036.5 feet, on a curve of 518.2 feet radius to the right, 411.5 feet, south 63 degrees 20 minutes west 274.2 feet, north 78 degrees 30 minutes west 116.9 feet and on a curve of 75 feet radius to the left, 96.2 feet; thence continuing along the exterior reservoir taking line on the lines of sections Nos. 6 and 3, the following courses, distances and curves: South 27 degrees 58 minutes west 457.4 feet, on a curve of 2,550 feet radius to the right, 525.7 feet, south 39 degrees 46 minutes west 236.6 feet, on a curve of 461.9 feet radius to the left, 152.5 feet, on a curve of 450 feet radius to the right, 396.8 feet, south 71 degrees 17 minutes west 354.3 feet, south 62 degrees 43 minutes west 474.8 feet, on a curve of 350 feet radius to the right, 412.1 feet, north 49 degrees 49 minutes west 112.3 feet, on a curve of 950 feet radius to the left, 386.2 feet, north 73 degrees 7 minutes west 149.7 feet, north 75 degrees 51 minutes west 198 feet, on a curve of 450 feet radius to the left, 240.3 feet, south 73 degrees 33 minutes west 128.5 feet, on a curve of 450 feet radius to the left, 329.4 feet, south 31 degrees 36 minutes west 458.2 feet, south 42 degrees 14 minutes west 325.5 feet, south 69 degrees 5 minutes west 362.2 feet, north 83 degrees 17 minutes west 154.4 feet, on a curve of 450 feet radius to the left, 264.2 feet, south 63 degrees 4 minutes 30 seconds west 414 feet; south 72 degrees west 685.1 feet, on a curve of 767 feet radius to the left, 268.7 feet, south 51 degrees 55 minutes west 773.5 feet, on a curve of 967 feet radius to the left, 301.4 feet, south 34 degrees 2 minutes west 921 feet, south 34 degrees 12 minutes west 568.6 feet, south 34 degrees 5 minutes west 210 feet, on a curve of 567 feet radius to the left, 211.1 feet, south 12 degrees 44 minutes west 782.6 feet, on a curve of 367 feet radius to the left, 290.8 feet, south 32 degrees 39 minutes east 107.5 feet, on a curve of 333 feet radius to the right, 245.4 feet, south 9 degrees 35 minutes west 458.8 feet, on a curve of 967 feet radius to the left, 451.3 feet, south 17 degrees 10 minutes east 259.8 feet to a point in the line between the towns of Hurley and Marbletown; thence along the said town line, north 52 degrees 51 minutes west 113.1 feet to a point 66 feet from the above described line; thence parallel to and 66 feet from the above described line, for its whole length until opposite the place of beginning; thence south 34 degrees west 66 feet to the said point or place of beginning; length, 5.48 miles.

12. *Substituted New Highway, Town of Marbletown.*

Beginning at a point in the line between the Towns of Hurley and Marbletown, which said point is described in Parcel No. 11 of the substituted new highway and is in the exterior reservoir taking line of Section No. 3, and running thence along said taking line, the following courses, distances and curves: (1) south 17 degrees 10 minutes east 33.6 feet, (2) on a curve of 433 feet radius to the right, 101.1 feet, (3) south 3 degrees 47 minutes east 958.4 feet, (4) on a curve of 367 feet radius to the left, 118.2 feet, (5) south 22 degrees 13 minutes east 225.1 feet and continuing partly along the said exterior reservoir taking line, south 36 degrees .09 minutes west 427.7 feet; (7) thence on a curve of 467 feet radius to the left, 194.5 feet, (8) south 12 degrees 17 minutes west 611.8 feet, and (9) north 77 degrees 43 minutes west 66 feet; thence parallel to and 66 feet from the above described courses to the end of course No. 6; thence north 36 degrees .09 minutes east 269.7 feet; thence on a curve of 217 feet radius to the left, 221.1 feet; thence north 22 degrees 13 minutes west 71.3 feet until opposite the end of course No. 4; thence parallel to and 66 feet from courses Nos. 4 to 1, inclusive, to a point in the line between the Towns of Hurley and Marbletown; thence along said town line, south 52 degrees 51 minutes east 113.1 feet to the point or place of beginning; length, 0.50 mile.

13. *Substituted New Highway, Town of Marbletown.*

Beginning at a point 16.5 feet from the centre of the Marbletown road, where the exterior reservoir taking line of Section No. 3 intersects the same, and running thence along said exterior line, the following courses, distances and curves: (1) south 12 degrees 20 minutes west 895.6 feet, (2) on a curve of 272.3 feet radius to the left, 166.1 feet, (3) on a curve of 264.1 feet radius to the right, 208.2 feet, (4) on a curve of 305.5 feet radius to the left, 209 feet, (5) on a curve of 334.6 feet radius to the right, 259.1 feet, (6) south 27 degrees 45 minutes 20 seconds west 807.6 feet, (7) on a curve of 719.8 feet radius to the left, 218.1 feet, (8) on a curve of 1,173.4 feet radius to the right, 235.9 feet, (9) south 21 degrees 54 minutes west 413.7 feet, (10) on a curve of 928.1 feet radius to the right, 225.1 feet, and (11) south 35 degrees 49 minutes west 741.2 feet; (12) thence north 54 degrees 11 minutes west 66 feet; thence parallel to and 66 feet from the above described line until opposite the end of the first course; thence north 12 degrees 20 minutes east 819.1 feet to a point in the northerly line of the Marbletown road; thence north 34 degrees .03 minutes east 95.6 feet until opposite the place of beginning; thence south 55 degrees 57 minutes east 33 feet to the said point or place of beginning; length, 0.83 mile.

14. *Substituted New Highway, Town of Hurley.*

A strip of land 33 feet in width on each side of the following described centre line: Beginning at the end of the sixth course of Parcel No. 11, heretofore described, and running thence north 9 degrees 23 minutes west 658.3 feet to a point on the West Hurley Dike; from thence a right of highway on the West Hurley Dike along the following described centre line: On a curve of 300 feet radius to the right, 183.9 feet, north 25 degrees 45 minutes 50 seconds east 1,022.9 feet, north 4 degrees 32 minutes 10 seconds east 994.8 feet and on a curve of 650 feet radius to the right, 660 feet; from thence a strip of land 33 feet in width on each side of the following described centre line: On a curve of 650 feet radius to the right, 151.3 feet, south 66 degrees 57 minutes east 108.7 feet, on a curve of 300 feet radius to the left, 329.4 feet, north 50 degrees 8 minutes 20 seconds east 1,090 feet and on a curve of 150 feet radius to the left, 94.5 feet to a point in the centre line of Parcel No. 10 of the substituted new highway; length 1 mile.

15. *Substituted New Highway, Town of Marbletown.*

A strip of land 33 feet in width on each side of the following described centre line: Beginning at a point north 35 degrees 49 minutes east 325 feet from the middle of course 12 Parcel No. 13, of the substituted new highway, as heretofore described, and running thence the following courses, distances and curves: North 84 degrees 4 minutes west 725.1 feet, on a curve of 200 feet radius to the left, 204 feet, south 37 degrees 30 minutes west 261.7 feet, on a curve of 68.8 feet radius to the right, 192.6 feet, north 17 degrees 59 minutes east 241.5 feet, north 49 degrees east 284.6 feet, north 23 degrees 27 minutes west 337.5 feet, north 5 degrees 36 minutes east 531.4 feet, north 10 degrees 4 minutes east 595.2 feet, north 23 degrees 33 minutes east 290.7 feet, on a curve of 100 feet radius to the left, 118.3 feet, north 44 degrees 16 minutes west 113.6 feet, on a curve of 100 feet radius to the right, 73.5 feet, north 2 degrees 10 minutes west 270 feet and north 26 degrees 3 minutes east 651.2 feet to a point in Parcel No. 17, hereinafter described; length 0.93 mile.

16. *Substituted New Highway, Town of Olive.*

A right of highway over the middle dike beginning at the junction of the dividing weir, west and middle dikes, and running from thence the following courses, distances and curves: North 38 degrees 24 minutes 37 seconds east 178.2 feet, on a curve of 410.3 feet radius to the right, 309.4 feet, north 90 degrees east 1,134.4 feet, on a curve of 573.7 feet radius to the right, 198.2 feet, south 70 degrees 12 minutes 3 seconds east 2,397.5 feet, on a curve of 573.7 feet radius to the left, 198.2 feet, north 90 degrees east 2,504 feet and on a curve of 200 feet radius to the right, 102 feet to the line between the Towns of Olive and Marbletown; length 1.34 miles.

17. *Substituted New Highway, Town of Marbletown.*

A strip of land 33 feet in width on each side of the following described centre line: Beginning at a point in the line between the Towns of Olive and Marbletown, as described in Parcel No. 16 of the substituted new highway, and running from thence the following courses, distances and curves: On a curve of 200 feet radius to the right, 169.7 feet, south 12 degrees 10 minutes east 432.4 feet, on a curve of 2,000 feet radius to the left, 193.2 feet, south 18 degrees 42 minutes east 698.5 feet, on a curve of 500 feet radius to the left, 334.2 feet, south 57 degrees east 245.9 feet, on a curve of 1,000 feet radius to the right, 186.8 feet, south 46 degrees 18 minutes east 495.7 feet, on a curve of 500 feet radius to the left, 407.6 feet and north 87 degrees east 444.2 feet; thence on a curve of 1,000 feet radius to the left, 338.6 feet, a strip of land running in width from 33 feet on each side at the beginning to 20 feet on the north side and 46 feet on the south side at the end of said curve, to a point 13 feet northerly from the centre line of the proposed highway; thence continuing, a strip of land 20 feet in width on the north and 46 feet on the south of the following described line: North 67 degrees 36 minutes east 185.9 feet, on a curve of 383.3 feet radius to the right, 227.7 feet, on a curve of 120 feet radius to the left, 144.8 feet and north 32 degrees 30 minutes east 379.8 feet; thence on a curve of 500 feet radius to the left, 176.4 feet, a strip of land running in width from 20 feet on the north side and 46 feet on the south side at the beginning to 33 feet on each side at the end of said curve; thence continuing, a strip of land 33 feet in width on each side of the following described centre line: North 12 degrees 17 minutes east 240.2 feet to a point in the middle of course 9 of Parcel No. 12 of substituted new highway; length 1 mile.

18. *Substituted New Highway, Town of Olive.*

A strip of land 33 feet in width on each side of the following described centre line: Beginning at a point in the centre of Parcel No. 1, of the substituted new highway, opposite the end of course No. 1, and running from thence the following courses, distances and curves: (1) North 44 degrees 35 minutes 40 seconds east 3,016.4 feet, (2) on a curve of 500 feet radius to the right, 331.9 feet, (3) north 82 degrees 37 minutes 30 seconds east 1,092.9 feet, (4) on a curve of 1,000 feet radius to the right, 121.1 feet, (5) north 89 degrees 34 minutes east 442 feet, (6) on a curve of 359.3 feet radius to the right, 400.9 feet, (7) south 26 degrees 30 minutes east 802.9 feet, (8) on a curve of 287.9 feet radius to the left, 434.2 feet, north 66 degrees 40 minutes east 279.4 feet, on a curve of 200 feet radius to the right, 118.7 feet, south 79 degrees 17 minutes east 205.7 feet, on a curve of 300 feet radius to the left, 85.8 feet, north 84 degrees 22 minutes east 258.8 feet, on a curve of 113.5 feet radius to the right, 87.3 feet, south 51 degrees 23 minutes east 154.4 feet, on a curve of 300 feet radius to the left, 87.4 feet, south 68 degrees 8 minutes east 80.5 feet and on a curve of 150 feet radius to the left, 45.1 feet to a point in the Tongore road about 850 feet northerly from the Tongore M. E. Church; length, 1.52 miles.

19. *Substituted New Highway, Town of Olive.*

A right of highway over the Olive Bridge dam, beginning at a point north 66 degrees 40 minutes east 10 feet from the end of course No. 8, in Parcel No. 18 of the substituted new highway, and running thence north 29 degrees 11 minutes 23 seconds east 4,787.6 feet; from thence a strip of land 33 feet in width on each side of the following described centre line: on a curve of 350 feet radius to the left, 178.2 feet, on a curve of 380 feet radius to the right, 851.6 feet and on a curve of 173.7 feet radius to the left, 272.8 feet to the southerly end of the West dike; from thence a right of highway over the West dike along the following described centre line, north 38 degrees 24 minutes 37 seconds east 1,727.8 feet to the junction of the west, middle and dividing weir dikes; length, 1.48 miles.

20. *Substituted New Highway, Town of Olive.*

A strip of land 33 feet in width on each side of the following described centre line: Beginning at the end of the last course of Parcel No. 18 of the substituted new highway, and running from thence the following courses, distances and curves: (1) on a curve of 150 feet radius to the left, 94.6 feet, (2) north 58 degrees 30 minutes east 107.3 feet, (3) on a curve of 200 feet radius to the right, 86.8 feet, (4) north 83 degrees 18 minutes east 452.7 feet, (5) on a curve of 100 feet radius to the left, 207.8 feet, (6) north 35 degrees 47 minutes west 495.2 feet, (7) on a curve of 250 feet radius to the right, 579.5 feet, (8) south 82 degrees 53 minutes east 322.9 feet, (9) south 67 degrees 41 minutes east 203.2 feet, (10) south 82 degrees 8 minutes east 171.8 feet, (11) north 74 degrees 45 minutes east 193.4 feet, (12) on a curve of 200 feet radius to the right, 160 feet, (13) south 59 degrees 25 minutes east 481.8 feet, (14) south 76 degrees 23 minutes east 245.3 feet, (15) on a curve of 200 feet radius to the left, 256.2 feet, (16) north 30 degrees 13 minutes east 327.6 feet, (17) on a curve of 100 feet radius to the right, 102.7 feet, (18) north 89 degrees 2 minutes east 216.7 feet, (19) on a curve of 200 feet radius to the left, 316.4 feet, (20) north 1 degree 35 minutes west 164.8 feet, (21) on a curve of 500 feet radius to the left, 230.7 feet, (22) north 28 degrees 1 minute west 67 feet, (23) on a curve of 108.3 feet radius to the left, 104.2 feet, (24) on a curve of 125 feet radius to the right, 185.5 feet, (25) north 1 degree 54 minutes east 118.6 feet, (26) on a curve of 298.4 feet radius to the right, 140.4 feet, (27) on a curve of 250 feet radius to the left, 144.8 feet, (28) north 4 degrees 20 minutes west 964.9 feet, (29) on a curve of 300 feet radius to the right, 307.7 feet, (30) north 54 degrees 26 minutes east 1,005.7 feet, (31) north 36 degrees 58 minutes east 383.8 feet, (32) north 29 degrees 42 minutes east 240.2 feet, (33) north 32 degrees 10 minutes east 498.3 feet, south 65 degrees 39 minutes east 245.4 feet, south 47 degrees 48 minutes east 114.1 feet, south 35 degrees 47 minutes 50 seconds east 840.5 feet, on a curve of 66.6 feet radius to the right, 79 feet, south 76 degrees 14 minutes 40 seconds east 1,671 feet, south 53 degrees 52 minutes east 921.5 feet, south 88 degrees 28 minutes east 261.1 feet, south 74 degrees east 725.5 feet, on a curve of 300 feet radius to the right, 114.7 feet, south 52 degrees 5 minutes east 301.9 feet and on a curve of 300 feet radius to the left, 231.1 feet to a point in the line between the towns of Olive and Marbletown; length, 2.86 miles.

21. *Substituted New Highway, Town of Marbletown.*

A strip of land 33 feet in width on each side of the following described centre line: Beginning at a point on the line between the Towns of Olive and Marbletown, as described in Parcel No. 20 of the Substituted New Highway, and running from thence the following courses, distances and curves: North 83 degrees 46 minutes east 124.9 feet, on a curve of 300 feet radius to the right, 246.2 feet, south 49 degrees 12 minutes east 275 feet, south 72 degrees 30 minutes east 385.9 feet, south 83 degrees 18 minutes east 141.5 feet, and on a curve of 150 feet radius to the right, 68.8 feet to a point in Parcel No. 17 of the Substituted New Highway previously described; length .24 mile.

22. *Substituted New Highway, Town of Olive.*

A right of highway over the Dividing Weir Dike beginning at the junction of the West, Middle and Dividing Weir Dikes, and running from thence the following courses, distances and curves: North 34 degrees 53 minutes 10 seconds west 535.5 feet, on a curve of 410.3 feet radius to the right, 249.8 feet and due north 1,401.1 feet; from thence a strip of land 33 feet in width on each side of the following described centre line: Due north 182 feet, on a curve of 500 feet radius to the right, 334.3 feet, north 38 degrees 19 minutes east 178.9 feet, on a curve of 500 feet radius to the left, 373.2 feet, north 4 degrees 27 minutes west 413.5 feet, on a curve of 600 feet radius to the right, 149.1 feet, north 9 degrees 47 minutes east 1,190.5 feet, on a curve of 700 feet radius to the left, 480.5 feet, north 29 degrees 33 minutes west 462.3 feet, on a curve of 600 feet radius to the left, 320.4 feet, north 60 degrees 9 minutes west 112.6 feet, on a curve of 800 feet radius to the right, 289.7 feet, north 39 degrees 24 minutes west 77.5 feet, on a curve of 500 feet to the right, 424.6 feet, north 9 degrees 15 minutes east 344.2 feet, on a curve of 800 feet radius to the left, 394.2 feet, and north 18 degrees 59 minutes west 381.7 feet to a point in the public highway leading to the State road; length 1.57 miles.

23. *Substituted New Highway, Town of Olive.*

A strip of land 66 feet in width from the end of course 33 in Parcel No. 20 of the Substituted New Highway, in a northerly direction to the Middle Dike, and a right of highway skirting the dike to the highway on the top of the same, described in Parcel No. 16 of the Substituted New Highway; length .41 mile.

In compliance with the requirements of section 35, chapter 724 of the Laws of 1905, as amended, The City of New York will construct highways and bridges on the above described substituted real estate. Said highways and bridges shall be equal in every respect to those constructed by the State of New York in Ulster County.

Dated December 21, 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.

THIRD JUDICIAL DISTRICT, ULSTER COUNTY.

ASHOKAN RESERVOIR.

SECTION No. 10, TOWN OF OLIVE.

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, and the acts relating thereto. Such application will be made to the Supreme Court at a Special Term thereof, to be held in and for the Third Judicial District at the City Hall, in the City of Albany, County of Albany, N. Y., on

SATURDAY, FEBRUARY 13, 1909,

at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York, and at least one of whom shall reside in the County of Ulster, to act as Commissioners of Appraisal under said act, and discharge all the duties conferred by said act and the acts amendatory thereof.

The following is a description of the real estate to be acquired, together with a reference to the date and place of filing the map:

All those certain pieces or parcels of real estate situated in the Town of Olive, County of Ulster and State of New York, shown on a map entitled "Reservoir Department, Section No. 10, Board of Water Supply of The City of New York. Map of real estate situated in the Town of Olive, County of Ulster 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 Ashokan Reservoir and appurtenances, in the vicinity of West Shokan and Boiceville, west of railroad," which map was filed in the office of the County Clerk of the County of Ulster, at Kingston, N. Y., on the 8th day of November, 1907, which parcels are bounded and described as follows:

Beginning at the most southerly point of Parcel No. 440, in the centre of a road leading from Davis Corners to West Shokan, in the westerly line of Parcel No. 438, and running thence partly along the westerly line of said Parcel No. 440, north 41 degrees 2 minutes west 189.8 feet and on a curve of 767 feet radius to the left, 35.2 feet to the southeast corner of Parcel No. 441; thence along the southerly line of said parcel, on a curve of 767 feet radius to the left, 213.7 feet, north 59 degrees 38 minutes west 191.5 feet and on a curve of 833 feet radius to the right, 308.4 feet, crossing a road leading to West Shokan, to the southwest corner of Parcel No. 442; thence partly along the westerly line of said parcel, along the westerly lines of Parcels Nos. 443 and 444, and partly along the westerly line of Parcel No. 445, the following courses, distances and curves: On a curve of 833 feet radius to the right, 41.9 feet, north 35 degrees 33 minutes 20 seconds west 617.3 feet, on a curve of 833 feet radius to the right, 450.1 feet, and north 4 degrees 36 minutes west 1,092 feet, crossing a road leading from West Shokan to Peekamoose Lodge to a point in the northerly line thereof; thence along said northerly road line, and continuing along the westerly line of Parcel No. 445, south 81 degrees 23 minutes 30 seconds west 652.1 feet to the most westerly point of said parcel, in the southerly line of Parcel No. 446; thence partly along said line, south 60 degrees 36 minutes west 527 feet, recrossing said road, to the southwest corner of said parcel; thence along the westerly lines of said parcel and Parcel No. 447, north 9 degrees 3 minutes 40 seconds west 400 feet, again crossing said road and crossing Bush Kill, to the northwest corner of said Parcel No. 447; thence along the northerly line of said parcel,

north 47 degrees 4 minutes 40 seconds east 842.2 feet to the most westerly point of Parcel No. 448; thence partly along the westerly line of said parcel, north 47 degrees 4 minutes 40 seconds east 640.7 feet and north 4 degrees 6 minutes 10 seconds west 1,213.2 feet to a point in the westerly line of a road leading to West Shokan and Boiceville; thence along said road line, and continuing along the westerly line of said parcel, north 9 degrees 44 minutes 20 seconds west 1,158.7 feet; thence continuing along the westerly line of said parcel, and running along the westerly lines of Parcels Nos. 469, 471, 472 and 474, the following courses, distances and curves: North 39 degrees 39 minutes 20 seconds east 700.8 feet, north 20 degrees 5 minutes 10 seconds east 629.7 feet, on a curve of 833 feet radius to the right, 250.3 feet; north 37 degrees 18 minutes 10 seconds east 511.3 feet, on a curve of 267 feet radius to the left, 294.8 feet, north 25 degrees 57 minutes 50 seconds west 763.1 feet, on a curve of 533 feet radius to the right, 571.9 feet, north 35 degrees 30 minutes 30 seconds east 100.1 feet, on a curve of 467 feet radius to the left, 477 feet, north 23 degrees 1 minute west 579.1 feet, on a curve of 250 feet radius to the left, 165.2 feet, and north 60 degrees 52 minutes west 158.6 feet to a point in the southerly line of Parcel No. 477; thence partly along said line, north 60 degrees 52 minutes west 316.3 feet to the southwest corner of said parcel; thence along the westerly lines of said parcel and Parcel No. 478, partly along the westerly line of Parcel No. 479, and along the westerly lines of Parcels Nos. 482 and 483, the following courses, distances and curves: North 19 degrees 32 minutes 50 seconds west 673.6 feet, crossing Chestnut Bushkill, on a curve of 200 feet radius to the right, 157.2 feet, north 25 degrees 30 minutes east 177.5 feet, on a curve of 450 feet radius to the left, 206.9 feet, north 50 minutes 20 seconds west 1,086.7 feet, crossing a road leading from Traver Hollow to West Shokan, on a curve of 1,033 feet radius to the right, 986.8 feet, north 53 degrees 53 minutes 30 seconds east 400.4 feet, on a curve of 567 feet radius to the left, 410.2 feet, north 12 degrees 26 minutes 10 seconds east 152.9 feet, north 81 degrees 32 minutes 10 seconds east 128.3 feet, on a curve of 138.2 feet radius to the left, 136.3 feet, north 25 degrees 21 minutes east 295 feet and on a curve of 420.5 feet radius to the right, 214.1 feet to the most westerly point of Parcel No. 487; thence along the northerly line of said parcel, partly along the northerly line of Parcel No. 485, and along the northerly line of Parcel No. 486, on a curve of 420.5 feet radius to the right, 261.1 feet, and north 89 degrees 53 minutes east 434.3 feet, crossing a road leading from West Shokan to Phenicia, to the northeast corner line of the Ulster and Delaware Railroad Company; thence along said railroad property line and the easterly lines of said parcel and Parcels Nos. 483, 480 and 479, south 4 degrees 6 minutes west 3,856.4 feet, crossing Esopus Creek and a road leading to Phenicia, to the northeast corner of Parcel No. 475, in the centre of said Esopus Creek; thence partly along the easterly line of said parcel, along the easterly line of Parcel No. 489, partly along the easterly line of Parcel No. 473, along the easterly lines of Parcels Nos. 472 and 471, partly along the easterly line of Parcel No. 469, along the easterly line of Parcel No. 470, and continuing along said railroad property line, south 4 degrees 6 minutes west 1,351.3 feet, recrossing the before mentioned road leading to West Shokan, and Chestnut Bushkill, on a curve of 2,325 feet radius to the left, 1,133 feet, and south 23 degrees 49 minutes 15 seconds east 3,034.6 feet to the northeast corner of Parcel No. 468, in a road leading from Boiceville to West Shokan; thence along said road, the easterly line of said parcel, and continuing along said westerly railroad property line, south 23 degrees 49 minutes 15 seconds east 382.1 feet to the northeast corner of Parcel No. 463; thence along the easterly lines of said parcel and Parcels Nos. 467 and 466, and continuing along said railroad property line, south 23 degrees 49 minutes 15 seconds east 1,656.8 feet to the southeast corner of said Parcel No. 466, in the centre of before mentioned Bushkill; thence along the centre line of said parcel, partly along the southerly line of said parcel, and continuing along said railroad property line, north 84 degrees 35 minutes west 114.5 feet to the northeast corner of Parcel No. 459; thence partly along the easterly line of said parcel, along the easterly lines of Parcels Nos. 465 and 458, partly along the westerly line of a road leading to West Shokan and same produced, and continuing along said westerly railroad property line, south 23 degrees 49 minutes 15 seconds east 2,038.2 feet, crossing a road leading to Shokan and a brook, to the southeast corner of said Parcel No. 458; thence partly along the southerly line of said parcel the following courses and distances: South 50 degrees 56 minutes west 311.7 feet, south 50 degrees 38 minutes west 529.2 feet, south 52 degrees 27 minutes west 20.1 feet, north 49 degrees 23 minutes west 166.3 feet, north 49 degrees 20 minutes west 180 feet and south 48 degrees 30 minutes west 143.9 feet to a point in the centre of a road leading from Peekamoose Lodge to Brodhead; thence along the centre line of said road, north 49 degrees 20 minutes west 268.8 feet; thence continuing along the southerly line of Parcel No. 458 north 46 degrees 33 minutes east 122.7 feet and north 50 degrees 19 minutes west 102.3 feet to a point in the easterly line of Parcel No. 453; thence partly along said line south 46 degrees 33 minutes west 120.9 feet to another point in the centre of the road leading from Peekamoose Lodge to Brodhead; thence along the centre line of said road south 49 degrees 20 minutes east 53.5 feet to the point of intersection of said centre line with the easterly line produced of the before mentioned road leading from Davis Corners to West Shokan; thence partly along said easterly road line and the production thereof, continuing along said easterly line of Parcel No. 453, and running along the easterly line of Parcel No. 453C, south 8 degrees 30 minutes west 127.3 feet, south 5 degrees 17 minutes west 187.8 feet and south 3 degrees 24 minutes west 153.4 feet to the southeast corner of said Parcel No. 453C, in a brook; thence partly along the southerly line of said parcel, north 53 degrees 42 minutes west 54.2 feet to the northeast corner of Parcel No. 454, in the before mentioned easterly line of the road leading from Davis Corners to West Shokan; thence along said road line and the easterly line of said parcel south 44 degrees 25 minutes west 230.9 feet to the most southerly point of said parcel; thence along the westerly line of same, north 33 degrees 42 minutes west 162.8 feet, crossing said road, to the northwest corner of said parcel, in the southerly line of before mentioned Parcel No. 453; thence partly along said line, south 74 degrees 18 minutes west 375 feet to a point in the easterly line of before mentioned Parcel No. 438; thence partly along said line, along the easterly line of Parcel No. 439, and partly along the centre line of said road leading from Davis Corners to West Shokan, south 4 degrees 24 minutes east 510.3 feet, crossing a brook, to the southeast corner of said Parcel No. 439; thence partly along the southerly line of said parcel and continuing along the centre line of said road, south 76 degrees 26 minutes west 167.1 feet to another point in the easterly line of Parcel No. 438; thence partly along said line, south 20 degrees 06 minutes east 1,891.7 feet to the southeast corner of said parcel; thence along the southerly line of same, south 83 degrees 19 minutes west 572.8 feet and south 86 degrees 44 minutes west 371.7 feet to the southwest cor-

ner of said parcel; thence partly along the westerly line of same, north 41 degrees 02 minutes west 1,121.2 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. 438 to 489, inclusive, and Parcel Nos. 453A, 453B and 453C, contained in the above description.

Reference is hereby made to the said map, filed as aforesaid in the office of the County Clerk of the County of Ulster, for a more detailed description of the real estate to be taken in fee, as above described.

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 December 28, 1908.

FRANCIS KEY PENDLETON,
Corporation Counsel.

Office and Post Office Address, Hall of Records, Corner of Chambers and Centre Streets, Borough of Manhattan, New York City.

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THIRD JUDICIAL DISTRICT.

ULSTER COUNTY.

Catskill Aqueduct, Northern Department, Section No. 3, Towns of Olive and Marbletown, Ulster County.

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 towns of Olive and Marbletown, Ulster County, New York, for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

PUBLIC NOTICE IS HEREBY GIVEN that the order of confirmation of the first separate report of Amos Van Eiten, Lawrence F. Abbott and Arthur V. Hoorbeck, who were appointed Commissioners in the above entitled matter by an order of this Court, made at a Special Term thereof, held at the City Hall, in the City of Albany, Albany County, New York, November 30, 1907, was filed in the office of the Clerk of the County of Ulster, December 21, 1908, and affects parcels numbers ninety-three (93), ninety-seven (97), ninety-five (95), ninety-six (96), ninety-eight (98), one hundred and one (101), one hundred and two (102), one hundred and five (105), one hundred and seven (107), one hundred and eight (108), one hundred and nine (109), one hundred and ten (110), one hundred and eleven (111), one hundred and twelve (112), one hundred and thirteen (113), one hundred and fourteen (114), one hundred and fifteen (115), one hundred and sixteen (116), one hundred and seventeen (117), one hundred and eighteen (118), one hundred and nineteen (119), one hundred and twenty (120), one hundred and twenty-one (121), one hundred and twenty-two (122), one hundred and twenty-three (123), one hundred and twenty-four (124), one hundred and twenty-five (125), one hundred and twenty-six (126), one hundred and twenty-seven (127), one hundred and twenty-eight (128), one hundred and twenty-nine (129), one hundred and thirty (130), one hundred and thirty-one (131), shown on the map in this proceeding.

Dated New York, January 2, 1909.

FRANCIS K. PENDLETON,
Corporation Counsel.

Hall of Records, New York City.

j2,23

SUPREME COURT—NINTH JUDICIAL DISTRICT.

NINTH JUDICIAL DISTRICT, WESTCHESTER COUNTY.

SOUTHERN AQUEDUCT DEPARTMENT,
CATSKILL AQUEDUCT.

SECTION No. 14, MOUNT PLEASANT.

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, and the acts relating thereto. 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 Judges' Chambers in the City of Poughkeepsie, Dutchess County, N. Y., on

SATURDAY, FEBRUARY 13, 1909,

at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York and at last one of whom shall reside in the County of Westchester, to act as Commissioners of Appraisal under said act and discharge all the duties conferred by said act and the acts amendatory thereof.

The following is a description of the real estate to be acquired, together with a reference to the date and place of filing 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. 14, 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 Catskill Aqueduct and appurtenances, from Newcastle town line near Chappaqua to Kensico Reservoir taking line," which map was filed in the office of the Register of the County of Westchester, at White Plains, N. Y., on the 8th day of October, 1908, as Map No. 1831; which parcels are bounded and described as follows:

Beginning at a point in the line between the Towns of Newcastle and Mount Pleasant, at the southeast corner of Parcel No. 961 of real estate, Section No. 13 (the map of which section was filed in the office of the Register of the County of Westchester, at White Plains, N. Y., on June 13, 1908, as Map No. 1803), said point being also the northeast corner of Parcel No. 962 of real estate Section No. 14, hereby described, and running thence along the easterly line of said Parcel No. 962 the following courses and distances: South 12 degrees 25 minutes east 168.2 feet, north 77 degrees 35 minutes east 75 feet, south 12 degrees 25 minutes east 217.1 feet and south 30 degrees 33 minutes west 36.2 feet to the southeast corner of said parcel, in the northerly line of Parcel No. 963, in the northerly line of a road leading from Briarcliff to Chappaqua; thence along said

road line and partly along said northerly parcel line south 76 degrees 22 minutes east 27.4 feet to the northeast corner of said parcel; thence along the easterly line of same, on a curve of 816.8 feet radius to the right, 43.4 feet, crossing said road, to a point in the southerly line thereof, at the northeast corner of Parcel No. 964; thence along the easterly lines of said parcel and Parcels Nos. 967 and 968, and partly along the easterly lines of Parcels Nos. 969 and 971 the following courses, distances and curves: On a curve of 816.8 feet radius to the right, 322.8 feet, south 13 degrees 58 minutes west 349.6 feet, on a curve of 616.8 feet radius to the left, 517.3 feet, south 34 degrees 5 minutes east 223.4 feet, south 55 degrees 55 minutes west 75 feet, south 34 degrees 5 minutes east 4,929.9 feet, crossing Hardscrabble road (leading from Chappaqua to Pleasantville), north 55 degrees 55 minutes east 75 feet, south 34 degrees 5 minutes east 292.8 feet, crossing the property of the New York and Harlem Railroad (New York Central and Hudson River Railroad Company, lessees), to the most northerly point of Parcel No. 972, in the easterly line of said railroad property; thence partly along the easterly line of said parcel and along the northerly line of Parcel No. 973, south 35 degrees 9 minutes east 92.7 feet and north 62 degrees 18 minutes east 438.5 feet, crossing Sawmill River, to the northeast corner of said Parcel No. 973, in the westerly line of Washington Avenue (leading from Chappaqua to Pleasantville Station); thence along said line and along the easterly line of said parcel, south 33 degrees 27 minutes west 62.2 feet to the southeast corner of said parcel; thence along the southerly line of same and again partly along the easterly line of before mentioned Parcel No. 972, south 62 degrees 18 minutes west 380.1 feet, recrossing Sawmill River, and south 35 degrees 9 minutes east 196.7 feet, again crossing said river, to the most northerly point of Parcel No. 975, in the before mentioned westerly line of Washington Avenue; thence partly along the easterly line of said parcel, south 35 degrees 9 minutes east 52.9 feet, crossing said avenue, to a point in the easterly line thereof, at the most northerly point of Parcel No. 976; thence along the easterly line of said parcel, partly along the northerly and along the easterly lines of Parcel No. 977, partly along the northerly line of Parcel No. 978, along the northerly and easterly lines of Parcel No. 979, again partly along the northerly line of Parcel No. 978, along the easterly and partly along the southerly lines of said parcel, partly along the northerly and easterly lines of Parcel No. 980, and along the easterly lines of Parcels Nos. 981 and 982 the following courses and distances: South 35 degrees 9 minutes east 361.7 feet, south 63 degrees 16 minutes east 104.5 feet, south 38 degrees 5 minutes west 129.8 feet, south 35 degrees 9 minutes east 737.1 feet, south 86 degrees 20 minutes east 55.1 feet, south 75 degrees 28 minutes east 37.4 feet, south 57 degrees 3 minutes east 68.1 feet, north 54 degrees 51 minutes east 78.4 feet, north 89 degrees 50 minutes east 122.1 feet, south 35 degrees 9 minutes east 70 feet, south 54 degrees 51 minutes west 50 feet, south 35 degrees 9 minutes east 160.2 feet, south 66 degrees 2 minutes east 23.8 feet, south 58 degrees 16 minutes east 144.3 feet, south 63 degrees east 56.8 feet, south 69 degrees 49 minutes east 52.5 feet, south 80 degrees 33 minutes east 23.1 feet, south 29 degrees 43 minutes east 47.1 feet, south 12 degrees 44 minutes east 61 feet, south 75 degrees 19 minutes west 28.6 feet, south 25 degrees 28 minutes west 25 feet, south 3 degrees 25 minutes east 6.6 feet, south 65 degrees 41 minutes west 17.6 feet, south 81 degrees 33 minutes west 48.5 feet, south 11 degrees 9 minutes east 20.2 feet, south 58 degrees 47 minutes west 184.1 feet, south 31 degrees 13 minutes east 104.7 feet, north 87 degrees 1 minute east 14.7 feet, south 3 degrees 42 minutes east 124.8 feet, south 6 degrees 42 minutes east 24.8 feet and south 31 degrees 13 minutes east 420.3 feet to the southeast corner of said Parcel No. 982, in the northerly line of Parcel No. 983, in the northerly line of Bedford road (leading from Pleasantville Station to Mount Kisco); thence along said road line and partly along said northerly parcel line, north 52 degrees 28 minutes east about 62.4 feet to the northeast corner of said Parcel No. 983; thence along the easterly line of said parcel, south 31 degrees 13 minutes east 46.5 feet, crossing said road, to a point in the southerly line thereof, at the northeast corner of Parcel No. 984; thence along the easterly and partly along the southerly lines of said parcel, along the easterly lines of Parcels Nos. 987 and 988, partly along the easterly line of Parcel No. 989, along the easterly line of Parcel No. 990, and again partly along the easterly line of Parcel No. 989 the following courses and distances: South 34 degrees 38 minutes east 77.5 feet, north 69 degrees 27 minutes east 16.9 feet, south 15 degrees 26 minutes east 52.1 feet, south 67 degrees 37 minutes east 41.7 feet, south 20 degrees 34 minutes east 380.1 feet, north 69 degrees 26 minutes east 6.8 feet, south 9 degrees 34 minutes east 140.8 feet, south 24 degrees 29 minutes east 72.9 feet, south 38 degrees 24 minutes east 29.4 feet, south 71 degrees 49 minutes east 30.6 feet, north 80 degrees 34 minutes east 25.5 feet, south 11 degrees 36 minutes east 34 feet, south 17 degrees 46 minutes east 92.7 feet and north 78 degrees 23 minutes east 40 feet to a point in the westerly line of Broadway (leading from Mount Kisco to Hawthorne); thence along said line and continuing along said easterly line of Parcel No. 989, south 11 degrees 36 minutes east 6 feet and south 14 degrees 20 minutes east 44.3 feet to the northwest corner of Parcel No. 992; thence along the northerly line of said parcel, south 46 degrees 26 minutes east 88.6 feet, crossing said Broadway, to a point in the easterly line thereof, at the northeast corner of said Parcel No. 992; thence partly along the easterly line of said parcel and along said easterly line of Broadway, south 14 degrees 13 minutes east 46.9 feet to the northwest corner of Parcel No. 993; thence along the northerly line of said parcel, partly along the northerly line of Parcel No. 994, and along the northerly lines of Parcels Nos. 995 and 996, the following courses, distances and curves: South 46 degrees 26 minutes east 98.5 feet, south 21 degrees 26 minutes east 129.7 feet, south 64 degrees 3 minutes east 1,246.8 feet, on a curve of 275 feet radius to the right, 156.7 feet, south 31 degrees 24 minutes east 99.6 feet, on a curve of 641.8 feet radius to the left, 212.3 feet, south 50 degrees 21 minutes east 241.8 feet and south 45 degrees east 710.2 feet to the most easterly point of said Parcel No. 996, in the northerly line of Parcel No. 997, in the northerly line of Bear Ridge road (leading from Broadway to Armonk); thence partly along said parcel line, south 45 degrees east 16.5 feet, north 77 degrees 3 minutes east 29.5 feet and south 45 degrees east 18.1 feet, crossing said road, to a point in the southerly line thereof, at the most northerly point of Parcel No. 998; thence partly along the easterly line of said parcel, along the northerly and easterly lines of Parcel No. 999, and partly along the northerly line of Parcel No. 1000, the following courses, distances and curves: South 45 degrees east 164.8 feet, on a curve of 300 feet radius to the right, 253.2 feet, south 3 degrees 21 minutes west 255.3 feet, on a curve of 616.8 feet radius to the left, 183 feet, south 13 degrees 39 minutes east 226.4 feet, south 43 degrees 23 minutes east 99.2 feet, south 73 degrees 8 minutes east 100 feet, north

53 degrees 12 minutes east 284.3 feet, due east 348 feet, south 5 degrees 53 minutes west 185 feet, south 86 degrees 40 minutes east 164.2 feet, south 88 degrees 15 minutes east 173.2 feet, south 86 degrees 27 minutes east 306.9 feet, south 5 degrees 57 minutes west 308.4 feet, crossing a brook, on a curve of 1,532.7 feet radius to the right, 598.6 feet, and south 50 degrees 45 minutes east 319.9 feet to the southwest corner of Parcel No. 1001, in the westerly line of Palmer's lane (leading to Bear Ridge road); thence along said westerly line and along the westerly lines of said Parcel No. 1001 and Parcel No. 1002, the following courses and distances: North 7 degrees 37 minutes west 170.1 feet, north 2 degrees 2 minutes west 186.6 feet, north 4 degrees 39 minutes west 388.3 feet, north 3 degrees 33 minutes east 120.9 feet, north 5 degrees 3 minutes east 199.8 feet, north 6 degrees 21 minutes east 199.7 feet and north 7 degrees 25 minutes east 116.1 feet to the north-west corner of said Parcel No. 1002; thence along the northerly lines of said parcel and Parcel No. 1003, south 76 degrees 2 minutes east 35.6 feet, crossing said lane, to a point in the easterly line thereof, at the northeast corner of said Parcel No. 1003; thence along the easterly line of said parcel and along said easterly line of Palmer's lane, the following courses and distances: South 6 degrees 36 minutes west 410.4 feet, south 5 degrees 7 minutes west 220.9 feet, south 4 degrees 23 minutes east 538.4 feet, south 7 degrees 21 minutes east 315.7 feet, crossing another brook, and south 4 degrees east 29.4 feet, to the southeast corner of said parcel, in the northerly line of Parcel No. 1004; thence partly along said line and the northerly line of Parcel No. 1005, south 50 degrees 45 minutes east 3,260.7 feet, crossing another brook, to the most easterly point of said Parcel No. 1005, in the northerly line of Parcel No. 810 of real estate Section No. 11 (the map of which section was filed in the office of the Register of the County of Westchester, at White Plains, N. Y., on July 3, 1908, as Map No. 1810); thence partly along said northerly parcel line, and the southerly line of said Parcel No. 1005, south 80 degrees 15 minutes west 100.3 feet and south 74 degrees 23 minutes west 66.9 feet to the northwest corner of said Parcel No. 810; thence continuing along said southerly line of Parcel No. 1005, and running partly along the southerly line of before mentioned Parcel No. 1004, along the southerly and partly along the westerly lines of before mentioned Parcel No. 1000, and partly along the westerly line of before mentioned Parcel No. 998, the following courses, distances and curves: North 20 degrees 41 minutes west 100.4 feet, north 50 degrees 45 minutes west 3,076 feet, recrossing before mentioned Palmer's lane, north 87 degrees 37 minutes west 125 feet, north 50 degrees 45 minutes west 265.9 feet, on a curve of 1,332.7 feet radius to the left, 520.5 feet, south 61 degrees 16 minutes west 899 feet, north 20 degrees 11 minutes west 109.6 feet, north 14 degrees 39 minutes west 112.1 feet, north 19 degrees 32 minutes west 244.8 feet, north 16 degrees 47 minutes west 76.6 feet, north 38 degrees 34 minutes west 120.3 feet, north 33 degrees 31 minutes west 49.5 feet, north 28 degrees 4 minutes west 139.4 feet, north 73 degrees 8 minutes west 143.6 feet, on a curve of 300 feet radius to the right, 311.4 feet, north 13 degrees 39 minutes west 226.4 feet, crossing another brook, on a curve of 816.8 feet radius to the right, 242.4 feet, north 3 degrees 21 minutes east 122 feet, south 86 degrees 39 minutes east 20 feet, north 3 degrees 21 minutes east 214 feet, north 45 degrees west 169 feet, north 6 degrees 21 minutes west 32 feet, north 45 degrees west 50 feet and north 81 degrees 55 minutes west 99.9 feet to the most westerly point of said parcel, in the southerly line of before mentioned Parcel No. 997, in the southerly line of before mentioned Bear Ridge road; thence along said road line and partly along said parcel line, south 76 degrees 4 minutes west 24.5 feet, north 55 degrees 30 minutes west 98.4 feet and north 50 degrees 22 minutes west 85.2 feet to the most westerly point of said parcel; thence partly along the northerly line thereof, north 45 degrees east 27.5 feet, recrossing said road, to a point in the northerly line thereof, at the most northerly point of said parcel, said point being also in the southerly line of before mentioned Parcel No. 995; thence partly along said southerly parcel line and along said road line, north 44 degrees 20 minutes west 152 feet, north 51 degrees 19 minutes west 209.5 feet and north 53 degrees 13 minutes west 33.2 feet; thence continuing along the southerly line of Parcel No. 995, and running along the southerly line of before mentioned Parcel No. 994 and partly along the southerly line of before mentioned Parcel No. 993, the following courses, distances and curves: North 39 degrees 39 minutes east 74.1 feet, north 50 degrees 21 minutes west 271.3 feet, on a curve of 791.8 feet radius to the right, 118.8 feet, north 82 degrees 32 minutes west 106.1 feet, north 3 degrees 22 minutes east 122.1 feet, north 31 degrees 24 minutes west 75 feet, on a curve of 125 feet radius to the left, 71.2 feet north 64 degrees 3 minutes west 625.5 feet, south 8 degrees 13 minutes east 147.4 feet, south 81 degrees 10 minutes west 20 feet, north 16 degrees 21 minutes west 180.3 feet and north 64 degrees 3 minutes west 555.7 feet to the southeast corner of before mentioned Parcel No. 992, in the easterly line of before mentioned Broadway; thence along the southerly line of said parcel, north 64 degrees 3 minutes west 56 feet, recrossing Broadway, to a point in the westerly line thereof, at the southwest corner of said parcel; thence partly along the westerly line of said parcel, and along said road line, north 9 degrees 30 minutes west 54.5 feet and north 10 degrees 51 minutes west 92.4 feet to the most southerly point of Parcel No. 991; thence along the southerly line of said parcel, partly along the southerly and westerly lines of before mentioned Parcel No. 989, partly along the westerly line of Parcel No. 988, and along the westerly lines of Parcels Nos. 986 and 983, the following courses and distances: North 46 degrees 26 minutes west 292.7 feet, south 77 degrees 22 minutes west 220.9 feet, north 7 degrees 42 minutes west 197.2 feet, north 6 degrees 51 minutes west 243.7 feet, south 84 degrees 42 minutes east 9.4 feet, north 11 degrees 27 minutes west 128.3 feet, north 84 degrees 4 minutes west 13.4 feet, north 1 degree 6 minutes west 104.9 feet, north 4 minutes west 75.2 feet, north 17 degrees 2 minutes west 164.8 feet and north 31 degrees 13 minutes west 44.1 feet, recrossing Bedford road, to a point in the northerly line thereof, at the northwest corner of said Parcel No. 983; thence partly along the northerly line of said parcel, and along said road line, north 51 degrees 5 minutes east 4 feet and north 52 degrees 28 minutes east about 25 feet to the southwest corner of before mentioned Parcel No. 982; thence along the westerly line of said parcel, partly along the southerly and westerly lines of before mentioned Parcel No. 981, along the westerly line of before mentioned Parcel No. 980, along the westerly and partly along the northerly lines of before mentioned Parcel No. 978, and along the westerly line of before mentioned Parcel No. 977, the following courses and distances: North 31 degrees 13 minutes west 258.3 feet, north 77 degrees 46 minutes west 12.1 feet, north 79 degrees 1 minute west 13.7 feet, north 14 degrees 21 minutes west 49.8 feet, north 4 degrees 18 minutes east 7.8 feet, north 31 degrees 13 minutes west 190.9 feet, south 58 degrees 47 minutes west 55 feet, north 31 degrees 13 minutes west 443 feet, north 35 degrees 9 minutes west 541.8 feet, north 89 degrees 48 minutes east 67.2

feet, north 35 degrees 9 minutes west 698.1 feet, south 54 degrees 51 minutes west 75 feet and north 35 degrees 9 minutes west 430.5 feet to the most westerly point of said Parcel No. 977, in the before-mentioned easterly lines of Parcel No. 975 and Washington avenue; thence partly along said parcel line, north 35 degrees 9 minutes west 25.5 feet to a point in the centre of said avenue; thence along the centre line thereof, and continuing along said easterly parcel line, south 40 degrees 1 minute west 395 feet to the southeast corner of said parcel; thence along the southerly line of same, north 49 degrees 59 minutes west 26.3 feet, to a point in the westerly line of said avenue, at the southeast corner of Parcel No. 974; thence along the southerly line of said parcel, north 49 degrees 59 minutes west 269.2 feet to the southwest corner of same, in the easterly line of the before-mentioned property of the New York and Harlem Railroad (New York Central and Hudson River Railroad Company, lessees); thence along said railroad property line, the westerly line of said parcel, and partly along the westerly line of before-mentioned Parcel No. 972, north 35 degrees 31 minutes east 41.1 feet, north 56 degrees 13 minutes east 107.4 feet, again crossing Sawmill River, north 35 degrees 31 minutes east 301.1 feet, recrossing and again crossing said river, to the most southerly point of before-mentioned Parcel No. 971; thence partly along the westerly line of said parcel, north 35 degrees 9 minutes west 109.2 feet to the most westerly point of same, in the westerly line of said railroad property, said point being also in the easterly line of before-mentioned Parcel No. 969; thence partly along said parcel line, and along said railroad property line, south 35 degrees 31 minutes west 424.2 feet, again crossing Sawmill River, to the most southerly point of said parcel; thence partly along the westerly line of same, and along the westerly lines of Parcel No. 970 and before-mentioned Parcels Nos. 968 and 967, partly along the westerly line of before-mentioned Parcel No. 964, and along the westerly line of Parcel No. 966, the following courses and distances: North 35 degrees 9 minutes west 433 feet, again crossing Sawmill River, north 55 degrees 55 minutes east 425 feet, north 34 degrees 5 minutes west 225 feet, north 55 degrees 55 minutes east 75 feet, north 34 degrees 5 minutes west 4,930.1 feet, recrossing before-mentioned Hardscrabble road, south 55 degrees 55 minutes west 75 feet, north 34 degrees 5 minutes west 300 feet, due west 400 feet and north 43 degrees 58 minutes west 747 feet to the northwest corner of Parcel No. 965, in the centre of the before-mentioned road leading from Briarcliff to Chappaqua; thence along the centre line of said road and partly along the northerly line of said parcel, the following courses and distances: North 58 degrees 56 minutes east 143.6 feet, north 62 degrees 12 minutes east 93.3 feet, north 70 degrees 45 minutes east 47 feet, north 57 degrees 28 minutes east 83.5 feet, north 46 degrees 46 minutes east 91.6 feet, north 31 degrees 14 minutes east 43.4 feet and north 19 degrees 28 minutes east 56.1 feet; thence continuing along said northerly parcel line, north 82 degrees 54 minutes east 24.5 feet to the most northerly point of said parcel, in the northerly line of before-mentioned Parcel No. 964, in the easterly line of said road; thence partly along said northerly parcel line, north 82 degrees 54 minutes east 481.1 feet and on a curve of 616.8 feet radius to the left, 254.4 feet, to the southwest corner of before-mentioned Parcel No. 963, at another point in the southerly line of the last-mentioned road leading from Briarcliff to Chappaqua; thence along the westerly line of said parcel, on a curve of 616.8 feet radius to the left, 29.7 feet, and north 12 degrees 25 minutes west 16.1 feet to the southwest corner of before-mentioned Parcel No. 962, in the northerly line of said road; thence along the westerly line of said parcel north 12 degrees 25 minutes west 229.5 feet, north 77 degrees 35 minutes east 75 feet and north 12 degrees 25 minutes west 217.6 feet to the northwest corner of same, in the before-mentioned line between the Towns of Mount Pleasant and New-castle, in the southerly line of before-mentioned Parcel No. 961 of Real Estate Section No. 13, Southern Aqueduct Department; thence partly along said southerly parcel line and along the northerly line of said Parcel No. 962 and said town line, south 58 degrees 32 minutes east 34.7 feet and south 57 degrees 3 minutes east 35.6 feet to the point or place of beginning.

The greatest width of the tract of land acquired for the aqueduct is 580 feet, at Parcels Nos. 999 and 1000, as shown on the map hereinbefore referred to. The least width of the aqueduct is 50 feet across each of the following parcels: Nos. 962, 964, 967, 968, 970, 977, 982, 1004, 1005.

The fee to be acquired by The City of New York in all the real estate Parcels Nos. 962 to 1005, both inclusive, contained in the above description, excepting Parcels Nos. 973, 1001, 1002 and 1003, in which a perpetual easement is to be acquired for the purpose of building, maintaining and using the same in perpetuity for highway purposes.

The right sought to be acquired in Parcel No. 998, shown on said map, is for the purpose of constructing, maintaining and using the same for the construction of an aqueduct and its appurtenances as provided for by said act and the acts amendatory thereof or relating thereto.

Reference is hereby made to the said map filed as aforesaid in the office of the Register of the County of Westchester for a more detailed description of the real estate to be taken as above described.

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 December 26, 1908.

FRANCIS KEY PENDLETON,

Corporation Counsel.

Office and Post Office address, Hall of Records, corner of Chambers and Centre streets, Borough of Manhattan, New York City.

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NINTH JUDICIAL DISTRICT, ORANGE COUNTY.

NORTHERN AQUEDUCT DEPARTMENT.

CATSKILL AQUEDUCT.

Section No. 7, Town of Cornwall.

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, and the acts relating thereto. 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 City of Newburgh, Orange County, N. Y., on

SATURDAY, FEBRUARY 6, 1909, at 10.30 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 of Orange, to act as Commissioners of Appraisal under said act and discharge all the duties conferred by said act and the acts amendatory thereof.

The following is a description of the real estate to be acquired, together with a reference to the date and place of filing the map:

All those certain pieces or parcels of real estate situated in the Town of Cornwall, County of Orange and State of New York, shown on a certain map entitled: "Northern Aqueduct Department, Section No. 7. Board of Water Supply of The City of New York. Map of real estate situated in the Town of Cornwall, County of Orange 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 Catskill Aqueduct and appurtenances, from west shore of Hudson River at Storm King to the vicinity of Vails-gate," which map was filed in the office of the County Clerk of the County of Orange at Goshen, N. Y., on the 14th day of December, 1908; which parcels are bounded and described as follows:

First Part.

Beginning at the most southerly point of Parcel No. 318 of Real Estate Section No. 6, Northern Aqueduct Department (the map of which section was filed in the office of the County Clerk of the County of Orange at Goshen, New York, on the 15th day of June, 1908), said point being also the most easterly point of Parcel No. 319 and the most northerly point of the southerly portion of Parcel No. 320, and running thence partly along the northerly line and along the easterly line of said southerly portion of Parcel No. 320, south 45 degrees 6 minutes east 433.1 feet and south 44 degrees 19 minutes west 185.7 feet to the southeast corner of said portion of Parcel No. 320, in the northerly line of the property of the West Shore Railroad; thence along said railroad property line and the southerly line of said parcel, north 45 degrees 41 minutes west 474.4 feet to the most easterly point of Parcel No. 322; thence partly along the southerly line of said parcel, south 56 degrees 35 minutes west 101.3 feet, crossing said railroad property to a point in the southerly line thereof at the most southerly point of said parcel; thence continuing along the southerly line of said parcel and running along said southerly railroad property line north 45 degrees 41 minutes west 51.2 feet, to the most westerly point of said parcel; thence partly along the northerly line thereof and partly along the southerly line of Parcel No. 323, the following courses and distances: North 56 degrees 35 minutes east 87.3 feet, north 55 degrees 55 minutes west 58.3 feet, north 46 degrees 28 minutes west 77.6 feet and south 44 degrees 19 minutes west 74 feet, to another point in the southerly line of said railroad property in the northerly line of Parcel No. 324; thence along said parcel and railroad lines, north 45 degrees 41 minutes west 75 feet; thence continuing along the southerly line of Parcel No. 323, the following courses and distances: North 44 degrees 19 minutes east 64.6 feet, north 52 degrees 46 minutes west 61.9 feet, north 57 degrees 13 minutes west 100 feet, north 28 degrees 59 minutes west 104.4 feet, north 38 degrees 38 minutes south 30 seconds west 195.7 feet and south 44 degrees 19 minutes west 91 feet, to another point in the before-mentioned southerly railroad property line in the northerly line of before-mentioned Parcel No. 324; thence along the said parcel and railroad lines, and continuing along the southerly line of Parcel No. 323, north 45 degrees 41 minutes west 50 feet, to the southwest corner of said Parcel No. 323; thence along the westerly line of same, north 44 degrees 19 minutes east 99 feet, to the northwest corner of said parcel in the northerly line of said railroad property, said point being also in the southerly line of the northerly portion of before-mentioned Parcel No. 320; thence partly along said southerly line and said railroad line, north 45 degrees 41 minutes west 32.0 feet, to the southwest corner of said parcel; thence along the westerly and northerly lines of said northerly portion of Parcel No. 320, north 25 degrees 54 minutes south 30 seconds east 0.2 feet, north 44 degrees 19 minutes east 190 feet and south 47 degrees 6 minutes east 702 feet, to the most westerly point of before-mentioned Parcel No. 318 of Section No. 6, Northern Aqueduct Department, said point being also the most northerly point of before-mentioned Parcel No. 319; thence partly along the northerly line of the last-mentioned parcel and the southerly line of Parcel No. 318, south 45 degrees 6 minutes east 51.1 feet to the point or place of beginning.

Second Part.

Beginning at the most easterly point of Parcel No. 326, in the southerly line of the property of the West Shore Railroad, said point being also the most northerly point of Parcel No. 321, and running thence partly along the northerly line of the last mentioned parcel and along said railroad property line south 45 degrees 41 minutes east 110.9 feet, to the most easterly point of said parcel; thence along the southerly and westerly lines of said parcel, partly along the southerly line of before mentioned Parcel No. 326, along the southerly lines of Parcels Nos. 329, 331, 332, 333, 336, 337 and 338, partly along the southerly line of Parcel No. 339, along the southerly lines of Parcels Nos. 340 and 341, partly along the southerly lines of Parcels Nos. 343 and 344, partly along the easterly, along the southerly and partly along the westerly lines of Parcel No. 345, and along the southerly lines of Parcels Nos. 346 and 347, the following courses, distances and curves: South 81 degrees 14 minutes west 697 feet, north 8 degrees 46 minutes west 75 feet, south 81 degrees 14 minutes west 271 feet, north 8 degrees 46 minutes west 25 feet, south 81 degrees 14 minutes west 1,853.4 feet, on a curve of 75 feet radius to the right 44.8 feet, north 64 degrees 32 minutes south 30 seconds west 2,299.9 feet, crossing Mountain road leading to West Point and a boulevard, south 40 degrees 55 minutes west 575 feet, north 60 degrees 54 minutes west 227.4 feet, north 7 degrees 5 minutes west 360 feet, north 28 degrees 30 minutes east 240 feet and north 68 degrees 24 minutes south 30 seconds west 342 feet, to the southeast corner of Parcel No. 348, in the centre of Highland avenue; thence along the southerly lines of said parcel and Parcels Nos. 349, 350 and 351, the following courses and distances: North 68 degrees 24 minutes south 30 seconds west 1,532.1 feet, north 49 degrees 58 minutes west 49 feet, north 68 degrees 24 minutes south 30 seconds west 28 feet, south 21 degrees 35 minutes south 30 seconds west 15.5 feet, and north 68 degrees 24 minutes south 30 seconds west 638.4 feet, to the southeast corner of Parcel No. 352 in the easterly line of Hudson street; thence along the southerly lines of said parcel and Parcels Nos. 353, 354, 356, 355, 357, 358 and 359; partly along the easterly and along the southerly lines of Parcel No. 360, partly along the southerly line of Parcel No. 361, along the southerly line of Parcel No. 362, along the easterly line of Parcel No. 363, along the easterly, southerly and westerly lines of before mentioned Parcel No. 365, again partly along the southerly line of Parcel No. 363, along the southerly line of Parcel No. 366, and partly along the easterly and southerly lines of Parcel No. 369, the following courses and distances:

North 68 degrees 24 minutes south 30 seconds west 2,229.4 feet, crossing a road leading from Cornwall-on-Hudson and a road leading from Cornwall to Newburgh, Idlewild Brook and Mailler avenue, south 36 degrees 44 minutes south 30 seconds west about 37 feet, north 65 degrees 44 minutes west 596.4 feet, north 24 degrees 15 minutes south 30 seconds east 7.3 feet, north 68 degrees 24 minutes south 30 seconds west 2,825.3 feet, south 9 degrees 21 minutes south 30 seconds west 714.1 feet, south 23 degrees 5 minutes west 648.3 feet, south 55 degrees 13 minutes west 47 feet, north 23 degrees 5 minutes east 685.1 feet, north 9 degrees 21 minutes south 30 seconds east 716.6 feet, north 68 degrees 24 minutes south 30 seconds west 233.5 feet, crossing the property of the New York, Ontario and Western Railroad, south 16 degrees 9 minutes south 30 seconds west 79.8 feet, and north 65 degrees 29 minutes south 30 seconds west 275 feet, to a point in the centre of Moodna Creek; thence along said creek north 11 degrees 13 minutes west 92.3 feet; thence continuing along the southerly line of said Parcel No. 369 and running partly along the northerly line of same, north 65 degrees 29 minutes south 30 seconds west 1,318.7 feet, north 78 degrees 37 minutes south 30 seconds east 85.3 feet and south 65 degrees 29 minutes south 30 seconds east 1,213.7 feet to another point in the centre of Moodna Creek; thence along the centre line thereof north 11 degrees 13 minutes west 96.1 feet, north 7 degrees 47 minutes south 30 seconds east 160 feet and north 21 degrees 51 minutes east 608.8 feet, thence continuing along the northerly line of Parcel No. 369, south 73 degrees 50 minutes south 30 seconds east 375 feet to a point in the westerly line of the before-mentioned property of the New York, Ontario and Western Railroad; thence along said railroad property line and partly along the easterly line of said parcel, south 16 degrees 9 minutes south 30 seconds west 800 feet and south 30 degrees 12 minutes west 99 feet to the northwest corner of before-mentioned Parcel No. 366; thence along the northerly line of said parcel south 68 degrees 24 minutes south 30 seconds east 146.9 feet, recrossing said railroad property to a point in the easterly line thereof, at the southwest corner of Parcel No. 364; thence partly along the westerly line of said parcel and along said easterly railroad property line north 31 degrees 51 minutes east 10.3 feet and north 16 degrees 9 minutes south 30 seconds east 512.4 feet to the southeast corner of Parcel No. 367; thence along the southerly line of said parcel north 73 degrees 50 minutes south 30 seconds west 125 feet, again crossing said railroad property to a point in the westerly line thereof, at the southwest corner of said parcel; thence along the westerly line of said parcel and along said railroad property line, north 16 degrees 9 minutes south 30 seconds east 25 feet to the northwest corner of said parcel; thence along the northerly line thereof south 73 degrees 50 minutes south 30 seconds east 125 feet, again recrossing said railroad property to a point in the easterly line thereof, at the northwest corner of before-mentioned Parcel No. 364; thence along the northerly and easterly lines of said parcel, partly along the northerly lines of before-mentioned Parcels Nos. 363 and 362, along the northerly line of before-mentioned Parcel No. 361 and partly along the northerly and easterly lines of before-mentioned Parcel No. 360 and along the northerly lines of Parcels Nos. 359, 358, 357, 355, 356, 354 and 353, the following courses and distances: South 73 degrees 50 minutes south 30 seconds east 25 feet, south 16 degrees 9 minutes south 30 seconds west 500 feet, south 46 degrees 7 minutes south 30 seconds east 74 feet, south 68 degrees 24 minutes south 30 seconds east 2,865.8 feet, north 24 degrees 15 minutes south 30 seconds east 256.4 feet, north 78 degrees 10 minutes east 120.1 feet, north 30 degrees 7 minutes south 30 seconds east 250.2 feet, south 63 degrees 29 minutes south 30 seconds east 456.8 feet, south 36 degrees 44 minutes south 30 seconds west 280 feet, south 53 degrees 15 minutes south 30 seconds east 15 feet, south 36 degrees 44 minutes south 30 seconds west about 330 feet, south 68 degrees 24 minutes south 30 seconds east 1,780.6 feet, recrossing before-mentioned Mailler avenue, before-mentioned Idlewild Brook, a road leading from Cornwall-on-Hudson, south 21 degrees 35 minutes south 30 seconds west 7.5 feet, north 68 degrees 24 minutes south 30 seconds east 55 feet, north 21 degrees 35 minutes south 30 seconds east 7.5 feet and north 68 degrees 24 minutes south 30 seconds east 374.2 feet, to the northwest corner of before-mentioned Parcel No. 352 in the centre of before-mentioned Hudson street; thence along the northerly lines of said parcel and before-mentioned Parcels Nos. 351, 350 and 349, south 68 degrees 24 minutes south 30 seconds east 2,276.4 feet to the northwest corner of before-mentioned Parcel No. 347, in the centre of before-mentioned Highland avenue; thence along the northerly lines of said parcel and before-mentioned Parcels Nos. 346, 345 and 344, partly along the northerly lines of before-mentioned Parcels Nos. 343 and 341, along the northerly line of Parcel No. 342, again partly along the northerly line of Parcel No. 341, along the northerly lines of before-mentioned Parcels Nos. 340 and 339, partly along the northerly lines of before-mentioned Parcel No. 338, along the northerly lines of before-mentioned Parcels Nos. 337 and 336, along the northerly and partly along the easterly lines of before-mentioned Parcel No. 333, partly along the westerly line of Parcel No. 334 and along the westerly line of Parcel No. 335, the following courses, distances and curves: South 68 degrees 24 minutes south 30 seconds east 336.5 feet, north 71 degrees 3 minutes south 30 seconds east 74.5 feet, north 33 degrees 26 minutes east 175 feet, south 64 degrees 21 minutes east 295 feet, south 9 degrees 11 minutes south 30 seconds east 276.0 feet, recrossing the before-mentioned boulevard and Mountain road, south 64 degrees 32 minutes south 30 seconds east 1,834 feet, south 25 degrees 27 minutes south 30 seconds west 4 feet, south 40 degrees 48 minutes east 24.8 feet, south 64 degrees 32 minutes south 30 seconds east 16 feet, north 25 degrees 27 minutes south 30 seconds east 14 feet, south 64 degrees 32 minutes south 30 seconds east 461.8 feet, on a curve of 25 feet radius to the left 14.0 feet, north 81 degrees 14 minutes east 1,568.3 feet, north 8 degrees 46 minutes west 90 feet, north 21 degrees 51 minutes east 289.9 feet, north 83 degrees 20 minutes south 30 seconds east 470 feet, south 35 minutes south 30 seconds west 210.4 feet, south 88 degrees 15 minutes east 217.3 feet, north 12 degrees 5 minutes west 200.8 feet, north 79 degrees 14 minutes south 30 seconds east 272 feet and north 23 degrees 23 minutes south 30 seconds east 420.5 feet to the most northerly point of said Parcel No. 335, in the southerly line of Bay View avenue; thence along said line and the northerly lines of said parcel and before-mentioned Parcel No. 334, south 45 degrees 51 minutes south 30 seconds east 26.8 feet to the northeast corner of said Parcel No. 334; thence along the easterly and southerly lines of said parcel, again partly along the northerly line of Parcel No. 333, along the northerly lines of before-mentioned Parcels Nos. 332, 331 and 326, along the westerly line of Parcel No. 328 and the southerly and westerly lines of Parcel No. 330, the following courses, distances and curves: South 23 degrees 23 minutes south 30 seconds west 424.2 feet, south 79 degrees 14 minutes south 30 seconds west 259.6 feet, south 12 degrees 5 minutes west 207.2 feet, south 88 degrees 15 minutes west 248.7 feet, south 35 minutes south 30 seconds west 91.2 feet, north 81 degrees 14 minutes east 2,771.6 feet, north 25 degrees 27 minutes south 30 seconds east 117.8 feet, north 44 degrees 33 minutes south 30 seconds west 117.7 feet, north 82 degrees 50 minutes south 30 seconds west 401.1 feet, on

a curve of 211.9 feet radius to the right 169.1 feet, on a curve of 138 feet radius to the left 216.8 feet, south 52 degrees 53 minutes west 54 feet, south 71 degrees 40 minutes south 30 seconds west 76.3 feet, south 78 degrees 35 minutes south 30 seconds west 13.9 feet and north 10 degrees 7 minutes west 16 feet to a point in the centre of before-mentioned Bay View avenue, at the northwest corner of said Parcel No. 330; thence along the northerly line of said parcel, partly along the westerly line of Parcel No. 325 and along the westerly line of Parcel No. 324, the following courses, distances and curves: North 78 degrees 35 minutes south 30 seconds east 13.5 feet, north 63 degrees 35 minutes south 30 seconds east 40.1 feet, north 56 degrees 18 minutes south 30 seconds east 26 feet, north 52 degrees 53 minutes east 54 feet, on a curve of 168 feet radius to the right 263.9 feet, on a curve of 181.0 feet radius to the left 145.2 feet, south 82 degrees 50 minutes south 30 seconds east 528.5 feet and north 25 degrees 54 minutes south 30 seconds east 454.7 feet to the northwest corner of said Parcel No. 324, in the before-mentioned southerly line of the property of the West Shore Railroad; thence along said railroad property line and the northerly line of said parcel, partly along the northerly lines of Parcel No. 325 and before-mentioned Parcel No. 326, south 45 degrees 41 minutes east 746.2 feet to the point or place of beginning.

The greatest width of the proposed taking along the aqueduct is 515 feet, which occurs across Parcel No. 360, and the least width of the said taking is 50 feet, which occurs across each of the following parcels: 319, 322, 326, 329, 331, 332, 333, 336 to 363, both inclusive; 366 and 369.

The fee of all the real estate shown on said map is to be acquired by The City of New York, designated as Parcels Nos. 319 to 369, both inclusive, except Parcels Nos. 319, 326, 327 and 330, colored blue on said map, in which a perpetual easement is to be acquired, being the right to construct and forever maintain the aqueduct and its appurtenances as provided for by said act and the acts amendatory thereof or relating thereto.

And also excepting Parcels Nos. 320, 321, 323, 324, 325, 328, 334, 335, 364, 365, 367 and 368, colored yellow on said map, in which a temporary easement is to be acquired, being the right to occupy and use the surface of said parcels for such purposes as may be necessary until the completion of the aqueduct and its appurtenances, at which time the rights of the City shall cease.

Reference is hereby made to the said map filed as aforesaid in the office of the County Clerk of the County of Orange for a more detailed description of said real estate to be acquired as above stated.

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 December 24, 1908.

FRANCIS KEY PENDLETON,

Corporation Counsel.

Office and Post Office address, Hall of Records, corner of Chambers and Centre streets, Borough of Manhattan, New York City.

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PROPOSALS FOR BIDS AND ESTIMATES FOR THE CITY OF NEW YORK.

NOTICE TO CONTRACTORS.

GENERAL INSTRUCTIONS TO BIDDERS.

The person or persons making a bid or estimate for any services, work, materials or supplies for The City of New York, or for any of its departments, bureaus or offices, shall furnish the same in a sealed envelope, indorsed with the title of the supplies, materials, work or services for which the bid or estimate is made, with his or their name or names and the date of presentation to the President or Board or to the head of the Department at his or its office, on or before the date and hour named in the advertisement for the same, at which time and place the estimates received will be publicly opened by the President or Board or head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each bid or estimate shall contain the name and place of residence of the person making the same, and names of all persons interested with him therein, and, if no other person be so interested, it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of The City of New York, is, shall be or become interested, directly or indirectly, as contracting party, partner, stockholder, surety or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated herein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in The City of New York, or of a guaranty or surety company duly authorized by law to act as surety, and shall contain the matters set forth in the blank forms mentioned below.

No bid or estimate will be considered unless, as a condition precedent to the reception or consideration of any proposal, it be accompanied by a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

The certified check or money should not be enclosed in the envelope containing the bid or estimate, but should be either inclosed in a separate envelope addressed to the head of the Department, President or Board, or submitted personally upon the presentation of the bid or estimate.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work, reference must be made to the specifications, schedules, plans, etc., on file in the said office of the President, Board or Department.

No bid shall be accepted from or contract awarded to any person who is in arrears to The City of New York upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the City.

The contract must be bid for separately. The right is reserved in each case to reject all bids or estimates if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

Bidders are requested to make their bids or estimates upon the blank forms prepared and furnished by the City, a copy of which, with 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 Department for which the work is to be done. Plans and drawings of construction work may also be seen there.