

THE CITY RECORD.

VOL. XXXIII.

NEW YORK, SATURDAY, AUGUST 19, 1905.

NUMBER 9818.

THE CITY RECORD.

OFFICIAL JOURNAL OF THE CITY OF NEW YORK.

Published Under Authority of Section 1526, Greater New York Charter, by the

BOARD OF CITY RECORD.

GEORGE B. McCLELLAN, MAYOR.

JOHN J. DELANY, CORPORATION COUNSEL. EDWARD M. GROUT, COMPTROLLER.

PATRICK J. TRACY, SUPERVISOR.

Published daily, except legal holidays.

Subscription, \$9.30 per year, exclusive of supplements. Three cents a copy.

SUPPLEMENTS: Civil List (containing names, salaries, etc., of the city employees), 25 cents; Canvass, 10 cents; Registry Lists, 5 cents each assembly district; Law Department and Finance Department supplements, 10 cents each; Annual Assessed Valuation of Real Estate, 25 cents each section.

Published at Room 2, City Hall (north side), New York City.

Entered as Second-class Matter, Post Office at New York City.

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BOARD OF ESTIMATE AND APPORTIONMENT.

MINUTES, BOARD OF ESTIMATE AND APPORTIONMENT, CITY OF NEW YORK, MEETING HELD IN ROOM 16, CITY HALL, FRIDAY, JULY 14, 1905.

The Board met pursuant to an adjournment.

Present—George B. McClellan, Mayor; Edward M. Grout, Comptroller; Charles V. Fornes, President, Board of Aldermen; John F. Ahearn, President, Borough of Manhattan; Martin W. Littleton, President, Borough of Brooklyn; Louis F. Haffen, President, Borough of The Bronx; Joseph Cassidy, President, Borough of Queens; Louis L. Tribus, Commissioner of Public Works and Acting President, Borough of Richmond.

Hon. George B. McClellan, Mayor, presided.

Minutes of meetings held May 5, 12, 19, 26 and June 2, 9, 16 and 23, 1905, were approved as printed.

The Secretary presented the following communication from the President of the Borough of Brooklyn relative to the transfer of \$700 to "Bureau of Sewers—Dredging Sewer Outlets," 1905:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,
BROOKLYN, July 8, 1905.

Hon. J. W. STEVENSON, Secretary, Board of Estimate and Apportionment:

DEAR SIR—I am directed by the President of the Borough to respectfully request the transfer of seven hundred dollars (\$700) from the appropriation made for the year 1905 entitled "Contracts at Public Letting, Bureau of Sewers," the same being in excess of the amount required for the purposes thereof, to "Dredging Sewer Outlets, Bureau of Sewers," the amount of said appropriation being insufficient.

DENIS A. JUDGE, Private Secretary.

The following resolution was offered:

Resolved, That the sum of seven hundred dollars (\$700) be and the same is hereby transferred from the appropriation made to the President of the Borough of Brooklyn for the year 1905 entitled "Bureau of Sewers: Sewers—Repairing and Cleaning: Contracts at Public Letting," the same being in excess of the amount required for the purposes thereof, to the appropriation made to said President of the Borough of Brooklyn for the same year entitled "Bureau of Sewers—Dredging Sewer Outlets," the amount of said appropriation being insufficient.

Which was adopted by the following vote:

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

The Board proceeded to a hearing in the matter of placing underground all the railway feeder cables and wires, electric power and lighting cables and wires, etc., in various streets in the Borough of Brooklyn.

No one appeared against the proposition.

The Secretary presented the following communication from the Commissioner of Water Supply, Gas and Electricity relative thereto:

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY,
COMMISSIONER'S OFFICE, NOS. 13 TO 21 PARK ROW,
CITY OF NEW YORK, June 26, 1905.

Hon. J. W. STEVENSON, Secretary, Board of Estimate and Apportionment:

DEAR SIR—Herewith I transmit copy of a report presented by the Consulting Electrical Engineer of this Department showing a list of streets in the Borough of Brooklyn from which it is proposed to remove overhead wires before December 31, 1905; also a copy of the resolution customarily adopted by your Board in such cases.

I concur in the report and respectfully request that your Board will take such action as may be necessary to authorize me to proceed with the work of removing the wires as indicated.

Respectfully,

JOHN T. OAKLEY, Commissioner.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY,
CITY OF NEW YORK, June 14, 1905.

Deputy Commissioner, Department of Water Supply, Gas and Electricity, Borough of Brooklyn, New York:

DEAR SIR—I beg to inclose herewith a list of the streets which Mr. Wynkoop and I have compiled to be cleared of wires before December 31, 1905. The distance is about 13.7 miles.

Awaiting your further action in the matter I beg to remain,

Respectfully yours,

(Signed) GEORGE F. SEVER.

Albemarle road, between Brighton Beach Railroad and Ocean avenue....	1,000
Bedford avenue, between Atlantic avenue and Eastern parkway	3,000
Bedford avenue, between Church and Flatbush avenues	3,300
Boerum street and Court square, between Bergen and Fulton streets.....	2,200
Clark street, between Fulton street and Columbia Heights	1,500
Clymer street, between Lee and Kent avenues	1,800
Court street, between Atlantic avenue and Fourth place	4,300
DeKalb avenue, between Fulton street and Clinton avenue	4,000
Greene avenue, between Fulton street and Grand avenue	3,000
Hicks street, between Fulton street and Atlantic avenue	4,000
Hoyt street, between Fulton and President streets	4,000
Ocean parkway, between Fort Hamilton avenue and the Concourse	27,000
Sands street, between Adams and Navy streets	2,000
Throop avenue, between Fulton street and Myrtle avenue	6,000
Tompkins avenue, between Fulton street and Myrtle avenue.....	5,500
	72,400

13.7 miles.

CITY OF NEW YORK, BOROUGH OF BROOKLYN,
DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY,
OFFICE OF DEPUTY COMMISSIONER,
BROOKLYN, June 15, 1905.

Hon. JOHN T. OAKLEY, Commissioner, Water Supply, Gas and Electricity, Manhattan, N. Y.:

DEAR SIR—I beg to submit herewith a copy of report presented by the Consulting Electrical Engineer of this Department to the Deputy Commissioner of the Brooklyn office.

I concur in the report, and recommend that the suggested resolution be submitted by you to the Board of Estimate and Apportionment for action under section 526 of the Greater New York Charter.

I submit herewith the form of resolution which has been used in the previous applications made by the Commissioner for authorization to notify the companies and the Fire and Police Departments to remove their wires and poles from certain streets in the Borough of Brooklyn.

Yours respectfully,

(Signed) T. R. FARRELL,
Deputy Commissioner, Borough of Brooklyn.

The following resolution was offered:

Resolved, That it is necessary and practicable that all railway feeder cables and wires, electric power and lighting cables and wires, electric signal wires and all other electrical conductors of every name and description whatever, except what are specifically known as "trolley wires" and except further such wires and conductors as are now securely attached to the structure of the elevated railroads, in accordance with the rules and regulations of the Department of Water Supply, Gas and Electricity, be placed underground in the following streets of the Borough of Brooklyn:

Albemarle road, between Brighton Beach Railroad and Ocean avenue.
Bedford avenue, between Atlantic avenue and Eastern parkway.
Bedford avenue, between Church and Flatbush avenues.
Boerum street and Court square, between Bergen and Fulton streets.
Clark street, between Fulton street and Columbia Heights.
Clymer street, between Lee and Kent avenues.
Court street, between Atlantic avenue and Fourth place.
DeKalb avenue, between Fulton street and Clinton avenue.
Greene avenue, between Fulton street and Grand avenue.
Hicks street, between Fulton street and Atlantic avenue.
Hoyt street, between Fulton and President streets.
Ocean Parkway, between Fort Hamilton avenue and The Concourse.
Sands street, between Adams and Navy streets.
Throop avenue, between Fulton street and Myrtle avenue.
Tompkins avenue, between Fulton street and Myrtle avenue.

Further Resolved, That, pursuant to sections 526 and 527 of the Greater New York Charter, the Commissioner of Water Supply, Gas and Electricity give notice to the owners or operators of such railway feeder cables and wires and any electrical conductors, with the exceptions above mentioned, to place the same underground within a certain time, to be fixed by said Commissioner.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Accountant, Department of Finance, relative to the request of the Department of Health to fix the salaries of the position of Apothecary in said Department at the rates of \$900, \$1,200 and \$1,500 per annum.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
March 17, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—In regard to the request of the Board of Health to the Board of Estimate and Apportionment, for the creation of the position of Apothecary in the Department of Health and the establishment of salaries for same of \$900, \$1,200 and \$1,500, which matter was referred to me for investigation, I beg to report as follows:

The Apothecary employed by the Department of Street Cleaning receives an annual salary of \$900. I am unable to find any other Apothecaries employed by the City under this title. The salaries of graduate drug clerks range from \$12 per week—\$624 per annum to \$1,500 per annum.

Respectfully,
WALTER S. WOLFE, Accountant.

DEPARTMENT OF HEALTH,
SOUTHWEST CORNER FIFTY-FIFTH STREET AND SIXTH AVENUE,
NEW YORK, January 27, 1905.

At a meeting of the Board of Health of the Department of Health, held January 25, 1905, it was

Resolved, That the Board of Estimate and Apportionment be and is hereby respectfully requested to recommend to the Board of Aldermen, in accordance with the provisions of section 56 of the Charter of The City of New York, the creation of the position of "Apothecary" in the Department of Health of The City of New York, the salaries of said position to be at the rates of \$900, \$1,200 and \$1,500 respectively, per annum.

A true copy.

EUGENE W. SCHEFFER, Secretary.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the establishment of the position of Apothecary in the Department of Health, and recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the salaries of said position be fixed at the rates of nine hundred dollars (\$900), twelve hundred dollars (\$1,200) and fifteen hundred dollars (\$1,500) per annum.

Which was adopted by the following vote:

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

The Secretary presented a report of the Accountant, Department of Finance, relative to the request of the Department of Health for the creation of the position of Stenographer and Typewriter in said Department, with salary at the rate of \$1,500 per annum.

Referred back to the Commissioner of Health for further information.

The Secretary presented a report of the Accountant, Department of Finance, relative to the request of the Tenement House Department to fix the salary of the position of Secretary to the Commissioner at \$2,000 per annum, and of the position of Stenographer to the First Deputy Commissioner at \$1,500 per annum.

Referred to the present Tenement House Commissioner.

The Secretary presented a report of the Accountant, Department of Finance, relative to the request of the Tenement House Commissioner for the establishment of various positions and the fixing of additional grades of positions as follows:

	Per Annum.
Examining Inspector, at.....	\$1,950 00
Tenement House Inspector, at.....	\$1,050 00
Stenographer, at	1,050 00
Typewriting Copyist, at.....	900 00
Clerk, at	\$750 00
Junior Clerk, at.....	480 00
Telephone Operator, at.....	900 00
Assistant Registrar of Records, at.....	1,950 00

Referred to the present Tenement House Commissioner.

The Secretary presented a communication from the Clerk of the Court of Special Sessions, First Division, submitting a resolution of the Justices of the Court of Special Sessions, requesting the fixing of the salary of the position of Interpreter of the Children's Court at \$2,000 per annum, and also requesting an appropriation of \$250 to meet this increase in salary.

Laid over for the Budget.

The Secretary presented a communication from the President of the Queens Borough Library calling attention to a previous letter in which he requested the fixing of the salaries of certain positions in the Queens Borough Library, namely:

Librarian	\$2,000 00
Assistant Librarian	1,200 00
Junior Librarian	660 00

Laid over for the Budget.

The Secretary presented a communication from the Commissioner of Parks, Borough of The Bronx, requesting the establishment of the grade of Horticulturist Draughtsman in said Department, with salary at the rate of \$2,100 per annum.

Laid over for the Budget.

The Secretary presented a communication from the Commissioner of Docks and Ferries requesting the establishment of the position of Hydrographic Engineer in his Department, with salary at the rate of \$4,000 per annum.

Referred to the Comptroller.

The Secretary presented a communication from the Commissioner of Water Supply, Gas and Electricity, requesting the establishment of the following positions in his Department:

Assistant Engineer, at \$3,250, \$3,500, \$3,750 per annum.
Chemist, at \$2,500 per annum.
Stenographer and Typewriter, at \$1,350, \$1,500, \$1,650 per annum.
Measurer, at \$1,350, \$1,500 per annum.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the establishment of an additional grade of the position of Chemist under the jurisdiction of the Commissioner of Water Supply, Gas and Electricity, and recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the salary of said additional grade be fixed at the rate of twenty-five hundred dollars (\$2,500) per annum.

Which was adopted by the following vote:

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

Request for the fixing of the salary of the other positions was laid over.

The Secretary presented the following communication from the Fire Department, requesting the establishment of an additional grade of the position of Stenographer and Typewriter in said Department at the rate of \$1,050 per annum:

HEADQUARTERS FIRE DEPARTMENT—CITY OF NEW YORK,
NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET,
BOROUGH OF MANHATTAN, June 26, 1905.

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

SIR.—It is desired to promote a Typewriter Copyist, in receipt of a salary of \$1,050 per annum, and who has passed the required Civil Service examination, to be a Stenographer and Typewriter at the same compensation, and as at present there is no Stenographer and Typewriter in this Department receiving \$1,050 per annum, I have therefore the honor to request that, in order to accomplish the end in view, your Honorable Board, pursuant to the provisions of section 56 of the Greater New York Charter, recommend to the Board of Aldermen the fixing of the salary of the position of Stenographer and Typewriter in this Department at the rate of \$1,050 per annum.

Respectfully,
(Signed) NICHOLAS J. HAYES, Commissioner,

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the establishment of an additional grade of the position of Stenographer and Typewriter in the Fire Department, and recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the salary of said additional grade be fixed at the rate of ten hundred and fifty dollars (\$1,050) per annum.

Which was adopted by the following vote:

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

The Secretary presented a communication from George W. Heyden and others of Brooklyn, requesting that the petition to establish a public playground at Knickerbocker avenue and Palmetto street, on site formerly occupied by old Union Cemetery, be denied. Laid over.

The Secretary presented the following communication from the Auditor of Accounts, Investigations Division, Department of Finance, relative to the request of the Commissioner of Water Supply, Gas and Electricity for an appropriation of \$1,624,841.25 for "Maintenance, improvement and extension of the system of water supply in the Borough of Brooklyn":

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 5, 1905.

In the Matter

of
The request of the Commissioner of
Water Supply, Gas and Electricity
for an appropriation of \$1,624,841.25.

Hon. EDWARD M. GROUT, Comptroller:

SIR.—In the matter of the request of the Commissioner of Water Supply, Gas and Electricity for an appropriation of \$1,624,841.25 "for the maintenance, improvement and extension of the system of water supply of the Borough of Brooklyn," out of moneys received from the water rates in the said borough, as provided by section 242 of the Greater New York Charter, I beg to report as follows:

The Board of Estimate and Apportionment has already appropriated for the use of said department up to the present time \$1,000,000 for this purpose. The following tabulations of estimated and actual expenditure for maintenance and distribution of water supply in 1903 and 1904 have been furnished by Chief Engineer I. M. de Varona:

Maintenance and Distribution of Water Supply, 1903.

	Estimate.	Expenditures.
Salaries—		
Bureau of Chief Engineer.....	\$477,124 25	\$456,047 14
Bureau of Distribution and Repairs.....	185,696 00	190,578 65
Bureau of Water Registrar.....		*17,339 10
Office of Supplies and Accounts.....		**7,329 73
Miscellaneous		1,920 08
Supplies—		
Bureau of Chief Engineer.....	598,000 00	581,122 35
Bureau of Distribution and Repairs.....	57,469 46	46,582 08
Bureau of Water Registrar.....		3,083 44
Office of Supplies and Accounts.....		545 31
Miscellaneous		4,994 03
	\$1,318,289 71	\$1,309,548 51
Coal for pumping.....		x\$448,807 36

*From August 1, 1903.

**From May 1, 1903.

xFrom January 1, 1903, to May 1, 1904.

Maintenance and Distribution of Water Supply, 1904.

	Estimate.	Expenditures (Including liabilities).
Salaries—		
Bureau of Chief Engineer.....	\$475,089 25	\$460,539 46
Bureau of Distribution and Repairs.....	212,289 50	219,904 11
Bureau of Water Registrar.....	31,000 00	32,137 52
Office of Supplies and Accounts.....	12,050 00	11,144 75
Supplies—		
Bureau of Chief Engineer.....	565,150 00	537,982 21
Bureau of Distribution and Repairs.....	52,960 96	51,299 24
Bureau of Water Registrar.....		1,832 97
Office of Supplies and Accounts.....		53 44
Miscellaneous		5,655 37
	\$1,348,539 71	\$1,320,549 07
Coal for pumping.....		\$362,895 70

The estimate for 1905, upon which the request for \$1,624,841.25 is based, is as follows:

Maintenance and Distribution of Water Supply, 1905.

Salaries—

Engineer's Office	\$35,750 00
Repairs to Buildings	22,268 95
Repairs to Driven Wells	17,736 00
Pumping Stations	356,294 85
Conduits and Reservoirs	82,365 00

Total, Bureau of Chief Engineer	\$514,414 80
Bureau of Distribution and Repairs	293,039 75
Bureau of Water Registrar	31,000 00
Office of Supplies and Accounts	12,800 00

Total salaries

\$851,254 55

Supplies and Repairs—

Engineer's Office	\$3,000 00
Repairs to Buildings	7,500 00
Repairs to Driven Wells	10,000 00
Pumping Stations	95,850 00
Conduits and Reservoirs	17,750 00
Repairs to Ridgewood Boilers	32,000 00
Coal	450,000 00
Taxes	32,000 00
Telephones	5,000 00
Expressage and Transportation	15,000 00
Queens County Water Company	32,850 00

Total, Bureau of Chief Engineer	\$700,950 00
Bureau of Distribution and Repairs	71,436 70
Bureau of Water Registrar	1,200 00

Total, supplies and repairs

\$773,586 70

Total, salaries

\$851,254 55

Total estimate

\$1,624,841 25

Tabulating the actual expenditures of 1904 as against the estimated expenditures for 1905 we have the following:

	Expenditures. 1904.	Estimate. 1905.
Salaries—		
Item 1. Bureau of Chief Engineer	\$460,539 46	\$514,414 80
Item 2. Bureau of Distribution and Repairs	219,904 11	293,039 75
Item 3. Bureau of Water Registrar	32,137 52	31,000 00
Item 4. Bureau of Supplies and Accounts	11,144 75	12,800 00
Supplies—		
Item 5. Bureau of Chief Engineer	537,982 21	700,950 00
Item 6. Bureau of Distribution and Repairs	51,299 24	71,436 70
Item 7. Bureau of Water Registrar	1,832 97	1,200 00
Item 8. Bureau of Supplies and Accounts	53 44	.....
Item 9. Miscellaneous	5,655 37	.....
	\$1,320,549 07	\$1,624,841 25

Analysis of the Preceding Tabulation.

Item 1. It will be noted that the actual expenditure for salaries in the Bureau of Chief Engineer for 1904 was 460,539.46. From memoranda furnished by Chief Engineer de Varona it appears that the present salary roll of the Chief Engineer's Bureau is \$491,446.15. This is explained by the fact that during 1904 it was impossible to obtain through the Civil Service Commission a considerable number of employees required for the work of the Bureau, and as a consequence the Bureau for the larger part of 1904 was required to work short-handed and at a disadvantage. In the latter part of the year a number of men were certified to the Bureau for employment, and the addition of these names on the 1905 pay-roll increases the amount of said pay-roll to the amount last named.

The amount asked for by the Commissioner, under Item 1, for 1905, is \$514,414.80, or \$53,875.34 greater than the expenditure for 1904 for this purpose, but only a net increase of \$22,968.65 over the actual cost of the Bureau for the year on the basis of the present pay-roll. These increases and decreases are as follows:

Increases—

Engineer's office	\$3,150 00
Repairs to buildings	3,354 15
Repairs to driven wells	782 50
Ridgewood	10,837 00
Baiseley's Filter Plant	365 00
Springfield Filter Plant	365 00
Millburn	1,642 00
Agawam	3,101 50
Merrick	1,277 50
Wantagh	912 00
Massapequa	912 00
Mount Prospect	250 00
Ridgewood Reservoir	200 00
Mount Prospect Reservoir	200 00

Total

\$27,348 65

Decrease—

Conduits and reservoirs	4,380 00
-------------------------------	----------

Net increase

\$22,968 65

In connection therewith I submit the following statement of Chief Engineer I. M. de Varona of reasons for increases in the salaries and pay-rolls of the Bureau of the Chief Engineer:

SALARIES—CHIEF ENGINEER'S BUREAU.

Engineer's Office.

W. W. Brush, Assistant Engineer, increase of salary from \$3,000 to \$4,000 per annum.

This increase is proposed on account of the extent and importance of Mr. Brush's duties. He has general charge of the Engineering office, the preparation of plans and specifications for engineering work, and the carrying out of the greater part of the contracts. His work requires his devoting his time far beyond official hours in order to complete the work. He has been employed on the water works in Brooklyn for ten and a half years.

B. M. Wagner, Assistant Engineer, increase of salary from \$3,000 to \$3,300 per annum.

Mr. Wagner has charge of preparing the detailed plans and carrying out the contracts for mechanical installation, and also, at present, has charge of the proposed steel pipe line. The work of which he has charge aggregates several hundred thousand dollars per year and he has been employed on the water works for the past ten years.

The grade proposed must be fixed by the Board of Estimate and Apportionment and the Board of Aldermen, as the Department has no grade for Assistant Engineers between the grade of \$3,000 and \$4,000 per annum.

Carlos Lobo, Assistant Engineer, increase of salary from \$2,100 to \$2,400 per annum.

Mr. Lobo has charge of detail office work in connection with the contracts, and during the past year had charge of part of the work of removing and relaying water mains, the contract amounting to over \$200,000. He has been employed on the water works for ten and a half years, and is a very efficient and hardworking employee.

W. S. Cleverdon, Draughtsman, increase of salary from \$1,500 to \$1,650 per annum.

Mr. Cleverdon has been employed in the Department since October, 1902, and is familiar with the details of our work and is justly entitled to an increase in salary on account of length of service and character of work.

Joseph A. Ryan, Transitman, increase of salary from \$1,350 to \$1,650 per annum.

Mr. Ryan has been employed on the water works since October, 1900, and is a very hardworking and conscientious employee. His salary is below that usually paid to men doing similar work, and the increase is warranted by his length of service and efficiency.

George M. Demm, Stenographer, increase in salary from \$1,200 to \$1,650 per annum.

Mr. Demm has been employed in the Department since February 11, 1895, and is an extremely efficient Stenographer, and the increase asked for is based upon his efficiency and length of service.

The grade proposed must be fixed by the Board of Estimate and Apportionment, the Board of Aldermen and the Civil Service Commission, as the Department has no grade for Stenographer between the grade of \$1,200 and \$1,650 per annum.

David F. Moore, Stenographer, increase in salary from \$900 to \$1,200 per annum.

Mr. Moore was appointed in this Department on April 13, 1901, at \$1,000 per annum, and his salary was reduced in May, 1902, to \$900 per annum, without any just cause, he being paid at that time from the Tax Levy Budget. The increase requested is justly due Mr. Moore, on account of his length of service and his efficiency and fidelity to the work. To enable the Assistant Engineers to carry out their work, it is necessary for Mr. Moore to extend his working time for two or three hours beyond the regulation hours, at least two or three times per week.

John F. Collins, Clerk, increase in salary from \$1,250 to \$1,800 per annum.

Mr. Collins has been employed in the water works since December, 1894, and has entire charge of the coal contracts, involving between three and four hundred thousand dollars per year, the preparation of the consumption figures and the miscellaneous office work of the Chief Engineer.

The proposed increase is based upon the importance of Mr. Collins' duties, and the fact that no change has been made in his salary since 1896, although his duties have greatly increased both in importance and magnitude since that time.

George H. Brown, Clerk, increase of salary from \$1,050 to \$1,200 per annum, which is actually a restoration of salary.

Mr. Brown has been employed in the Department since April, 1890, and is a very faithful employee. His salary was reduced from \$1,200 to \$1,050 in May, 1902, as he was paid from the Tax Levy Budget. There was no reason for the reduction in salary, and his salary should be restored to its original figure.

John A. Sullivan, Office Boy, increase of salary from \$300 to \$450 per annum.

Mr. Sullivan has been employed in this Department since July 5, 1904, and his services warrant an increase in salary. Action by Board of Estimate and Apportionment and Board of Aldermen.

Repairs to Buildings.

George Morgan, Inspector of Carpentry, Masonry and Buildings, increase from \$5 to \$6 per day.

Mr. Morgan has charge of all repair work on the pumping stations and other buildings belonging to the City and used on the water works, and his present rate of pay is practically the same as that paid to his Masons working under him. His duties warrant the increase of salary.

Provision has been made for an additional Mason, Mason's Helper and a Laborer to take the place of men who have died, resigned or have been transferred.

Repairs to Driven Wells.

It is proposed to promote one Laborer to the position of Assistant Foreman at \$2.50 per day, this man frequently acting as Assistant Foreman. It is also proposed to appoint an additional Laborer to take the place of one man who died.

Ridgewood Engine House.

Kenneth Torrance, Engineman in charge, increase from \$2,500 to \$2,800 per annum.

Mr. Torrance has charge of 19 pumping stations, and has been employed on the water works since August, 1894. The increase is very small, considering the length of service and the importance of his duties.

It will be necessary to have action taken by the Board of Estimate and Apportionment and Board of Aldermen to get this increase.

Frederick W. Hancock, Engineman, increase from \$1,800 to \$2,100 per annum.

Mr. Hancock has charge, under Mr. Torrance, of the Ridgewood, North Side, Station, and of the Repair Shop. He has been employed on the works for about twenty-five years, and is a very faithful and efficient employee. The increase in salary is warranted by the length of service and character of Mr. Hancock's duties.

Action by the Board of Estimate and Apportionment, also Board of Aldermen, necessary.

R. D. Farron, Engineman, increase from \$1,800 to \$2,000 per annum.

Mr. Farron has charge of the South Side Ridgewood plant, this station pumping from thirty to fifty million gallons of water per day, and has been employed on the water works for the past 27 years. The recommendation for an increase of salary is due to his efficiency and length of service.

The provision made for the following are on account of the increased amount of work necessary at Ridgewood on account of the increase in the amount of water required to meet the consumption:

Three (2) additional Enginemen	\$1,277 50
One (1) Clerk	1,200 00
One Oiler	912 00
Two Stokers	912 00
One Laborer (seven days per week), at \$2.	730 00
One Laborer (6 days per week), at \$2.	626 00

The Telephone Operator provided for is to take the place of Mr. H. Kelly, Telephone Operator, who was promoted to the position of Clerk.

Jameco and Baiseley's Filter Plants.

One Laborer, at

\$730 00

As it is necessary to keep these plants running continuously, an additional Laborer is provided to be used in case any of the regular force is taken ill, and he must also assist in the special work on the plants.

Millburn Pumping Station.

One additional Stoker, at

\$912 00

One additional Laborer, at

730 00

\$1,642 00

This increase is based on the increased amount of pumping which, it is expected, will be done by the Millburn pumping station during the coming year.

Driven Well Stations East of Millburn.

Provision is made for an increase of two Enginemen at \$1,277.50 and four Stokers at \$912.

It is expected that these stations, which are used in dry weather, will have to be run for the greater part of 1905.

Mount Prospect Engine House.

C. W. Clift, Engineman in charge, increase from \$1,750 to \$2,000.

This increase is provided on account of length of service and the importance of the work, Mr. Clift having charge of three stations, and having been employed since February, 1883.

Action will have to be taken by the Board of Estimate and Apportionment and Board of Aldermen before the increase can be made.

Ridgewood Reservoir.

John T. Ballou, Keeper, increase in salary from \$1,000 to \$1,200 per annum. Mr. Ballou has been employed since March 26, 1896, and the increase is warranted on the base of length of service and efficiency.

Action will have to be taken by the Board of Estimate and Apportionment and Board of Aldermen.

Thomas F. Cavanagh, Keeper, increase from \$1,000 to \$1,200 per annum.

Mr. Cavanagh has been employed in the Department since June, 1886, and the increase is warranted on the base of length of service and efficiency.

Action will have to be taken by the Board of Estimate and Apportionment and Board of Aldermen.

The increases provided for the Engineer's Bureau have already been explained, except an item of \$1,500 for the Inspector of Filters, who was previously carried on the Pumping Station Budget.

The increase for the Ridgewood Pumping Station is due to the increased amount of water which it is necessary to pump, the consumption having increased about 10 per cent.

The increases for the Millburn Pumping Station and the Mount Prospect Pumping Station were also due to the increased pumping.

The increase for Ridgewood Reservoir, Mount Prospect Reservoir and Conduits and Reservoirs is due to the necessity of having additional men to keep the grounds in proper condition and for the Conduits and Reservoirs to also properly clean and take care of the streams.

In Chief Engineer de Varona's schedule the pay-roll cost of the Division of Conduits and Reservoirs is reduced from \$69,207.50 to \$64,827.50. The Chief Engineer anticipates reducing the cost of the Conduits and Reservoirs' staff by the withdrawal of six Laborers at \$2 per day, thus accounting for the reduction of \$4,380 in this item.

Item 2. The increase in salaries requested for the Bureau of Distribution and Repairs is for the increase specifically of the following salaries:

	Present Salary.	Proposed Salary.	Increase.
Henry Hawkes, Superintendent of Repairs..	\$3,000 00	\$4,000 00	\$1,000 00
A. T. McClean, Stenographer.....	1,000 00	1,200 00	200 00
William H. Parshall, Messenger.....	900 00	1,200 00	300 00
Wm. R. Deming, Foreman Western District Yard	1,500 00	1,800 00	300 00
J. Quigley, Foreman Eastern District Yard, \$4 per day	1,460 00	1,800 00	340 00
R. H. Tonrey, Foreman Coney Island Yard, \$4 per day	1,460 00	1,800 00	340 00
T. E. McDonald, Foreman East New York Yard, \$4 per day	1,460 00	1,800 00	340 00
B. A. Owens, Foreman, \$4 per day.....	1,460 00	1,800 00	340 00
Total	\$12,240 00	\$15,400 00	\$3,160 00

And for increased laboring force as follows:

4 extra Clerks, at \$1,200 per annum each.....	\$4,800 00
40 extra Laborers, at \$2.25 per day each.....	32,850 00
10 extra Caulkers, at \$3 per day each.....	10,950 00
5 extra Hydrant Inspectors, at \$1,200 each.....	6,000 00
Total	\$54,600 00

Since the Commissioner's request for these increases the head of the Bureau has died. In this instance, as in the case of the Bureau of the Chief Engineer, the present pay-roll is considerably in excess of the reported salary expenditure for the Bureau of Distribution and Repairs in 1904, the amounts being, as per Item 2, actual expenditure, \$219,904.11, and present salary roll, \$235,279.75, an apparent increase in pay-roll cost for 1905 over 1904 of \$15,375.64, irrespective of the added increases requested in the Budget of 1905, which latter gross amount is, as previously noted, \$293,039.75.

This increase is for a similar reason as that noted in the case of the Bureau of the Chief Engineer, namely, that the Department was unable to obtain through the Civil Service the necessary Laborers to perform the work until late in the year 1904, and that for the greater part of said year the Bureau was working short-handed.

Item 3. There is no salary increase requested by the Water Registrar.

Item 4. This office is in charge of John J. Flannery, under the designation of Clerk, receiving a salary of \$1,350. The office in the past has been in charge of a Bookkeeper, at a salary of \$2,100, which position is now vacant. Mr. Flannery has conducted the office for a considerable period for his original salary, although one of the Clerks subordinate to him receives \$650 more salary than himself. The increase in this Bureau from \$12,050 to \$12,800 is to permit Mr. Flannery to receive the difference between his present salary, \$1,350, and \$2,100, the salary formerly paid to the head of the Bureau.

Supplies.

Item 5. Your Examiner has not at hand the actual items of expenditure under this head for 1904. In the estimate for 1904 a request was made for \$565,150. The gross expenditures for said purpose, as furnished by the Department for the year 1904, amounted to \$537,982.21, or approximately \$27,000 less than the 1904 estimate. A comparison of the increases and decreases in the estimate for 1905 over the estimate for 1904 in the supply item of the Bureau of the Chief Engineer is furnished in the following:

MATERIALS AND SUPPLIES—CHIEF ENGINEER'S BUREAU.

Total Estimate for 1904 Compared with Estimate for 1905, Showing Increases and Decreases and Net Increase.

	Estimate, 1904.	Estimate, 1905.	Increase.	Decrease.
Engineer's Office	\$2,500 00	\$3,000 00	\$500 00	.....
Spring Creek Temporary Plant....	500 00	1,000 00	500 00	.....
Ocoee Pumping Station.....	750 00	1,000 00	250 00	.....
Jameco Pumping Station.....	1,250 00	1,500 00	250 00	.....
Forest Stream Pumping Station...	1,000 00	1,250 00	250 00	.....
Millburn Pumping Station.....	6,000 00	8,000 00	2,000 00	.....
Agawam Pumping Station.....	1,000 00	1,200 00	200 00	.....
Merrick Pumping Station.....	1,000 00	1,200 00	200 00	.....
Matowa Pumping Station.....	1,000 00	1,200 00	200 00	.....
Wantagh Pumping Station.....	1,000 00	1,200 00	200 00	.....
Massapequa Pumping Station.....	1,000 00	1,200 00	200 00	.....
Gravesend Pumping Station—				
Materials and Supplies.....	.....	2,000 00		
New Well System.....	1,500 00	10,000 00		
New Utrecht Pumping Station....	1,000 00	1,500 00	500 00	.....
Mt. Prospect Reservoir.....	1,500 00	2,000 00	500 00	.....
Coal	400,000 00	450,000 00	50,000 00	.....
Telephones	3,000 00	5,000 00	2,000 00	.....
Allowance for Expressage and				
Transportation .....	.....	15,000 00	15,000 00	.....
Queens County Water Company...	.....	32,850 00	32,850 00	.....
Repair Ridgewood Boilers.....	.....	32,000 00	32,000 00	.....
Jameco Filter Plant.....	9,000 00	6,000 00	.....	\$3,000 00
Springfield Filter Plant.....	6,000 00	5,000 00	.....	1,000 00
Mt. Prospect Pumping Station....	16,000 00	10,000 00	.....	6,000 00

	Estimate, 1904.	Estimate, 1905.	Increase.	Decrease.
Spring Creek Old Plant.....	1,500 00	1,200 00	.....	300 00
Conduits and Reservoirs.....	17,000 00	15,000 00	.....	2,000 00
Repairs to Buildings.....	7,500 00	7,500 00	.....	.....
Repairs to and Redriving Wells...	10,000 00	10,000 00	.....	.....
Ridgewood Engine House.....	33,000 00	33,000 00	.....	.....
New Lots Pumping Station.....	3,000 00	3,000 00	.....	.....
Shetucket Pumping Station.....	500 00	500 00	.....	.....
Baiseley's Pumping Station.....	900 00	900 00	.....	.....
Springfield Pumping Station.....	1,500 00	1,500 00	.....	.....
Clear Stream Pumping Station....	1,000 00	1,000 00	.....	.....
Watts' Pond Pumping Station....	500 00	500 00	.....	.....
Smith's Pond Pumping Station....	1,000 00	1,000 00	.....	.....
Ridgewood Reservoir	750 00	750 00	.....	.....
Taxes	32,000 00	32,000 00	.....	.....
	\$565,150 00	\$700,950 00	\$148,100 00	\$12,300 00
Decrease			12,300 00	
Net increase			\$135,800 00	

In explanation of these increases Chief Engineer de Varona states as follows:

Small increases are provided for most of the stations, as the expenditures for the past year indicate that the allowances were rather small if a dry season is experienced, as is expected for 1905.

The increase for the Millburn Station is due to the increased amount of pumping to meet the consumption.

The increase for Gravesend is to provide for the necessary labor and materials to remodel the well system at this station.

The item for coal is made very large on account of the difficulty of accurately estimating what would be the actual amount of coal required. In a dry year it is necessary to run our driven well stations almost continuously, and the coal used is considerably in excess of that used in a wet year. To meet this contingency a provision in the coal contract allows the Commissioner to increase or decrease the amount of coal by 20 per cent, and the certification has to cover this 20 per cent. This ties up about \$80,000, which may or may not be used, and which usually is not used, but it seems wiser to make provision so as to cover all contingencies as the City does not lose thereby.

The expenditure for telephone service this year exceeded the allowance, and so an additional allowance was provided for next year.

No previous allowance had been made for expressage and transportation, and as to this amount, which is between \$14,000 and \$15,000 in 1904, it was deemed advisable to make a separate item, it having previously been taken from the contingency account of the various offices and stations.

The allowance for the Queens County Water Company was made to find necessary funds to meet their contract, which calls for 3,000,000 gallons per day, at \$30 per million gallons.

The item of \$32,000 for repairs to Ridgewood boilers is to provide the extensive repairs and remodeling necessary to make the plant safe and economical.

Item 6. In the estimate for 1905 this Bureau asks for \$71,436.70. The actual expenditures of this Bureau for 1903 were \$46,582.08, and for 1904, \$51,299.24. The increase for 1905 over the actual expenditure of 1904 is slightly over \$20,000. The detail of the 1905 estimate is as follows:

Pipe	\$687 00
Eley gates and branches	2,746 40
Smith gates and branches	1,986 55
50 4-inch gates at \$12.....	600 00
200 6-inch fire hydrants at \$28 each.....	5,600 00
50 4-inch fire hydrants at \$11 each.....	550 00
30 tons of calking lead, 5 cents per pound.....	3,000 00
6,000 pounds of calking yarn, 5 cents per pound.....	300 00
Repairing and replacing fire hydrants.....	4,000 00
Repairing and replacing drinking hydrants.....	1,000 00
Repairing and replacing gates	3,000 00
Repairing buildings	2,000 00
Tools and general supplies.....	2,000 00
Taps	3,500 00
General repairs to distribution	4,500 00
Telephone, gas and electric lights.....	1,500 00
Horses, feed, etc.....	5,000 00
Repairs to wagons, harness, etc.....	2,000 00
Fuel	2,000 00
New building for East New York Repair Yard.....	12,000 00
New stable for East New York Repair Yard.....	5,000 00
Machinery and tools for workshop, East New York Repair Yard.....	5,000 00
Contingencies	2,000 00
	\$71,436 70

It will be seen that the increase in the supplies budget of the Bureau of Distribution and Repairs over the cost of said Bureau in 1904 is more than represented by three items in the detail just quoted, namely:

For new building, East New York Repair Yard.....	\$12,000 00
For stable, East New York Repair Yard.....	5,000 00
For machinery and tools for workshop, East New York Repair Yard....	5,000 00
Total	\$22,000 00

Item 7. This item of \$1,200 for "Supplies," Water Registrar's Office, is apparently for the payment of carfares of Inspectors of Meters attached to the Bureau. There is no explanation for the insertion of this carfare item in the Budget, but it is obviously to meet the regular expense of the Bureau. No salary increase is asked for by the Water Registrar.

CONCLUSIONS.**Salaries, Bureau of Chief Engineer—(Item 1).**

In reaching conclusions under this head it should be borne in mind that a very large proportion of the \$22,968.65 asked for in excess of the present pay-roll of the Chief Engineer's Bureau is for additional Enginemen, Stokers, Laborers, etc., required by the constantly increasing demands for water in Brooklyn, and the consequent extension of the system itself.

A condensed tabulation of this item is as follows:

Additional Enginemen, Stokers, etc.....	\$23,009 65
Actual salary increases.....	4,965 00
	\$27,974 65
Services of six Laborers and one Well Driver dispensed with.....	5,006 00
Net increase	\$22,968 65

The requests of the Chief Engineer appear to be based on a very careful consideration of the needs of his Bureau, and I would respectfully recommend the approval of Item No. 1 at the amount requested, namely, \$502,930.48 (said sum representing the amount of the present pay-roll, plus one-half of the net increases asked for for the present year by the Chief Engineer, there being only six months' salary yet to be paid). In doing so I do not wish to be considered as passing favorably or otherwise upon the actual salary increases asked for, as I understand these said increases, if made, must be taken up as a separate matter by the Board of Estimate and Apportionment, as in most instances new grades must be created before the increases can become operative.

Salaries, Bureau of Distribution and Repairs—(Item 2).

In regard generally to this Bureau I would recommend that said Bureau be consolidated with the Bureau of the Chief Engineer, as its work of repairing old water mains and placing hydrants and water gates is essentially only a branch of the work done by the Chief Engineer's force. The Bureau is now, I understand, in charge of an Engineer detailed from the Chief Engineer's Bureau.

The salary cost of this office, on the basis of its present pay-roll, namely, \$235,279.75, would appear to be sufficient for its needs, in view of the fact that its salary cost in 1903 was \$190,578.65, and in 1904, \$219,904.11. I would recommend that the \$54,600 for increased laboring force requested for this Bureau be not allowed.

If the Commissioner desires to make the increases requested in the salaries of Stenographer, Messenger and five Foremen, an aggregate of \$2,160, it would seem that a sufficient amount might be saved by curtailment of labor on the present pay-roll basis to provide the money therefor, without increasing the total appropriation for salaries in this Bureau beyond the present pay-roll basis of \$235,279.75.

Salaries, Bureau of Supplies and Accounts—(Item 4).

As previously noted on page 10 of this report, there is only a small increase requested for this Bureau, namely, from \$12,050 to \$12,800, or \$750 to provide for the promotion of one employee. I recommend that this increase be allowed for the remaining six months, making an increase of \$375 over the present pay-roll, or an allowance for salary for this Bureau in total of \$12,425.

Supplies, Bureau of Chief Engineer—(Item 5).

As in the matter of salaries, the Chief Engineer, in respect to the appropriation for materials and supplies for his office, seems to have gone carefully into detail as to the actual needs of his work in hand. The tabulation on pages 11 and 12 of this report shows that the net increase of \$135,800 asked for in this part of the budget for 1904 is more than explained in the following five items:

Gravesend new well system.....	\$10,500 00
Coal	50,000 00
Expressage and transportation.....	15,000 00
Queens County Water Company.....	32,850 00
Repair Ridgewood boilers.....	32,000 00
	\$140,350 00

The other increases in said budget are more than offset by the estimated decreases which can be accomplished through economy.

I am informed that the Department in Brooklyn is already pumping ten per cent. more water than at the same time last year, and that it will be necessary to put in operation immediately all of the driven well stations. During the present year there has been a considerable decrease in the rainfall over the section included within the Brooklyn Department watershed, which compels recourse to the driven wells.

I recommend the approval of this part of the budget, with the exception of the item "Allowance for Expressage and Transportation." There is not sufficient explanation of this item to warrant an appropriation of \$15,000, and I would recommend that the same be reduced to \$5,000, making the net increase \$125,800.

Supplies, Bureau of Distribution and Repairs—(Item 6).

I would respectfully recommend that the allowance for materials and supplies for the Bureau of Distribution and Repairs be approved at \$51,436.70, this being slightly less than the cost of the Bureau in 1904 and being the amount asked for in the budget now under examination, eliminating all but \$2,000 of the money requested for the East New York Repair Yard.

In the budget of this Bureau are included three items referred to on page 13 of this report, two of which items, aggregating \$17,000 for new building and stable, East New York Repair Yard, do not properly belong in this budget. It would appear that these structures, if built, should be paid out of the proceeds of Corporate Stock and not out of an annual appropriation. In the amount allowed, namely, \$51,436.70, is included \$2,000 to be applied to machinery and tools for the said Repair Yard, this being \$3,000 less than the amount requested, as will be seen by reference to page 13 of this report, but a sufficient amount to begin the equipment of the buildings in the event of their completion before the end of the present year.

RECAPITULATION.

In brief, therefore, I beg to respectfully recommend as follows:

Salaries.

	Expenditures 1904.	Amount Asked for Budget 1905.	Amount Recommended.
Bureau of—			
Item 1. Chief Engineer	\$460,539 46	\$514,414 80	\$502,930 48
Item 2. Distribution and Repairs.....	219,904 11	293,039 75	235,279 75
Item 3. Water Registrar	32,137 52	31,000 00	31,000 00
Item 4. Supplies and Accounts.....	11,144 75	12,800 00	12,425 00

Supplies.

Bureau of—			
Item 5. Chief Engineer	537,982 21	700,950 00	690,950 00
Item 6. Distribution and Repairs.....	51,299 24	71,436 70	51,436 70
Item 7. Water Registrar	1,832 97	1,200 00	1,200 00
	\$1,314,840 26	\$1,624,841 25	\$1,525,221 93

Amount recommended\$1,525,221 93

Amount already appropriated1,000,000 00

Amount to be appropriated.....\$525,221 93

Yours respectfully,
CHARLES S. HERVEY,
Auditor of Accounts, Investigations Division.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY,
COMMISSIONER'S OFFICE, NOS. 13 TO 21 PARK ROW,
CITY OF NEW YORK, February 2, 1905.

Hon. J. W. STEVENSON, Secretary, Board of Estimate and Apportionment, No. 280 Broadway, Manhattan:

DEAR SIR—On January 13, 1905, by resolution of the Board of Estimate and Apportionment, five hundred thousand dollars (\$500,000) were set aside and appropriated from the water revenues received during the current year to meet the present requirements of the Department.

It is provided by section 242 of the Amended Greater New York Charter that "the Board of Estimate and Apportionment shall appropriate from time to time, for the maintenance, improvement and extension of the system of water supply of the Borough of Brooklyn, the moneys received from the water rates in the said borough, subject, however, to the charges now imposed by law upon said revenues."

For your examination, I append hereto the Department's estimate for the year 1905, being a complete list of all the officers and employees provided for in the estimate, and giving names—except those of Laborers—positions, present salaries and wages, and the proposed salaries and wages for the current year.

The total estimate of the moneys required is \$1,624,841.25. This amount is an increase over the appropriation of 1904 of \$276,301.54. I have carefully considered each item in the increased estimate and the amounts asked for are necessary for the maintenance of the water supply system and to allow for the increasing of salaries of employees whose work in the past has been faithfully performed.

Very truly yours,

JOHN T. OAKLEY, Commissioner.

Hon. THOMAS R. FARRELL, Deputy Commissioner:

DEAR SIR—I send you herewith, in duplicate, the Water Revenue Budget for 1905.

The increase in salaries and materials are those due to increased pumping. This is particularly to be noted in the case of coal, where the Budget provides for an expected large increase in the quantity consumed. I have included an item for expressage and transportation, which heretofore has not appeared in the Budget, but has been provided for out of contingencies; the item is of sufficient importance to be separately treated. You will find also an additional allowance of \$32,850, which is the estimated amount to be paid to the Queens County Water Company, under contract with them of August 22, 1903, and an item of \$32,000, which is the estimated cost of repairs to the Morris boilers at the Ridgewood engine house, for which it is expected that bids will be shortly received.

Yours respectfully,
(Signed) I. M. DE VARONA, Chief Engineer.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY—BOROUGH OF BROOKLYN.

ESTIMATES OF AMOUNTS REQUIRED FROM WATER REVENUE FOR SALARIES AND SUPPLIES FOR THE YEAR ENDING DECEMBER 31, 1905.

SALARIES—MAINTENANCE AND REPAIRS.

Engineer's Office Force.

Position.	Present Salary.	Budget, 1905.
I. M. de Varona, Chief Engineer.....	\$7,500 00	\$7,500 00
Robert Van Buren, Principal Assistant Engineer (one-half salary)	2,250 00	2,250 00
W. W. Brush, Assistant Engineer (one-half salary).....	1,500 00	2,000 00
B. M. Wagner, Assistant Engineer.....	3,000 00	3,300 00
Carlos Lobo, Assistant Engineer	2,100 00	2,400 00
Joseph Goodman, Assistant Engineer	2,100 00	2,100 00
Walter S. Cleverdon, Draughtsman	1,500 00	1,650 00
Joseph A. Ryan, Transitman	1,350 00	1,650 00
Leo C. Clarke, Leveller	1,200 00	1,200 00
Henry W. Glover, Rodman.....	1,050 00	1,050 00
Francis X. Martin, Rodman.....	1,050 00	1,050 00
William R. Fagan, Coal Inspector.....	1,200 00	1,200 00
George N. Demm, Stenographer.....	1,200 00	1,650 00
David F. Moore, Stenographer.....	900 00	1,200 00
John F. Collins, Clerk	1,250 00	1,800 00
George H. Brown, Clerk.....	1,050 00	1,200 00
George Reinheimer, Junior Clerk.....	600 00	600 00
John A. Sullivan, Office Boy.....	300 00	300 00
Theo. De Long Coffin, Inspector of Filters.....	1,500 00	1,500 00
	\$32,600 00	\$35,750 00

Repairs to Buildings.

George Morgan, Inspector of Carpentry, Masonry and Buildings, at \$5 per day.....	\$1,825 00	\$2,190 00
Four Carpenters, at \$4.50 per day.....	5,634 00	5,634 00
4 Painters, at \$4 per day	5,008 00	5,008 00
2 Masons, at 60 cents per hour.....	3,004 80	3,004 80
1 Mason, at 50 cents per hour.....	1,502 40	1,502 40
2 Mason's Helpers, at \$2.75 per day.....	1,721 50	1,721 50
1 Mason's Helper, at \$2.75 per day.....	860 75	860 75
1 Tinsmith, at \$3.50 per day.....	1,095 50	1,095 50
1 Laborer, at \$2 per day.....	626 00	626 00
1 Laborer, at \$2 per day.....	626 00	626 00
	\$18,914 80	\$22,268 95

Repairs to Driven Wells.

1 Foreman, at \$4 per day.....	\$1,460 00	\$1,460 00
3 Assistant Foremen, at \$3 per day.....	2,817 00	2,817 00
1 Assistant Foreman, at \$2.50 per day.....	782 50	782 50
7 Assistant Well Drivers, at \$2 per day.....	4,382 00	4,382 00
1 Assistant Well Driver, at \$2 per day.....	626 00	626 00
1 Laborer, at \$2.50 per day.....	782 50	782 50
11 Laborers, at \$2 per day.....	6,886 00	6,886 00
1 Laborer, at \$2 per day.....	626 00	626 00
	\$16,953 50	\$17,736 00

Ridgewood Engine House.

Kenneth Torrance, Engineer in charge.....	\$2,500 00	\$2,800 00
F. W. Hancock, Engineman.....	1,800 00	2,100 00
R. D. Faron, Engineman.....	1,800 00	2,000 00
J. P. Smith, Engineman.....	1,277 50	1,277 50
M. Crowe, Engineman	1,277 50	1,277 50
J. Fogarty, Engineman	1,277 50	1,277 50
R. Stewart, Engineman	1,277 50	1,277 50
W. H. S. Wright, Engineman.....	1,277 50	1,277 50
J. E. Hendrickson, Engineman.....	1,277 50	1,277 50
J. F. Bogardus, Engineman.....	1,277 50	1,277 50
H. O'Donnell, Engineman	1,277 50	1,277 50
J. Donnelly, Engineman	1,277 50	1,277 50
N. Uribe, Engineman	1,277 50	1,277 50
L. O'Hara, Engineman	1,277 50	1,277 50
S. Swindells, Engineman	1,277 50	1,277 50
C. Kelly, Engineman	1,277 50	1,277 50
F. Fasslabend, Engineman	1,277 50	1,277 50
J. Ruse, Engineman	1,277 50	1,277 50
E. McDivett, Engineman	1,277 50	1,277 50
J. McGivern, Engineman	1,277 50	1,277 50
William Murphy, Engineman	1,277 50	1,277 50
Thomas J. Murphy, Engineman.....	1,277 50	1,277 50
E. E. Powell, Engineman.....	1,277 50	1,277 50
N. Gillespie, Engineman.....	1,277 50	1,277 50
G. H. Williams, Engineman.....	1,277 50	1,277 50
W. H. Conley, Engineman.....	1,277 50	1,277 50
G. W. Morris, Engineman.....	1,277 50	1,277 50
H. A. Hughes, Engineman.....	1,277 50	1,277 50
Engineman	1,277 50	1,277 50
Engineman	1,277 50	1,277 50
W. E. Kisby, Clerk.....	1,350 00	1,350 00
H. Kelly, Clerk	1,200 00	1,200 00
Clerk	1,200 00	1,200 00
H. VanKeuren, Oiler	912 00	912 00
R. Slattery, Oiler	912 00	912 00
P. McCauley, Oiler	912 00	912 00
W. L. Hoag, Oiler.....	912 00	912 00
T. Donahue, Oiler	912 00	912 00
W. S. Corcoran, Oiler.....	912 00	912 00
J. Malone, Oiler	912 00	912 00
W. H. Hart, Oiler.....	912 00	912 00
M. Kelly, Oiler	912 00	912 00
W. Mile, Oiler	912 00	912 00
W. B. Borton, Oiler.....	912 00	912 00

Position.	Present Salary.	Budget, 1905.	Position.	Present Salary.	Budget, 1905.
P. McGlynn, Oiler	912 00	912 00	Shetucket.		
C. Robbin, Oiler	912 00	912 00	E. S. Hazelton, Engineman in charge.....	\$1,277 50	\$1,277 50
P. McGinty, Oiler	912 00	912 00	H. Belford, Stoker	912 00	912 00
B. J. Curry, Oiler	912 00	912 00		\$2,189 50	\$2,189 50
J. Corsen, Oiler	912 00	912 00	Oconee.		
J. C. Patterson, Oiler.....	912 00	912 00	J. Murphy, Engineman in charge.....	\$1,277 50	\$1,277 50
R. C. Williams, Oiler.....	912 00	912 00	J. L. Chestnut, Assistant Engineman.....	1,277 50	1,277 50
A. V. Ennis, Oiler	912 00	912 00	R. J. Hancock, Assistant Engineman.....	1,277 50	1,277 50
C. H. Nolon, Oiler	912 00	912 00	B. Kiritz, Stoker	912 00	912 00
W. Kelly, Oiler	912 00	912 00	J. Conway, Stoker	912 00	912 00
T. McGowan, Oiler	912 00	912 00	O. E. Skinner, Stoker.....	912 00	912 00
E. N. Tonery, Oiler	912 00	912 00		\$6,568 50	\$6,568 50
J. J. Walsh, Oiler	912 00	912 00	Baiseley's.		
W. J. Foley, Oiler.....	912 00	912 00	W. A. Powers, Jr., Engineman in charge.....	\$1,277 50	\$1,277 50
J. Kavanagh, Oiler	912 00	912 00	D. J. Powers, Assistant Engineman.....	1,277 50	1,277 50
T. Fry, Stoker.....	912 00	912 00	J. Kennedy, Stoker	912 00	912 00
H. Gilland, Stoker.....	912 00	912 00	J. Kinney, Stoker	912 00	912 00
R. Hazlett, Stoker.....	912 00	912 00		\$4,379 00	\$4,379 00
W. Corcoran, Stoker.....	912 00	912 00	Jameco.		
J. Waldier, Stoker.....	912 00	912 00	J. A. Smith, Engineman in charge.....	\$1,277 50	\$1,277 50
J. Frank, Stoker.....	912 00	912 00	J. A. Riston, Assistant Engineman.....	1,277 50	1,277 50
C. McKenna, Stoker.....	912 00	912 00	T. Walsh, Assistant Engineman.....	1,277 50	1,277 50
J. Cartmell, Stoker.....	912 00	912 00	B. Carlin, Oiler	912 00	912 00
G. Malloy, Stoker.....	912 00	912 00	T. McCarthy, Stoker	912 00	912 00
P. Catterson, Stoker.....	912 00	912 00	J. J. Nolan, Stoker.....	912 00	912 00
M. O'Neill, Stoker.....	912 00	912 00	R. J. Battle, Stoker.....	912 00	912 00
J. J. Tuite, Stoker.....	912 00	912 00	1 Laborer, at \$2 per day.....	730 00	730 00
E. Harvey, Stoker.....	912 00	912 00		\$8,210 50	\$8,210 50
C. Mallestrom, Stoker.....	912 00	912 00	Baisley's Filter Plant.		
J. McNellis, Stoker.....	912 00	912 00	E. Weber, with horse and wagon, 200 days, at \$3 per day....	\$600 00	\$600 00
T. Keenan, Stoker.....	912 00	912 00	3 Laborers, at \$2 per day.....	2,190 00	2,190 00
C. O'Brien, Stoker.....	912 00	912 00	1 Laborer, at \$2 per day, one-half year.....	365 00	365 00
H. Wright, Stoker.....	912 00	912 00		\$2,790 00	\$3,155 00
C. Gallagher, Stoker.....	912 00	912 00	Springfield.		
P. McCabe, Stoker.....	912 00	912 00	John McArt, Engineman in charge.....	\$1,277 50	\$1,277 50
A. Valentine, Stoker.....	912 00	912 00	T. Ryan, Assistant Engineman.....	1,277 50	1,277 50
J. Ahearn, Stoker.....	912 00	912 00	J. McDermott, Assistant Engineman.....	1,277 50	1,277 50
H. Mullen, Stoker.....	912 00	912 00	F. Zimmerman, Stoker	912 00	912 00
J. Simpson, Stoker.....	912 00	912 00	F. McDonald, Oiler	912 00	912 00
J. Gallvan, Stoker.....	912 00	912 00	L. Fuller, Stoker	912 00	912 00
E. A. Merwin, Stoker.....	912 00	912 00	J. Sheridan, Stoker	912 00	912 00
A. DuFon, Stoker.....	912 00	912 00	1 Laborer, at \$2 per day.....	730 00	730 00
J. Stevens, Stoker.....	912 00	912 00		\$8,210 50	\$8,210 50
J. Quinlan, Stoker.....	912 00	912 00	Springfield Filter Plant.		
F. McCartin, Stoker.....	912 00	912 00	E. Weber, with horse and wagon, 165 days, at \$3 per day....	\$495 00	\$495 00
H. Doyle, Stoker.....	912 00	912 00	3 Laborers, at \$2 per day	2,190 00	2,190 00
W. Brogan, Stoker.....	912 00	912 00	1 Laborer, at \$2 per day, one-half year.....	365 00	365 00
J. Gavin, Stoker.....	912 00	912 00		\$2,685 00	\$3,050 00
H. Smyth, Stoker.....	912 00	912 00	Forest Stream.		
D. Mullen, Stoker.....	912 00	912 00	W. Tyler, Engineman in Charge.....	\$1,277 50	\$1,277 50
G. Rennert, Stoker.....	912 00	912 00	W. J. Cooper, Assistant Engineman.....	1,277 50	1,277 50
J. Mahan, Stoker.....	912 00	912 00	J. W. Tormey, Assistant Engineman.....	1,277 50	1,277 50
A. J. Gorman, Stoker.....	912 00	912 00	E. L. Mulry, Oiler	912 00	912 00
W. T. Collins, Stoker.....	912 00	912 00	J. J. Murphy, Stoker.....	912 00	912 00
M. Girens, Stoker.....	912 00	912 00	J. Hill, Stoker	912 00	912 00
J. O'Hara, Stoker.....	912 00	912 00	J. Flanagan, Stoker	912 00	912 00
J. P. Vernon, Stoker.....	912 00	912 00		\$7,480 50	\$7,480 50
D. G. Glynn, Stoker.....	912 00	912 00	Clear Stream.		
J. G. Burnett, Stoker.....	912 00	912 00	J. D. Stewart, Engineman in Charge.....	\$1,277 50	\$1,277 50
A. Anderson, Stoker.....	912 00	912 00	W. H. Ryan, Assistant Engineman.....	1,277 50	1,277 50
Stoker	912 00	912 00	E. H. Bell, Assistant Engineman.....	1,277 50	1,277 50
Stoker	912 00	912 00	P. Dolan, Stoker	912 00	912 00
J. McDermott, Machinist.....	1,050 00	1,050 00	J. McGuinness, Stoker	912 00	912 00
C. Williamson, Carpenter.....	1,500 00	1,500 00	J. Curley, Stoker	912 00	912 00
L. Molinari, Carpenter, at \$4.50 per day.....	1,408 50	1,408 50		\$6,568 50	\$6,568 50
T. Travers, Carpenter, at \$4.50 per day.....	1,408 50	1,408 50	Watts' Pond.		
S. J. Miller, Blacksmith.....	1,100 00	1,100 00	W. J. Thomas, Engineman in Charge.....	\$1,277 50	\$1,277 50
J. Sherlock, Blacksmith's Helper, at \$2.50 per day.....	782 50	782 50	P. Pray, Assistant Engineman	1,277 50	1,277 50
W. McKinley, Pipe Fitter, at \$3.50 per day.....	1,095 50	1,095 50	J. Grady, Assistant Engineman	1,277 50	1,277 50
J. J. Doye, Machinist, at \$3 per day.....	1,095 00	1,095 00	H. W. Fleming, Stoker	912 00	912 00
W. Hughes, Machinist's Helper.....	900 00	900 00	B. Dean, Stoker	912 00	912 00
J. Kiernan, Machinist's Helper, at \$2.50 per day.....	782 50	782 50	J. Beeman, Stoker	912 00	912 00
J. Lynch, Machinist's Helper, at \$2.50 per day.....	782 50	782 50		\$6,568 50	\$6,568 50
T. Riley, Hostler.....	800 00	800 00	Smith's Pond.		
T. Rooney, Hostler, at \$2.50 per day.....	912 50	912 50	R. Dooley, Engineman in Charge.....	\$1,277 50	\$1,277 50
J. Corcoran, Painter, at \$4 per day.....	1,252 00	1,252 00	C. Connors, Assistant Engineman.....	1,277 50	1,277 50
A. B. McDonald, Watchman, at \$2.50 per day.....	912 50	912 50	P. H. Kelly, Assistant Engineman.....	1,277 50	1,277 50
P. J. Rourke, Watchman, at \$2.50 per day.....	912 50	912 50	D. Mott, Stoker	912 00	912 00
J. Jamieson, Mason, at 60 cents per hour.....	1,372 80	1,372 80	P. Farley, Stoker	912 00	912 00
T. Sullivan, Mason, at 60 cents per hour.....	1,372 80	1,372 80	W. Terry, Stoker	912 00	912 00
T. A. Josephs, Telegraph Operator.....	900 00	900 00		\$6,568 50	\$6,568 50
T. Jones, Telegraph Operator.....	900 00	900 00	Millburn.		
Telegraph Operator, at \$2.50 per day.....	912 50	912 50	J. Cuthbert, Engineman in Charge.....	\$1,600 00	\$1,600 00
1 Foreman, at \$4 per day.....	1,460 00	1,460 00	J. B. Faron, Assistant Engineman.....	1,277 50	1,277 50
3 Special Laborers, at \$2.75 per day.....	2,582 25	2,582 25	P. Johnson, Assistant Engineman.....	1,277 50	1,277 50
1 Laborer, at \$2.25 per day.....	704 25	704 25	W. W. Doyle, Assistant Engineman.....	1,277 50	1,277 50
29 Laborers, 7 days, at \$2 per day.....	21,170 00	21,170 00	G. Dooley, Assistant Engineman.....	1,277 50	1,277 50
1 Laborer, 7 days, at \$2 per day.....	730 00	730 00	J. Graham	1,277 50	1,277 50
12 Laborers, 6 days, at \$2 per day.....	7,512 00	7,512 00	T. Sheehan, Oiler	912 00	912 00
1 Laborer, 6 days, at \$2 per day.....	626 00	626 00	C. McConlough, Oiler	912 00	912 00
	\$160,008 10	\$170,845 10	B. Kane, Oiler	912 00	912 00
New Lots.			W. Pettit, Oiler	912 00	912 00
John Fulton, Engineman in charge.....	\$1,500 00	\$1,500 00	M. Ahearn, Oiler	912 00	912 00
G. W. Hawkins, Assistant Engineman.....	1,277 50	1,277 50	J. Crossfield, Stoker	912 00	912 00
P. E. Burke, Assistant Engineman.....	1,277 50	1,277 50	A. J. Crawley, Stoker	912 00	912 00
P. Kennedy, Oiler.....	912 00	912 00	B. J. Loonan, Stoker.....	912 00	912 00
J. McAuley, Oiler.....	912 00	912 00	M. Makimoritz, Stoker	912 00	912 00
T. Greenan, Stoker.....	912 00	912 00	G. Story, Stoker	912 00	912 00
D. F. McGee, Stoker.....	912 00	912 00			
J. Simpson, Stoker.....	912 00	912 00			
2 Laborers, at \$2 per day.....	1,460 00	1,460 00			
	\$10,075 00	\$10,075 00			
Spring Creek.					
Elmer Chaphe, Engineman in charge.....	\$1,277 50	\$1,277 50			
C. Hanlin, Assistant Engineman.....	1,277 50	1,277 50			
T. J. Tait, Assistant Engineman.....	1,277 50	1,277 50			
W. J. Broome, Assistant Engineman.....	1,277 50	1,277 50			
M. Golden, Stoker.....	912 00	912 00			
William Van Alst, Stoker.....	912 00	912 00			
T. Nolan	912 00	912 00			
S. W. Rowland.....	912 00	912 00			
M. Cullen	912 00	912 00			
	\$9,670 00	\$9,670 00			

Position.	Present Salary.	Budget, 1905.
W. Johnson, Stoker	912 00	912 00
6 Laborers, at \$2 per day.....	4,380 00	4,380 00
1 Laborer, at \$2 per day	730 00	730 00
	<u>\$22,399 50</u>	<u>\$24,041 50</u>
Agawam.		
Karl Kranz, Engineman in Charge.....	\$1,277 50	\$1,277 50
A. K. Merrill, Assistant Engineman.....	1,277 50	1,277 50
Assistant Engineman.....	912 00	912 00
Stoker	912 00	912 00
1 Laborer at \$2 per day.....	730 00	730 00
	<u>\$3,285 00</u>	<u>\$6,386 50</u>
Merrick.		
W. H. Brown, Engineman in Charge.....	\$1,277 50	\$1,277 50
Assistant Engineman.....	1,277 50	1,277 50
D. Carpenter, Stoker.....	912 00	912 00
1 Laborer at \$2 per day.....	730 00	730 00
	<u>\$2,919 50</u>	<u>\$4,197 00</u>
Matowa.		
W. E. Bowne, Engineman in Charge.....	\$1,277 50	\$1,277 50
P. Dempsey, Stoker.....	912 00	912 00
1 Laborer at \$2 per day.....	730 00	730 00
	<u>\$2,919 50</u>	<u>\$2,919 50</u>
Wantagh.		
W. L. Doncaster, Engineman in Charge.....	\$1,277 50	\$1,277 50
D. Newman, Assistant Engineman.....	1,277 50	1,277 50
F. B. Baldwin, Stoker.....	912 00	912 00
Stoker	912 00	912 00
1 Laborer at \$2 per day.....	730 00	730 00
	<u>\$4,197 00</u>	<u>\$5,109 00</u>
Massapequa		
W. Shearer, Engineman in Charge.....	\$1,277 50	\$1,277 50
R. J. Holden, Assistant Engineman.....	1,277 50	1,277 50
A. Robinson, Assistant Engineman.....	1,277 50	1,277 50
J. Parks, Stoker.....	912 00	912 00
G. Hanson, Stoker.....	912 00	912 00
Stoker	912 00	912 00
1 Laborer at \$2 per day.....	730 00	730 00
	<u>\$6,386 50</u>	<u>\$7,298 50</u>
Mount Prospect Engine House.		
Charles W. Clift, Engineman in Charge.....	\$1,750 00	\$2,000 00
James Malone, Assistant Engineman.....	1,277 50	1,277 50
William F. Morgan, Assistant Engineman.....	1,277 50	1,277 50
John F. Butler, Assistant Engineman.....	1,277 50	1,277 50
Lewis E. Martin, Assistant Engineman.....	1,277 50	1,277 50
Theo. J. Johnson, Assistant Engineman.....	1,277 50	1,277 50
William Dougherty, Assistant Engineman.....	1,277 50	1,277 50
Bernard F. Hagan, Telephone Operator.....	900 00	900 00
Neil McGuire, Oiler.....	912 00	912 00
John Fitzpatrick, Oiler.....	912 00	912 00
John Buchan, Oiler.....	912 00	912 00
Michael A. McMahon, Oiler.....	912 00	912 00
John Larkin, Oiler.....	912 00	912 00
John McGuire, Stoker.....	912 00	912 00
Emil Swanson, Stoker.....	912 00	912 00
James Tyle, Stoker.....	912 00	912 00
Herman Boltman, Stoker.....	912 00	912 00
M. J. McDermott, Stoker.....	912 00	912 00
J. F. Burke, Stoker.....	912 00	912 00
M. J. Kelly, Stoker.....	912 00	912 00
Thomas Heatley, Carpenter, at \$4.50 per day.....	1,408 50	1,408 50
J. Kennedy, Machinist's Helper, at \$2.50 per day.....	782 50	782 50
1 Laborer, at \$2 per day.....	821 25	821 25
10 Laborers, at \$2 per day.....	7,300 00	7,300 00
	<u>\$31,571 25</u>	<u>\$31,821 25</u>
Gravesend Pumping Station.		
John McKay, Engineman in charge.....	\$1,277 50	\$1,277 50
William F. Hughes, Engineman in charge.....	1,277 50	1,277 50
John Martin, Engineman in charge.....	1,277 50	1,277 50
Herbert E. Hamblin, Engineman in charge.....	1,277 50	1,277 50
Thomas Cunningham, Oiler.....	912 00	912 00
Thomas Tierney, Stoker.....	912 00	912 00
John McGeet, Stoker.....	912 00	912 00
Thomas Flannery, Stoker.....	912 00	912 00
Robert D. Burgess, Stoker.....	912 00	912 00
3 Laborers, at \$2 per day.....	2,190 00	2,190 00
	<u>\$11,860 00</u>	<u>\$11,860 00</u>
New Utrecht Pumping Station.		
James E. Hanley, Engineman in charge.....	\$1,277 50	\$1,277 50
Robert Robinson, Assistant Engineman.....	1,277 50	1,277 50
Thomas Robb, Assistant Engineman.....	1,277 50	1,277 50
Patrick Mullen, Oiler.....	912 00	912 00
Patrick Kiernan, Stoker.....	912 00	912 00
James Brown, Stoker.....	912 00	912 00
Patrick Gorman, Stoker.....	912 00	912 00
James Murtha, Stoker.....	912 00	912 00
1 Laborer at \$2 per day.....	730 00	730 00
	<u>\$9,122 50</u>	<u>\$9,122 50</u>
Ridgewood Reservoir.		
John T. Ballou, Keeper.....	\$1,000 00	\$1,200 00
William Berchers, Watchman, at \$2.50 per day.....	912 50	912 50
10 Laborers, at \$2 per day.....	7,300 00	7,300 00
	<u>\$9,212 50</u>	<u>\$9,412 50</u>

Position.	Present Salary.	Budget, 1905.
Mount Prospect Reservoir.		
Thomas F. Cavanagh, Keeper.....	\$1,000 00	\$1,200 00
2 Watchmen, at \$2.50 per day.....	1,825 00	1,825 00
Walter A. Phelps, Laborer.....	720 00	720 00
6 Laborers, at \$2 per day.....	4,380 00	4,380 00
	<u>\$7,925 00</u>	<u>\$8,125 00</u>
Conduits and Reservoirs.		
Girdell V. Brower, Foreman of Laborers, at \$6 per day.....	\$2,190 00	\$2,190 00
W. B. Osterhout, Assistant Engineer.....	1,500 00	1,500 00
4 Assistant Foreman, at \$3 per day.....	4,380 00	4,380 00
1 Foreman, at \$3 per day.....	912 50	912 50
1 Cleaner, at \$2.50 per day.....	912 50	912 50
3 Cleaners, at \$2.50 per day.....	2,190 00	2,190 00
1 Assistant Pond Keeper, at \$2 per day.....	730 00	730 00
1 team, at \$4 per day.....	1,460 00	1,460 00
1 Laborer, at \$2.50 per day.....	912 50	912 50
68 Laborers, at \$2 per day.....	49,640 00	49,640 00
6 Laborers, at \$2 per day.....	4,380 00	4,380 00
	<u>\$69,207 50</u>	<u>\$64,827 50</u>
Materials and Supplies—Maintenance and Repairs.		
Engineer's Office—		
Supplies and contingencies		\$3,000 00
Repairs to Buildings—		
Materials and supplies		7,500 00
Repairs to, Cleaning of, and Redriving Wells—		
Tools and materials		10,000 00
Pumping Stations—		
Ridgewood Engine House:		
Materials and supplies		33,000 00
New Lots Pumping Station:		
Materials and supplies		3,000 00
Spring Creek, Old Plant:		
Materials and supplies		1,200 00
Spring Creek Temporary Plant:		
Materials and supplies.....		1,000 00
Shetucket Pumping Station:		
Materials and supplies		500 00
Oconee Pumping Station:		
Materials and Supplies.....		1,000 00
Baiseley's Pumping Station:		
Materials and supplies		900 00
Jameco Pumping Station:		
Materials and supplies		1,500 00
Jameco Filter Plant:		
Materials and supplies.....		6,000 00
Springfield Pumping Station:		
Materials and supplies		1,500 00
Springfield Filter Plant:		
Materials and supplies		5,000 00
Forest Stream Pumping Station:		
Materials and supplies		1,250 00
Clear Stream Pumping Station:		
Materials and supplies		1,000 00
Watts' Pond Pumping Station:		
Materials and supplies		500 00
Smith's Pond Pumping Station:		
Materials and supplies		1,000 00
Millburn Pumping Station:		
Materials and supplies		8,000 00
Agawam Pumping Station:		
Materials and supplies		1,200 00
Merrick Pumping Station:		
Materials and supplies		1,200 00
Matowa Pumping Station:		
Materials and supplies		1,200 00
Wantagh Pumping Station:		
Materials and supplies		1,200 00
Massapequa Pumping Station:		
Materials and supplies		1,200 00
Mount Prospect Pumping Station:		
Materials and supplies.....		10,000 00
Gravesend Pumping Station:		
Materials and supplies.....		2,000 00
New well system		10,000 00
New Utrecht Pumping Station:		
Materials and supplies		1,500 00
Mount Prospect Reservoir—		
Materials and supplies.....		2,000 00
Ridgewood Reservoir:		
Materials and supplies		750 00
Conduits and Reservoirs—		
Materials and supplies.....		5,000 00
Cleaning ponds and streams, including extra teams, labor and supplies.		10,000 00
General—		
Repairs to Ridgewood boilers.....		32,000 00
Coal		450,000 00
Taxes		32,000 00
Telephones		5,000 00
Expressage and transportation		15,000 00
Queens County Water Company.....		32,850 00
		<u>\$514,414 80</u>
SUMMARY.		
Salaries—		
Maintenance and Repairs:		
Engineer's Office		\$35,750 00
Repairs to Buildings.....		22,268 95
Repairs to Driven Wells.....		17,736 00
Pumping Stations		356,294 85
Conduits and Reservoirs.....		82,365 00
Total salaries.....		<u>\$514,414 80</u>
Materials and Supplies—		
Maintenance and Repairs:		
Engineer's Office		\$3,000 00
Repairs to Buildings.....		7,500 00
Repairs to Driven Wells.....		10,000 00
Pumping Stations		95,850 00
Conduits and Reservoirs.....		17,750 00
Repairs to Ridgewood Boilers.....		32,000 00
Coal		450,000 00
Taxes		32,000 00

Telephones	5,000 00
Expressage and Transportation.....	15,000 00
Queens County Water Company.....	32,850 00

Total materials and supplies..... \$700,950 00

Grand Total—	
Salaries	\$514,414 80
Materials and Supplies.....	700,000 00
	\$1,215,364 80

I. M. DE VARONA, Chief Engineer.

December 12, 1904.

Hon. THOMAS R. FARRELL, Deputy Commissioner of Water Supply, Gas and Electricity,
Borough of Brooklyn:

DEAR SIR—I herewith inclose for your consideration estimate of expenditures
of this Bureau for the year 1905, as paid from water revenue.

Respectfully submitted.

(Signed) HENRY HAWKES, Superintendent of Repairs.

CITY OF NEW YORK, BOROUGH OF BROOKLYN.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY—BUREAU OF DISTRIBUTION AND
REPAIRS.

ESTIMATE OF EXPENDITURES FOR YEAR 1905.

Salary Account.

	Present Salary Per Annum.	Budget, 1905, Per Annum.
Robert Van Buren, Principal Assistant Engineer.....	\$2,250 00	\$2,250 00
Henry Hawkes, Superintendent of Repairs.....	3,000 00	4,000 00
Henry F. Blackwell, Electrical Engineer.....	2,400 00	2,400 00
James A. Swane, Clerk.....	1,200 00	1,200 00
Eugene Wipfler, Clerk.....	1,200 00	1,200 00
Luke Freeman, Clerk.....	1,200 00	1,200 00
Anna T. McClean, Stenographer.....	1,000 00	1,200 00
Wm. H. Parshall, Messenger.....	900 00	1,200 00
David Smith, Inspector of Manufacturers.....	1,250 00	1,250 00
John J. Moore, Plumbing Inspector.....	1,200 00	1,200 00
Edward Thompson, Inspector of Taps and Connections.....	1,000 00	1,000 00
Edward Riley, Inspector of Taps and Connections.....	1,000 00	1,000 00
James W. Lay, Inspector of Taps and Connections.....	1,000 00	1,000 00
Severin Warschauer, Inspector of Meters and Water Con- sumption.....	1,000 00	1,000 00
Thomas F. Mulligan, Inspector of Meters and Water Con- sumption.....	1,000 00	1,000 00
John W. Kelly, Inspector of Meters and Water Consump- tion.....	1,200 00	1,200 00
Thomas J. Murray, Inspector of Meters and Water Con- sumption.....	1,000 00	1,000 00
Joseph F. Kenney, Inspector of Meters and Water Consump- tion.....	1,000 00	1,000 00
Edward B. Keelan, Inspector of Meters and Water Consump- tion.....	1,000 00	1,000 00
Richard A. Kerr, Inspector of Meters and Water Consump- tion.....	1,000 00	1,000 00
John McEvoy, Inspector of Meters and Water Consumption.....	1,000 00	1,000 00
Robert Bove, Inspector of Meters and Water Consumption.....	1,000 00	1,000 00
Chas. W. Hickson, Inspector of Meters and Water Consump- tion.....	1,000 00	1,000 00
Joseph F. Mahoney, Inspector of Meters and Water Consump- tion.....	1,000 00	1,000 00
William R. Deming, Foreman, Western District Yard.....	1,500 00	1,800 00
John Quigley, Foreman, Eastern District Yard, \$4 per day.....	1,460 00	1,460 00
Robert H. Tonrey, Foreman, Coney Island Yard, \$4 per day.....	1,460 00	1,800 00
Thomas E. McDonald, Foreman, East New York Yard, \$4 per day.....	1,460 00	1,800 00
Bernard A. Owens, Foreman, \$4 per day.....	1,460 00	1,800 00
James Farrell, Keeper, Pipe Yard.....	1,500 00	1,500 00
Robert F. Perkinson, Engineman.....	1,277 50	1,277 50
John S. McLoughlin, Engineman.....	1,277 50	1,277 50
Thomas Hamilton, Tapper.....	1,200 00	1,200 00
John A. Melledy, Tapper.....	1,200 00	1,200 00
George V. Mills, Tapper.....	1,200 00	1,200 00
John Glass, Tapper.....	1,200 00	1,200 00
Samuel P. Babcock, Hostler.....	1,200 00	1,200 00
Joseph F. L. Hartig, Machinist.....	1,200 00	1,200 00
Timothy Mulcahey, Blacksmith.....	1,200 00	1,200 00
James J. Judge, Blacksmith's Helper.....	800 00	800 00
Edward J. Hartnett, Measurer.....	1,000 00	1,000 00
Richard Byrnes, Oiler.....	912 00	912 00
Edward Read, Oiler.....	912 00	912 00
Charles W. Morse, Oiler.....	912 00	912 00
Charles McGovern, Stoker.....	912 00	912 00
Timothy J. Sullivan, Stoker.....	912 00	912 00
William Donovan, Stoker.....	912 00	912 00
William H. Chadwick, Fireman.....	912 00	912 00
Mary Williamson, Cleaner.....	360 00	360 00
Annie Wardle, Cleaner.....	360 00	360 00
Maggie Dunsworth, Cleaner.....	360 00	360 00
Annie Connor, Laundress.....	360 00	360 00
Leander Wright, Foreman, \$5 per day.....	1,825 00	1,825 00
Godfrey Ward, Foreman, \$4 per day.....	1,460 00	1,460 00
James S. Lynch, Assistant Foreman, \$4 per day.....	1,460 00	1,460 00
Robert J. Powell, Assistant Foreman, \$4 per day.....	1,460 00	1,460 00
Hugh Maloney, Assistant Foreman, \$4 per day.....	1,460 00	1,460 00
John Broderick, Assistant Foreman, \$4 per day.....	1,460 00	1,460 00
Alex. Merritt, Assistant Foreman, \$3 per day.....	1,095 00	1,095 00
Andrew J. Darby, Assistant Foreman, \$4 per day.....	1,460 00	1,460 00
James Schollard, Paver, \$4 per day.....	1,252 00	1,252 00
William Fitzgerald, Paver, \$4 per day.....	1,252 00	1,252 00
Bernard Lannon, Paver, \$4 per day.....	1,252 00	1,252 00
Joseph Bohen, Paver, \$4 per day.....	1,252 00	1,252 00
Peter McKenna, Paver, \$4 per day.....	1,252 00	1,252 00
August Frischkorn, Paver, \$4 per day.....	1,252 00	1,252 00
Henry Burke, Rammer, \$3 per day.....	939 00	939 00
Archibald Molloy, Rammer, \$3 per day.....	939 00	939 00
John Hines, Rammer, \$3 per day.....	939 00	939 00
Daniel Dillon, Rammer, \$3 per day.....	939 00	939 00
Robert Kelly, Carpenter, \$4.50 per day.....	1,408 50	1,408 50
John A. Slocum, Carpenter Helper, \$2.50 per day.....	782 50	782 50
William J. Montgomery, Plumber, \$4 per day.....	1,252 00	1,252 00
John Brown, Plumber, \$4 per day.....	1,252 00	1,252 00
J. P. Callahan, Plumber, \$3.50 per day.....	1,095 50	1,095 50
James B. Hawkes, Plumber Apprentice, \$2 per day.....	626 00	626 00

	Present Salary Per Annum.	Budget, 1905, Per Annum.
Thomas McQuade, Plumber Apprentice, \$2 per day.....	626 00	626 00
James B. Finch, Blacksmith, \$3.50 per day.....	1,095 50	1,095 50
George Purcell, Blacksmith, \$3.50 per day.....	1,095 50	1,095 50
Bernard Harvey, Blacksmith Helper, \$2 per day.....	782 50	782 50
John Mannion, Valveman, \$3 per day.....	1,095 00	1,095 00
Henry Conboy, Valveman, \$3 per day.....	1,095 00	1,095 00
John Lynch, Valveman, \$3 per day.....	1,095 00	1,095 00
William J. Butler, Valveman, \$3 per day.....	1,095 00	1,095 00
James Savage, Valveman, \$3 per day.....	1,095 00	1,095 00
John Gunn, Valveman, \$3 per day.....	1,095 00	1,095 00
John Bell, Valveman, \$3 per day.....	1,095 00	1,095 00
Michael J. Donnelly, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Stewart Barr, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
James Redding, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Wm. P. Healey, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Patrick Donlon, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Harry A. Richard, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Michael Galvin, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Wm. H. Werner, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
John Holland, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
John Smith, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
John Carney, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Fred J. Bryon, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
John Kirwin, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
John M. Bertron, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Patrick Monahan, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
George S. Bertron, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Thomas S. Redmayne, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
John Quinlan, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Matthew J. Deedy, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Richard B. Williams, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
William Finnen, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Charles McDonough, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
John Boyley, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Michael Hannigan, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Daniel O'Connor, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
Patrick Mulvahill, Pipe Caulker, \$3 per day.....	1,095 00	1,095 00
George Gibson, Mason's Helper, \$2.75 per day.....	1,003 75	1,003 75
James J. Moran, Inspector of Pipe Laying, \$4 per day.....	1,460 00	1,460 00
L. D. Ressiguie, Machinist, \$3 per day.....	939 99	939 99
Louis Du Flon, Machinist's Helper, \$2.50 per day.....	782 50	782 50
James Kiernan, Machinist's Helper, \$2.50 per day.....	782 50	782 50
George E. Kerrigan, Machinist's Helper, \$2.50 per day.....	782 50	782 50
Garret F. Shevlin, Machinist's Helper, \$2.50 per day.....	782 50	782 50
Thomas P. Wilson, Machinist's Helper, \$2.50 per day.....	782 50	782 50
Robert R. Selleck, Machinist's Helper, \$2.50 per day.....	782 50	782 50
John Curran, Machinist's Apprentice, \$2 per day.....	626 00	626 00
William Fitzpatrick, Watchman, \$2.50 per day.....	912 50	912 50
Abraham Van Allen, Watchman, \$2.50 per day.....	912 50	912 50
John Veen, Watchman, \$2.50 per day.....	912 50	912 50
Joseph T. Schiedecker, Watchman, \$2.50 per day.....	912 50	912 50
Thomas Donnelly, Stableman, \$2.50 per day.....	912 50	912 50
Michael Maloney, Stableman, \$2.50 per day.....	912 50	912 50
Lawrence Head, Stableman, \$2.50 per day.....	912 50	912 50
Maurice Ephraim, Stableman, \$2.50 per day.....	912 50	912 50
Thomas Sheehan, Stableman, \$2.50 per day.....	912 50	912 50
John Geraghty, Stableman, \$2.50 per day.....	912 50	912 50
John White, Stableman, \$2.50 per day.....	912 50	912 50
Daniel McCarthy, Stableman, \$2.50 per day.....	912 50	912 50
Edward F. Toye, Stableman, \$2.50 per day.....	912 50	912 50
Richard Clarke, Driver, \$2.50 per day.....	912 50	912 50
Patrick Cahill, Driver, \$2.50 per day.....	912 50	912 50
Thomas R. Donald, Driver, \$2.50 per day.....	912 50	912 50
Patrick Rooney, Driver, \$2.50 per day.....	912 50	912 50
John F. Brennan, Driver, \$2.50 per day.....	912 50	912 50
Chauncey Cockefair, Driver, \$2.50 per day.....	912 50	912 50
Thomas Melledy, Driver, \$2.50 per day.....	912 50	912 50
James Murtagh, Driver, \$2.50 per day.....	912 50	912 50
Thomas Bolling, Driver, \$2.50 per day.....	912 50	912 50
Patrick Burns, Driver, \$2.50 per day.....	912 50	912 50
John Whalen, Driver, \$2.50 per day.....	912 50	912 50
Frederick Weitzel, Driver, \$2.50 per day.....	912 50	912 50
Hugh Kenny, Driver, \$2.50 per day.....	912 50	912 50
Dennis Egan, Driver, \$2.50 per day.....	912 50	912 50
Daniel F. Sullivan, Driver, \$2.50 per day.....	912 50	912 50
John F. Tighe, Driver, \$2.50 per day.....	912 50	912 50
William Wakely, Driver, \$2.50 per day.....	912 50	912 50
Edmund F. Butler, Driver, \$2.50 per day.....	912 50	912 50
Peter F. Bohen, Laborer Rockman, \$3 per day.....	939 00	939 00
Gustav Koppke, Laborer Rockman, \$3 per day.....	939 00	939 00
11 Laborers, at \$2.50 per day.....	10,037 50	10,037 50
4 Laborers, at \$2.25 per day.....	3,285 00	3,285 00
75 Laborers, at \$2 per day.....	54,750 00	54,750 00

\$235,279 75 \$238,439 75

4 Extra Clerks, at \$1,200 per annum each.....	\$4,800 00
40 Extra Laborers, at \$2.25 per day each.....	32,850 00
10 Extra Caulkers, at \$3 per day each.....	10,950 00
5 Hydrant Inspectors, at \$1,200 per annum each.....	6,000 00

Special Castings, Pipe, etc.

5 lengths 10-inch pipe, 890 pounds each, 4,450 pounds, at 1½ cents per pound	\$66 75
	Pounds.
25 6-inch plugs, 15 pounds each.....	375
25 12-inch plugs, 55 pounds each.....	1,375
10 16-inch sleeves, 275 pounds each.....	2,750
10 10-inch sleeves, 120 pounds each.....	1,200
10 24-inch sleeves, 475 pounds each.....	4,750
5 30-inch sleeves, 630 pounds each.....	3,150
5 36-inch sleeves, 20 inches long, 1,010 pounds each.....	5,050
25 6 by 4 inch, three-way branches 170 pounds each.....	4,250
	22,900
11 45-100 tons, at \$60 per ton.....	687 00
25 6 by 4 inch Eley gates and branches, \$21.33 each.....	\$533 25
25 8 by 4 inch Eley gates and branches, \$24 each.....	600 00
5 10 by 4 inch gates and branches, \$29.33 each.....	146 65
10 12 by 4 inch Eley gates and branches, \$30.66 each.....	306 60
10 16 by 4 inch Eley gates and branches, \$34.66 each.....	346 60
5 24 by 4 inch Eley gates and branches, \$57.33 each.....	286 65
5 10 by 6 inch Eley gates and branches, \$36 each.....	180 00
5 24 by 6 inch Eley gates and branches, \$69.33 each.....	346 65

2,746 40

25 6 by 4 inch Smith gates and branches, \$21.33 each.....	\$533 25
25 8 by 4 inch Smith gates and branches, \$24 each.....	600 00
5 24 by 4 inch Smith gates and branches, \$57.33 each.....	286 65
5 10 by 6 inch Smith gates and branches, \$36 each.....	180 00
5 24 by 6 inch Smith gates and branches, \$69.33 each.....	386 65
50 4-inch gates, at \$12 each.....	600 00
	1,986 55
	600 00
	\$6,086 70

The detail of the 1905 estimate is as follows:

Pipe	\$687 00
Eley gates and branches	2,746 40
Smith gates and branches	1,986 55
50 4-inch gates, at \$12 each.....	600 00
200 6-inch fire hydrants, at \$28 each.....	5,600 00
50 4-inch fire hydrants, at \$28 each.....	1,400 00
50 drinking hydrants, at \$11 each.....	550 00
30 tons of caulking lead, 5 cents per pound.....	3,000 00
6,000 pounds of caulking yarn, 5 cents per pound.....	300 00
Repairing and replacing fire hydrants.....	4,000 00
Repairing and replacing drinking hydrants	1,000 00
Repairing and replacing gates.....	3,000 00
Repairing buildings	2,000 00
Tools and general supplies	2,000 00
Taps	3,500 00
General repairs to distribution	4,500 00
Telephone, gas and electric lights.....	1,500 00
Horses, feed, etc.....	5,000 00
Repairs to wagons, harness, etc.....	2,000 00
Fuel	2,000 00
New building for East New York Repair Yard.....	12,000 00
New stable for East New York Repair Yard.....	5,000 00
Machinery and tools for workshop, East New York Repair Yard.....	5,000 00
Contingencies	2,000 00
	\$71,436 70

(Signed) HENRY HAWKES,
Superintendent of Repairs.

BUREAU OF WATER RATES.
Inspection Force.

Name and Position.	Present Salary.	Proposed Salary, 1905.
J. E. Brennan, Inspector of Meters and Water Consumption..	\$1,000 00	\$1,000 00
J. H. Boyd, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
W. Bryan, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
A. Clements, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
J. T. Campbell, Inspector of Meters and Water Consumption..	1,000 00	1,000 00
J. G. Carson, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
W. J. Chin, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
A. H. Dunscomb, Inspector of Meters and Water Consumption	1,000 00	1,000 00
J. A. Ebel, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
L. J. Edling, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
W. A. French, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
O. W. Fulcher, Inspector of Meters and Water Consumption	1,000 00	1,000 00
C. D. Guertin, Inspector of Meters and Water Consumption	1,000 00	1,000 00
C. H. Hawxhurst, Inspector of Meters and Water Consumption	1,000 00	1,000 00
O. Knapp, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
J. F. Ludlam, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
J. F. Miniter, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
H. M. Mulredy, Inspector of Meters and Water Consumption	1,000 00	1,000 00
J. W. Mahlon, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
J. Meehan, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
E. J. McCarty, Inspector of Meters and Water Consumption	1,000 00	1,000 00
A. T. Palmer, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
H. Pelletreau, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
C. H. Ramsden, Inspector of Meters and Water Consumption	1,000 00	1,000 00
F. E. Rickman, Inspector of Meters and Water Consumption	1,000 00	1,000 00
R. S. Seckerson, Inspector of Meters and Water Consumption	1,000 00	1,000 00
E. Springstead, Inspector of Meters and Water Consumption	1,000 00	1,000 00
J. I. Stone, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
H. Schmidt, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
F. A. Swanton, Inspector of Meters and Water Consumption	1,000 00	1,000 00
R. S. Walsh, Inspector of Meters and Water Consumption....	1,000 00	1,000 00
Car-fares	1,200 00	
	\$31,000 00	\$32,200 00

December 20, 1904.

Hon. THOMAS R. FARRELL, Deputy Commissioner:

DEAR SIR—Transmitted herewith is an estimate of the amounts required from water revenue, for the conduct of the business of this office during 1905.

The estimate shows an increase of \$750, which is due to the need for the services of a Bookkeeper. The constantly increasing detail work in keeping the subdivisions of accounts connected with the water system in this borough, make it necessary that some one familiar with such work be assigned to its supervision.

Very respectfully yours,

(Signed)

J. J. FLANNERY,
In Charge of Office of Supplies and Accounts, Room 45.

ESTIMATE OF AMOUNTS REQUIRED FROM WATER REVENUE FOR THE YEAR ENDING
DECEMBER 31, 1905.
Salaries.

	Present Salary.	Salary 1905.
Bookkeeper (vacant)		\$2,100 00
John J. Flannery, Clerk	\$1,350 00	
Geo. J. Kluefel, Clerk.....	2,000 00	2,000 00
Frederick E. Haskins, Clerk.....	1,200 00	1,200 00
Wm. R. Johnson, Clerk.....	1,200 00	1,200 00
William Kingman, Clerk.....	1,050 00	1,050 00
Gertrude N. Dyett, Stenographer.....	900 00	900 00
Charles J. McCarthy, Junior Clerk.....	600 00	600 00
James A. Starrs, Junior Clerk.....	600 00	600 00
N. H. Lathrop	600 00	600 00
William A. Welwood, Inspector of Supplies.....	1,350 00	1,350 00
John F. Denny, Messenger.....	1,200 00	1,200 00
	\$12,050 00	\$12,800 00

The following was offered:

Whereas, By subdivision 1 of section 242 of the Greater New York Charter, the Board of Estimate and Apportionment has the power to appropriate from time to time for the maintenance, improvement and extension of the system of water supply of the Borough of Brooklyn the moneys received from water rents in said borough, subject, however, to the charges now imposed by law upon said revenues; and

Whereas, The Commissioner of the Department of Water Supply, Gas and Electricity has requested an appropriation to meet the current expenses of the Department for the year 1905, under said section of the law; therefore be it

Resolved, That the Board of Estimate and Apportionment hereby determines that the sum of five hundred and twenty-five thousand two hundred and twenty-one dollars and ninety-three cents (\$525,221.93) be and hereby is set aside and appropriated from the water revenues received during the year 1905, if such revenues be sufficient, and if not, from the balance remaining in the water revenue account on December 31, 1904, for the maintenance and distribution of said water supply in the Borough of Brooklyn during 1905.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the President of the Borough of Manhattan and report of the Investigations Division, Department of Finance, relative to the request of said President for the fixing of the salary of Stenographer in his office at the rate of \$2,100 per annum:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN,
CITY HALL, June 15, 1905.

Hon. JAMES W. STEVENSON, Secretary, Board of Estimate and Apportionment:

DEAR SIR—Request is hereby made that the Board of Estimate and Apportionment fix the grade of Stenographer in the office of the President of the Borough of Manhattan at \$2,100 per annum.

It is my intention to promote to this grade Mr. James M. Vincent, who in addition to his duties as Stenographer to the Local Boards, acts as Clerk to the various Boards of Local Improvements in the Borough of Manhattan. Mr. Vincent has acted in this capacity since May of 1902 to the satisfaction of this office.

These boards consider all matters of local improvement where the cost is to be met in whole or in part by assessment, and a mistake in procedure would mean the loss of considerable money to the City. Therefore he brings to bear peculiar abilities of worth to this office.

It was my intention to promote him to an eighth grade clerkship were it not for the fact that the Civil Service Commission objected, stating that an eligible list for this position was in existence.

In view of these facts and the fact that the gentleman who formerly filled this position received a salary of \$2,500 per annum, I respectfully request that this grade be fixed.

Yours truly,

JOHN F. AHEARN, President.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 12, 1905.

In the Matter

of
The request of the President of the Borough of Manhattan to fix a grade of Stenographer in the office of said Borough President at \$2,100 per annum.

Hon. EDWARD M. GROUT, Comptroller:

SIR—In the matter of the request of Borough President John F. Ahearn in a communication under date of June 15, 1905, to the Board of Estimate and Apportionment to fix a grade of Stenographer in his office at \$2,100 per annum, referred to the Investigations Division for examination, I beg to report as follows:

As stated in the Borough President's communication, his reason for making the request previously noted is to allow him to increase the salary of Mr. James M. Vincent, who is now employed in said office at a salary of \$1,800.

Mr. Vincent was appointed in the office of the Borough President of Manhattan in June, 1898, by Borough President Peters, at a salary of \$1,200 per annum. He has continued in the Borough President's office from that time until the present. His salary was increased by President Coogan from \$1,200 to \$1,500, and by President Cantor from \$1,500 to \$1,800, each of these increases, it may reasonably be assumed, having been granted because of the employee's increasing value in the service.

In May, 1902, Mr. Vincent was detailed as Stenographer and Clerk to the various Boards of Local Improvements in the Borough of Manhattan, and succeeded therein to the duties of Mr. Ira E. Rider, resigned, who at the time of his resignation was receiving a salary of \$2,500.

Mr. Vincent during the term of President Coogan acted for three consecutive months as Stenographer to the Board of Aldermen, and on a number of occasions at other times has taken the place of the regular Board of Aldermen Stenographer. The compensation of the said Stenographer to the Board of Aldermen is \$2,250.

Positions with duties of a similarly exacting character to those performed by Mr. Vincent are those of Stenographer to the Board of Assessors, salary at the rate of \$2,100, and of Stenographer to the Board of Estimate and Apportionment, salary \$2,550 per annum.

The duration of employment of Mr. Vincent in his present position, and the character of work to which he has been detailed by the various Borough Presidents would indicate that he is capable of high-grade stenographic work.

I do not feel inclined to recommend that a classification under the title of Stenographer alone should be made in the Borough President's office at the salary requested by Mr. Ahearn, because it should be possible to obtain for the present compensation such ordinary ability as a position of that title would demand.

The reason, however, for the present request of the Borough President is that an attache of his office is doing work requiring unusual application and ability, inasmuch as the incumbent has charge of the stenographic work of the Local Improvement Boards.

In the event of some other person being employed in the office, some provision should be made that the compensation of \$2,100 should not be paid except to an employee doing the special work in connection with said Local Boards.

I would therefore recommend that a new designation be authorized, namely, a designation as "Stenographer to the Local Boards," salary \$2,100. I understand that if this title is approved Mr. Ahearn will be able to designate Mr. Vincent to the position, and that in future this compensation can be paid under this title only to a person performing these special duties.

Yours respectfully,

CHARLES S. HERVEY,
Auditor of Accounts, Investigations Division.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the establishment of the position of Stenographer to the Local Boards under the jurisdiction of the President of the Borough of Manhattan, and recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the salary of said position be fixed at the rate of twenty-one hundred dollars (\$2,100) per annum.

Which was adopted by the following vote:

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

The Acting President of the Borough of Richmond appeared and took his place in the Board.

The Secretary presented a communication from Mr. Cary T. Hutchinson, Chairman of the Electric Lighting Commission for The City of New York, transmitting Report "B," covering the boroughs of Manhattan and The Bronx, which was referred to the Commissioner of Water Supply, Gas and Electricity, with the request that he submit to the Board of Estimate and Apportionment, as early as possible, a contract and specifications for the construction and operation of a City electric plant.

The Secretary presented a communication from the President of the Borough of Brooklyn, requesting an appropriation of \$13,500 for painting the interior and exterior of the Kings County Court-house.

Laid over.

The Secretary presented a report of the Auditor of Accounts, Investigations Division, Department of Finance, relative to the request of the Commissioner of Water Supply, Gas and Electricity for an issue of Revenue Bonds, to be applied to carrying out the provisions of chapter 735 of the Laws of 1905.

Laid over.

The Secretary presented a communication from the American Association of Masters and Pilots of Steam Vessels, relative to increasing the salaries of Masters and Pilots in the Departments of Public Charities and Correction.

Referred to the Commissioners of said departments, with the request that they communicate with this Board on the subject.

The Secretary presented a resolution of the Board of Aldermen, requesting the Board of Estimate to authorize the issue of Corporate Stock to the amount of \$1,500, the proceeds to be applied to the erection of an iron and granite drinking fountain for man and beast in Hammersley square, Borough of Manhattan.

Referred to the President of the Borough of Manhattan for examination and report.

The Secretary presented the following report of the Appraiser of Real Estate, Department of Finance, recommending the acquisition at private sale of property located at Dumont avenue, Bradford street and Miller avenue, Borough of Brooklyn, as a site for a new hospital:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 6, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—Hon. James H. Tully, Commissioner of the Department of Public Charities, in a communication under date of June 30, 1905, requests the acquisition of a site opposite Linton Park, on the southerly side of Dumont avenue, between Bradford street and Miller avenue, Borough of Brooklyn, for the erection thereon of a new hospital, to take the place of the Bradford Street Hospital. The growth of this section of the Borough of Brooklyn has been so rapid in the past short period that a larger and improved hospital has become necessary. The price asked by the owner of the property, which has a frontage of 200 feet on Dumont avenue, with a depth on both Bradford street and Miller avenue of 280 feet, respectively, of \$36,100, while full value, is not excessive, in view of the large increase in values in that section in the past two years, I would therefore respectfully recommend that the Board of Estimate and Apportionment approve of the selection of the site requested to be purchased by the Commissioner of the Department of Public Charities, and authorize the acquisition of the same at private sale at a price not exceeding \$36,100. In view of the fact that application has been made to the Board of Estimate and Apportionment to provide for the payment of the same, the Department has the financial ability to pay for the property requested.

Respectfully submitted for approval,

MORTIMER J. BROWN,
Appraiser of Real Estate in Charge of the Bureau.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Commissioner of the Department of Public Charities in the selection of a site for the purpose of erecting thereon buildings for hospital purposes, under the jurisdiction of his Department, said site being bounded and described as follows:

Beginning at a point formed by the intersection of the easterly side of Bradford street with the southerly side of Dumont avenue; thence easterly along the southerly side of Dumont avenue, 200 feet to the westerly side of Miller avenue; thence southerly along the westerly side of Miller avenue 280 feet; thence westerly and parallel with Dumont avenue 200 feet to the easterly side of Bradford street; thence northerly along the easterly side of Bradford street 280 feet to the point or place of beginning, together with all the right, title and interest of the owners of said premises, of, in and to the streets in front thereof to the centre thereof, said property being the northerly portion of the Block 3810 on the tax maps of the Borough of Brooklyn, City of New York.

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above-described property at private sale at a price not exceeding thirty-six thousand one hundred dollars (\$36,100), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx and the Acting President of the Borough of Richmond—15.

The Secretary presented the following report of the Appraiser of Real Estate recommending an amendment to resolution adopted June 16, 1905, which authorized the acquisition at private sale of property located at No. 492 Hudson street, Manhattan:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 10, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—The Board of Estimate and Apportionment, at a meeting held June 16, 1905, adopted a resolution authorizing the acquisition at private sale of the property No. 492 Hudson street, Borough of Manhattan, for the use of the Board of Education. It appears that on the second line of the description of the property in the resolution, that the word "northwesterly" should read "northeasterly." I therefore respectfully recommend that the Board of Estimate and Apportionment amend the resolution of June 16, 1905, in regard to the above property, by inserting the word "northeasterly" in the second line of the description instead of the word "northwesterly."

Respectfully submitted for approval,

MORTIMER J. BROWN,
Appraiser of Real Estate in Charge of Bureau.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment on June 16, 1905, in relation to the acquisition at private sale of the property No. 492 Hudson street, Borough of Manhattan, is hereby amended so as to read as follows:

Whereas, The Board of Estimate and Apportionment, at a meeting held March 10, 1905, adopted a resolution that the title to the premises on the easterly side of Hudson street, running through to the westerly side of Bedford street, near the northerly line of Grove street, Borough of Manhattan, shall be acquired for the Board of Education, and by said resolution authorized the Corporation Counsel to institute condemnation proceedings for the acquisition of all the parcels of land within the area of the described premises; and

Whereas, The Comptroller of The City of New York having presented to this Board a report and recommendation that a parcel of land within the area described in said resolution of March 10, 1905, can be acquired at private sale for the sum of \$24,250; and

Whereas, It appearing that the interests of the City will be served by the acquisition of said parcel of land at private sale; therefore be it

Resolved, That the Comptroller be and he hereby is authorized to enter into contracts at a price not exceeding twenty-four thousand two hundred and fifty dollars (\$24,250) for the acquisition of all that certain lot, piece or parcel of land, situate, lying and being in the Borough of Manhattan, bounded and described as follows:

Beginning at a point on the easterly side of Hudson street distant 92 feet 6 inches northerly from the northeasterly corner of Hudson and Grove streets; thence easterly and nearly parallel with Grove street 98 feet; thence northwesterly along the westerly boundary line of Lot No. 56, Block 585, 24 feet 4 inches; thence westerly and nearly parallel with Grove street 87 feet 10 inches to the easterly side of Hudson street; thence southerly along the easterly side of Hudson street 21 feet 6 inches to the point or place of beginning, together with all the right, title and interest of the owner of the said premises, of, in and to the street in front thereof to the centre thereof, said premises being known on the tax maps of the Borough of Manhattan, City of New York, as Lot No. 45, Block 585, and by the street No. 492 Hudson street, Borough of Manhattan.

—said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx and the Acting President of the Borough of Richmond—15.

The Secretary presented the following report of the Appraiser of Real Estate, Department of Finance, recommending that condemnation proceedings be authorized for the acquisition of property located at Tillary street, Lawrence street and Bridge street, Borough of Brooklyn, as a school site:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 11, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—The Board of Education at a meeting held June 14, 1905, adopted a resolution requesting that the Board of Estimate and Apportionment approve of the selection of a site for school purposes, located on Tillary, Bridge and Lawrence streets, in Local School Board District No. 27, Borough of Brooklyn, for the purpose of erecting thereon a school building to take the place of Public Schools 1 and 5.

Public School 1 is an old building located on the corner of Adams street, Concord street and Nutria alley, surrounded by elevated railroads and trolley tracks, and is an old school building, which the Board states has long outlived its usefulness.

Public School 5 is also an old building fronting on Johnson street, extending from Duffield to Gold street, and is in the line of the new extension of Flatbush avenue, which extension, when completed, will entirely destroy the building.

The Board of Education states that a new site should be approved in order that a building may be erected thereon to accommodate the children in both schools before the building on Public School Site No. 5 is demolished.

This office has had offers from one or two of the owners of parcels within the area of the property desired by the Board of Education, which can be acted upon just as well after condemnation proceedings have been started as before, for the reason that the prices offered by the owners are a trifle higher than the fair market valuation, and the resolution adopted by the Board of Estimate and Apportionment has a clause which states that the Comptroller can acquire any parcel that is under condemnation proceedings at private sale, by certifying in writing to the Board that the prices asked by the owners are proper. I would therefore respectfully recommend that the Board of Estimate and Apportionment approve of the action of the Board of Education in the selection of this site and authorize its acquisition by condemnation proceedings.

Respectfully submitted for approval,

MORTIMER J. BROWN,
Appraiser of Real Estate in Charge of Bureau.

To the Board of Education:

The Committee on Sites respectfully reports that it has given careful consideration to the matter of the selection of a site for a new building to replace Public Schools 1 and 5, Borough of Brooklyn. Public School 1 is an old building which has outlived its usefulness, and is badly located on account of the incessant noise from elevated and surface car lines. Public School 5 is also an old building, and will be demolished in the near future in order to make way for an approach to the new bridge. Your Committee is of the opinion that a site for a new building should be acquired as soon as possible, and recommends the selection of property on Tillary, Bridge and Lawrence streets. It is the intention of the Board of Education to erect a new building, as indicated, as soon as The City of New York acquires title to a suitable site, provided sufficient funds are available therefor.

The following resolutions are submitted for adoption:

Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following-described lands and premises on Tillary, Bridge and Lawrence streets, in Local School Board District No. 27, Borough of Brooklyn, the assessed valuation of which, as shown by the books of record on file in the Department of Taxes and Assessments, is \$74,000:

Beginning at a point formed by the intersection of the southerly line of Tillary street with the westerly line of Bridge street, and running thence westerly along the southerly line of Tillary street two hundred and fifteen (215) feet one (1) inch to the easterly line of Lawrence street; thence southerly along the easterly line of Lawrence street one hundred and fifty (150) feet two (2) inches; thence easterly and parallel, or nearly so, with Tillary street two hundred and fifteen (215) feet six (6) inches to the westerly line of Bridge street; thence northerly along the westerly line of Bridge street one hundred and fifty (150) feet to the southerly line of Tillary street, the point or place of beginning, be the said several dimensions more or less.

Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to take such action as may be necessary and proper for the acquisition of the lands and premises above described.

A true copy of report and resolutions adopted by the Board of Education June 14, 1905.

A. EMERSON PALMER, Secretary, Board of Education.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Board of Education in the matter of the selection of the following-described premises for school purposes, in the Borough of Brooklyn:

Beginning at a point formed by the intersection of the southerly line of Tillary street with the westerly line of Bridge street, and running thence westerly along the

southerly line of Tillary street 215 feet 1 inch to the easterly line of Lawrence street; thence southerly along the easterly line of Lawrence street 150 feet 2 inches; thence easterly and parallel or nearly so with Tillary street 215 feet 6 inches to the westerly line of Bridge street; thence northerly along the westerly line of Bridge street 150 feet to the southerly line of Tillary street, the point or place of beginning, be the said several dimensions more or less.

Assessed valuation of the above-described lands and premises, as shown by the books of record on file in the Department of Taxes and Assessments, is \$74,000.

—and the Corporation Counsel be and he hereby is authorized to institute condemnation proceedings for the acquisition of all the parcels of land within the area of the above-described premises.

Nothing in this resolution contained shall be construed as preventing the Comptroller of The City of New York from entering into contracts for the acquisition of any portion of the above-described premises at private sale, subject to the approval of this Board.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The Secretary presented the following report of the Appraiser of Real Estate, recommending that the property located at Catherine street and Westchester avenue, Borough of The Bronx, be acquired by condemnation for a school site:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 11, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—The Board of Education on March 23, 1905, adopted the following resolution: Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following-described lands and premises on Catherine street, adjoining Public School 16, in Local School Board District No. 26, Borough of The Bronx, the assessed valuation of which, as shown by the books of record on file in the Department of Taxes and Assessments, is \$5,050.

Beginning at a point on the easterly line of Catherine street distant 300 feet southerly from the southerly line of Westchester avenue, and running thence easterly along the southerly line of the lands of Public School 16, 100 feet; thence southerly along the westerly line of lands of said school 100 feet; thence westerly and parallel with Westchester avenue 100 feet to the easterly line of Catherine street; thence northerly along the easterly line of Catherine street 100 feet to the point or place of beginning.

Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to take such action as may be necessary and proper for the acquisition of the lands and premises above described.

The present site of Public School 16 fronts 250 feet on Matilda street and 150 feet on Catherine street, and is located 150 feet southerly from Westchester avenue, or East Two Hundred and Fortieth street, Wakefield, Borough of The Bronx.

The plot, 100 by 100, mentioned in the resolution, will square out the school site, making it 250 by 200 feet. The desired plot is known on the tax books as Lots Nos. 240, 240½ and 241, Ward 24, Volume 11, Map 17, Page 7, Washingtonville, east of the Bronx river.

Lot No. 240 is 26.75 feet by 100 feet, and has on it an old 2-story frame house, 20 by 26 feet; assessed, land, \$325; building, \$1,225; total, \$1,550.

Lot No. 240½ is 23.25 by 100 feet, and has on it a house similar to that last mentioned. It is assessed, land, \$275; building, \$1,225; total, \$1,500.

Lot No. 24 is 50 by 100 feet, and has on it a house similar to the other two, except that it has a small kitchen extension, and is assessed, land, \$600; building, \$1,400; total, \$2,000.

The prices asked by the owners are in my opinion excessive. I would, therefore, respectfully recommend that the Board of Estimate and Apportionment approve of the selection of the above-described property as a site for school purposes and authorize the acquisition of the same by condemnation proceedings.

Respectfully submitted for approval,

MORTIMER J. BROWN,
Appraiser of Real Estate in Charge of Bureau.

To the Board of Education:

The Committee on Sites respectfully reports that it has given careful consideration to the matter of the acquisition of property adjoining the present site of Public School 16, at Wakefield, Borough of The Bronx, upon which to erect an addition to said school building, and recommends that a plot of land, 100 feet by 100 feet, on Catherine street, be selected for that purpose. It is the intention of the Board of Education to erect an addition to said school building as soon as title to the land above mentioned shall have been acquired by The City of New York.

The following resolutions are submitted for adoption:

Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following-described lands and premises on Catherine street, adjoining Public School 16, in Local School Board District No. 26, Borough of The Bronx, the assessed valuation of which, as shown by the books of record on file in the Department of Taxes and Assessments, is \$5,050.

Beginning at a point on the easterly line of Catherine street distant 300 feet southerly from the southerly line of Westchester avenue, and running thence easterly along the southerly line of the lands of Public School 16, 100 feet; thence southerly along the westerly line of lands of said school 100 feet; thence westerly and parallel with Westchester avenue 100 feet to the easterly line of Catherine street; thence northerly along the easterly line of Catherine street 100 feet to the point or place of beginning.

Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to take such action as may be necessary and proper for the acquisition of the lands and premises above described.

A true copy of report and resolution adopted by the Board of Education March 23, 1905.

A. EMERSON PALMER, Secretary, Board of Education.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Board of Education in the matter of the selection of the following described premises for school purposes, in the Borough of The Bronx:

Beginning at a point on the easterly line of Catherine street distant 300 feet southerly from the southerly line of Westchester avenue, and running thence easterly along the southerly line of the lands of Public School 16 one hundred (100) feet; thence southerly along the westerly line of the lands of said school 100 feet; thence westerly parallel with Westchester avenue 100 feet to the easterly line of Catherine street; thence northerly along the easterly line of Catherine street 100 feet to the point or place of beginning.

Assessed valuation of the above described lands and premises, as shown by the books of record on file in the Department of Taxes and Assessments, is \$5,050. —and the Corporation Counsel be and he hereby is authorized to institute condemnation proceedings for the acquisition of all the parcels of land within the area of the above described premises.

Nothing in this resolution contained shall be construed as preventing the Comptroller of The City of New York from entering into contracts for the acquisition of any portion of the above described premises at private sale, subject to the approval of this Board.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx and the Acting President of the Borough of Richmond—15.

The Secretary presented the following report of the Appraiser of Real Estate, recommending that the property located at St. Mark's avenue and Classon street, Borough of Brooklyn, be acquired by condemnation for a school site:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 11, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—The Board of Education, at a meeting held June 28, 1905, adopted the following resolutions:

Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following-described lands and premises on St. Mark's avenue, adjoining Public School 42, in Local School Board District No. 29, Borough of Brooklyn, the assessed valuation of which, as shown by the books of record on file in the Department of Taxes and Assessments, is \$2,300:

Beginning at a point formed by the intersection of the northerly line of St. Mark's avenue with the westerly line of the lands of Public School 42, which point is distant 200 feet westerly from the westerly line of Classon avenue, and running thence northerly along the westerly line of the lands of Public School 42, 157 feet, thence westerly and parallel with St. Mark's avenue 25 feet; thence southerly and parallel with Classon avenue 157 feet to the northerly line of St. Mark's avenue; thence easterly along the northerly line of St. Mark's avenue 25 feet to the westerly line of the lands of Public School 42, the point or place of beginning.

Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to take such action as may be necessary and proper for the acquisition of the lands and premises above described.

The present site is 200 feet on St. Mark's avenue by 155 feet on Classon avenue by about 200 by 157 feet. It is proposed to take a strip of about 25 by 157 feet to the west of this. The front of this strip, 25 by 126 feet is known on the tax books as Lots Nos. 63 and 64 (irregular), in Block 1148, section 4, volume 4, and has on it a two-story frame store and residence, 18 by 40 feet, with a kitchen addition. It is assessed: Land, \$1,600; building, \$600; total, \$2,200.

To square out the school site it will be necessary, in addition to the lot mentioned above, to take about 31 feet off the rear of Lot No. 38, fronting on Bergen street. This lot is 23 feet 3 inches by 131 feet, and slightly irregular. The rear property required for the school would measure, according to the tax books, 23 feet 3 inches by 31 feet by 22 feet 9½ inches by 1 foot 1¾ inches by 29 feet 5 inches. The entire property is assessed: Land, \$900; building, \$500; total, \$1,400.

The prices asked by the owners are, in my opinion, in excess of the real value. I would therefore respectfully recommend that the Board of Estimate and Apportionment approve of the selection of the site by the Board of Education for school purposes, and adopt a resolution authorizing the institution of condemnation proceedings for the acquisition thereof.

Respectfully submitted for approval.

MORTIMER J. BROWN,
Appraiser of Real Estate in Charge of Bureau.

To the Board of Education:

The Committee on Sites respectfully reports that on March 18, 1905, The City of New York acquired title to a plot of land, 100 by 155 feet, on St. Mark's and Classon avenues, adjoining Public School 42, Borough of Brooklyn, for the purpose of providing a suitable site for a new building for said school. The Superintendent of School Buildings now reports that, in order to properly carry out the plan for the erection of the new building, it will be necessary to acquire an additional strip of land twenty-five feet wide on the westerly side of the present site, and your Committee therefore submits the following resolutions for adoption:

Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following described lands and premises on St. Mark's avenue, adjoining Public School 42, in Local School Board District No. 29, Borough of Brooklyn, the assessed valuation of which, as shown by the books of record on file in the Department of Taxes and Assessments, is \$2,300:

Beginning at a point formed by the intersection of the northerly line of St. Mark's avenue with the westerly line of the lands of Public School 42, which point is distant two hundred (200) feet westerly from the westerly line of Classon avenue, and running thence northerly along the westerly line of the lands of Public School 42 one hundred and fifty-seven (157) feet, thence westerly and parallel with St. Mark's avenue twenty-five (25) feet; thence southerly and parallel with Classon avenue one hundred and fifty-seven (157) feet to the northerly line of St. Mark's avenue; thence easterly along the northerly line of St. Mark's avenue twenty-five (25) feet to the westerly line of the lands of Public School 42, the point or place of beginning.

Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to take such action as may be necessary and proper for the acquisition of the lands and premises above described.

A true copy of report and resolutions adopted by the Board of Education June 28, 1905.

A. EMERSON PALMER, Secretary, Board of Education.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Board of Education in the matter of the selection of the following described premises for school purposes, in the Borough of Brooklyn:

Beginning at a point formed by the intersection of the northerly line of St. Mark's avenue with the westerly line of the lands of Public School 42, which point is distant 200 feet westerly from the westerly line of Classon avenue, and running thence northerly along the westerly line of the lands of Public School 42 one hundred and fifty-seven (157) feet; thence westerly and parallel with Classon avenue 157 feet to the northerly line of St. Mark's avenue; thence easterly along the northerly line of St. Mark's avenue 25 feet to the westerly line of the lands of Public School 42, the point or place of beginning.

Assessed valuation of the above described lands and premises as shown by the books of record on file in the Department of Taxes and Assessments, is \$2,300.

—and the Corporation Counsel be and he hereby is authorized to institute condemnation proceedings for the acquisition of all the parcels of land within the area of the above described premises.

Nothing in this resolution contained shall be construed as preventing the Comptroller of The City of New York from entering into contracts for the acquisition of any portion of the above described premises at private sale, subject to the approval of this Board.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn and The Bronx and the Acting President of the Borough of Richmond—15.

The Secretary presented the following report of the Appraiser of Real Estate relative to the acquisition of various houses and lots in the Borough of Richmond, in connection with the extension of the paid uniformed force of the Fire Department, and recommending that the same be acquired at private sale:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 6, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—Hon. Nicholas J. Hayes, Commissioner of the Fire Department of the City of New York, in a communication dated May 24, 1905, states that the Board of Estimate and Apportionment, on March 16, 1905, adopted a resolution which was thereafter approved by the Board of Aldermen and his Honor the Mayor, authorizing the issue of Corporate Stock in the amount of \$200,000 for the purchase of sites and buildings in the boroughs of Queens and Richmond for the purpose of the gradual extension of the paid uniformed force in lieu of the volunteer system now prevailing in said boroughs, pursuant to the provisions of section 722 of the Greater New York Charter, as amended by the Laws of 1904, and requests that the Board of Estimate and Apportionment take steps for the acquisition of the following houses and lots in the Borough of Richmond, pursuant to said resolution:

1. South Beach Hose Company 12.
2. Protection Engine Company 7.
3. Enterprise Hook and Ladder Company 1.
4. Tompkins Hose Company 6.
5. Wyandotte Hook and Ladder Company 5.
6. Washington Engine Company 1.
7. Aquehonga Hook and Ladder Company 1.
8. Eureka Engine Company 2.
9. Columbia Truck Company 5.
10. Niagara Engine Company 5.
11. New Brighton Engine Company 4.
12. Medora Hook and Ladder Company 3.
13. Port Richmond Engine Company 3.
14. Protection Hook and Ladder Company 1.

—and further states:

"It is also desirable that the following houses and lots at Rockaway Beach be leased by the City for occupancy as quarters for apparatus houses for a period of three years, with the privilege of renewal:

"Oceanus Hook and Ladder Company 1, Boulevard and Benjamin avenue.

"Seaside Hose and Engine Company 1, located on Boulevard.

"Atlantic Engine Company 1, Grove street, north of Boulevard."

As to the last paragraph, the matter of the leasing of the three houses in question will be presented to the Commissioners of the Sinking Fund at their next meeting. It is only necessary to take up the matters in relation to the acquisition of property in Richmond, upon which the Board of Estimate and Apportionment must act.

1. South Beach Hose Company 12.

This property is located on Seaside Boulevard, corner of Old Town road, on lot 21 feet wide in front, 35 feet wide in the rear, 95 feet on the old road, 87 feet on the easterly line. The building is 20 by 30, frame, two-story, tin roof. There is no cellar under the building, the building being supported on brick foundation, about three years old. The first floor ceiling is 12 feet high and sealed with yellow pine. The second floor is divided into two ante-rooms and meeting rooms, is lathed and plastered, and is used to hold social meetings. There is a stable extension in the rear, 12 by 14, one story high, tar-paper roof. Building is in fairly good condition, except that it needs painting. The premises are known as Lot No. 629 in Plot 12, Volume 1, Ward 4, on the tax maps, for the purpose of taxation, assessed at \$2,000, although exempt. The owners ask \$3,500 for this property, which in my mind is excessive. I think the sum of \$2,500 would be full market value for the property, and I would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition of this site at private sale at a price not exceeding \$2,500.

2. Protection Engine Company 7.

This property is located on Broad street, opposite Brook street, Stapleton. The lot is 25 by 100; building, 25 by 40; two-story brick, with a tin roof. There is no cellar under the property except a small heater pit. The premises are connected with sewer, and sealed with yellow pine ceiling. The first floor is double, and will answer the purpose of the Fire Department without the expenditure of any money. The second floor is divided into two rooms, with plastered walls, and is used for social purposes. This building has been built nearly forty years, and, notwithstanding its age, it seems to be quite firm and substantial. It is known as Lot No. 241, Plot 4, Volume 1, Ward 2, on the tax maps of said borough, and is assessed at \$3,000, although exempt. The owners of the property ask \$4,500 for the same, which price, while full value, is not excessive, and I would therefore respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing its acquisition at private sale at a price not exceeding \$4,500.

3. Enterprise Hook and Ladder Company 1.

This property is located in the middle of Canal street, near Park, at Stapleton. The building is erected on a lot owned by the City. The house is 21 feet 6 inches by 72 feet, and is a two-story frame building. The first floor has a 12-foot ceiling and yellow pine flooring. There are two stalls in the rear. The ceiling and side walls are sealed with yellow pine. I understand that this building is erected over property acquired for sewer purposes; that is the reason of there being no cellar under the building. It is heated by a stove. The second floor is used for hay and feed storage. In the rear there is a meeting room 21 feet by 35 feet. On this floor the side walls are plastered and papered. The toilets connect with the sewer. This building will require small repairs. The premises are known as Lot 860, Plot 4, Volume 1, Ward 2, and is assessed for the purpose of taxation at \$3,500, although marked exempt. The price asked for this property is \$2,500. I would consider \$2,400 to be full value, and therefore recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition of this property at private sale at a price not exceeding \$2,400.

4. Tompkins Hose Company 6.

This property is located on Brook street and Richmond turnpike, near Bank street, Tompkinsville. The lot is triangular, commencing 25 feet from Bank street, is 41 feet 3 inches on Brook street, 11 feet on Richmond turnpike, 105 feet 3 inches on its westerly side, the hypotenuse being 112 feet 1 inch. The building is 25 feet by 50 feet; two-story frame; tar and gravel roof. There is a stable extension 13 feet by 16 feet, one story high, with three stalls. The first floor of the main building has 16-foot ceiling; both the ceiling and the side walls being yellow pine sealed; there is a very heavy floor. The building has been erected about three years and has a good water heating plant. There is a cellar under the main building partly finished off, has toilet and is connected with sewer. The second floor is divided into three rooms and is used for social purposes. The building has water, gas and electric light fixtures throughout. It is in a fairly good condition. The premises are known as Lot 21, Block 3, Plot 3, Volume 1, Ward 1, and is assessed for the purpose of taxation at \$2,500, although marked exempt. The owners ask \$6,000 for this property, but in my opinion \$5,000 would be fullest market value. I would therefore respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition of this property at private sale at a price not exceeding \$5,000.

5. Wyandotte Hook and Ladder Company 5.

This property is located on the west side of Broadway, 50 feet north of Prospect street, West New Brighton. The lot is 25 feet by 100 feet. The building is brick, two-story, 25 feet by 65 feet, with tar roof with shed. The cellar is under the rear. Has two stalls in the rear of building. This building has an iron winding stairs to the second floor; well hole and brass sliding pole from the second to the first floor. The building is connected with the sewer and contains bath tub, basin and closet. It is about thirteen years' old, and is out of repair, and though while well built when originally constructed, will require considerable repairing to put it in good condition. There is a new concrete floor on the first floor, and I understand had a new roof last year. The cellar is 25 feet by 25 feet, and has a hot water heater. The premises are known as Lot 2, Block C, Plot 4, District 4, Volume 2, Ward 1, and is assessed for the purpose of taxation at \$4,500, although marked exempt. The price asked for this property by the owners is \$10,000, which price is excessive. I am of the opinion that the City should not pay more than \$6,000 for this property, and I would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing its acquisition at private sale at a price not exceeding \$6,000.

6. Washington Engine Company 1.

This property is located on the corner of Cottage place and New street, at Port Richmond. The lot is 66 feet 9 inches on Cottage place, 67 feet 3 inches on New street, its easterly line being 62 feet. The building is a two-story frame building, part shingle and part tin roof, 34 feet by 41 feet. The stable extension is one-story, 15 feet by 24 feet, with four stalls. The foundation is brick; has a good cellar with a concrete floor. The first floor is sealed throughout with yellow pine. The second floor is lathed and plastered. The stable being connected with sewer is sanitary, and the floor is cement. The main building is connected with sewer and has sanitary plumbing. The building is steam heated. The second floor contains a large meeting room and two small rooms for social purposes, and has toilet accommodations. Has water, gas and electric lights through the building. This building has a well hole with brass sliding pole from the second to the first floor. The building was built in 1904, and is in good condition. The premises are known as Lot 347, Block 12, Volume 1, Ward 3 on the tax maps, and is assessed at \$5,000 for the purpose of taxation, although marked exempt. The owners ask \$8,500 for this property, and I am of the opinion that the full market value is \$7,600, and I would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing its acquisition at private sale at a price not exceeding \$7,600.

7. Aquehonga Hook and Ladder Company 1.

This property is located on the west side of Central avenue, 192 feet south of Richmond terrace, at Mariner's Harbor. The lot is 35 by 100; the building, 25 by 65, being two-story and attic, frame, shingle roof. There is a stable extension, one story, 16 by 20, 3 stalls. There is a cellar under a part of the building only, 18 by 25, with a concrete floor. The building is heated by a hot-water plant; has water on the first floor, gas and electric light and good fixtures. The building has been erected about eight years. Has two-inch yellow pine flooring on the first floor, one and one-quarter inch yellow pine flooring on the second floor. The first floor is sealed throughout, side walls and ceiling, with yellow pine. The second floor is yellow pine wainscot and side walls, and is in one large room the entire size of the building. There is a well hole and a brass sliding rod from the second to the first floor. In front of the building is a granite block pavement to curb. These premises are known as Lot No. 437, Block 97, Volume 2, Ward 3 on the tax maps, and is assessed at \$3,200 for the purpose of taxation, although marked exempt. The owners of the property ask \$5,625 for the same, which price, in my opinion, is not excessive, and I would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing its acquisition at private sale at a price not exceeding \$5,625.

8. Eureka Engine Company 2.

This property is located on the southwest corner of Butler avenue and Eureka place, Tottenville. The lot is 50 by 109. It is a two-story and attic frame building, with a shingle roof. There is a cellar under the building, concreted. The foundation is all brick. The first floor is sealed with yellow pine, ceiling and side walls. The flooring is 2½ inches thick and 3 inches wide. The second floor is divided by folding doors, making two rooms, and has a maple flooring in good condition. There are bath rooms and toilet rooms on this floor. There is a well hole, with sliding pole from the second to the first floor. It has a good steam-heating plant, and is connected with the sewer. The building has been built in the neighborhood of fifteen years, is in a fair state of preservation, but will require slight repairs on the outside of the building, as well as painting. The entire lot has a concrete walk, with a good entrance to the building. The electric light furnished to this building is under a contract which has eighteen years yet to run with the electric light company furnishing light in Tottenville, and the City will have the use of the electricity for lighting purposes for a period of eighteen years, without the expenditure of one dollar for lighting purpose. This engine company, together with the Protection Hook and Ladder Company in Tottenville, are the only two companies where the City will receive electric light free during the life of the contract. The lot is known as Lot No. 28, Block 14, Volume 1, Ward 5, on the tax maps, and is assessed at \$2,000 for the purpose of taxation, although marked exempt. The owners ask \$7,500 for this property. In my opinion the full market value would be \$6,200, and I would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing its acquisition at private sale at a price not exceeding \$6,200.

9. Columbia Hook and Ladder Company 5.

This property is located on the west side of New York avenue, 93 feet 11½ inches north of Maryland avenue, at Rosebank. The lot is 50 by 100, but the building is only constructed on one lot, leaving a lot north of the building vacant. The building is 25 by 60, two-story frame. There is a cellar under the entire building, in good condition, concreted. Foundation of brick. There are two stalls in the rear on the first floor. The first floor is sealed, side walls and ceiling, with yellow pine. The second floor is divided into two ante rooms, one meeting room for social purposes; has bath and toilet facilities. The walls are lathed and plastered. There is a well hole, with sliding pole from the second to the first floor. The sidewalk is concreted from the house to the curb. The building is comparatively new, being built about four years. The property is known as Lot No. 305, Plot 4, Volume 1, Ward 4, on the tax maps, and is assessed for the purpose of taxation at \$4,000, although marked exempt. In a communication the owners offer to sell the two lots, with the buildings thereon, for \$7,000. This price, while full market value, is not, in my opinion, excessive, and I would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition of this property at private sale at a price not exceeding \$7,000.

10. Niagara Engine Company 5.

This property is located on Sarah Ann street, extending through to St. Paul's avenue, at Tompkinsville. The lot is 26 feet 7 inches on St. Paul's avenue, 25 feet on Sarah Ann street, 69 feet on the southerly line and 59 feet 10 inches on its southerly side. The building is three-story brick and frame, and is peculiarly constructed. While it is three stories on Sarah Ann street, it is two stories on St. Paul's avenue, in other words, there are about 12 feet difference in the grades between the two streets at the location of the lot. The first floor has a concrete floor, also a stable with two stalls, the stable being sanitary and connected with the sewer. The side walls and ceilings of the building on Sarah Ann street are covered with metal, and there is a well hole with brass sliding rod from the second to the first floor. The ceiling of the first floor, entrance on St. Paul's avenue, is 18 feet high, has an iron staircase to the second floor; ceiling and side walls sealed with yellow pine. The second floor has two ante rooms and one large lodge or meeting room. There are toilet facilities and water on each floor. This property is known as Lot No. 113, Plot 1, Volume 1, Ward 2 on the tax maps, and is assessed for the purpose of taxation at \$5,000, although marked exempt. This building has been built for a long time. The owners ask \$10,000 for the property, which price is excessive. The sum of \$7,300 will be fullest market value. I therefore respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition of this property at private sale at a price not exceeding \$7,300.

11. New Brighton Engine Company 4.

This property is located on the west side of Jersey street about 260 feet north of the northerly line of Fifth street, prolonged westerly to the westerly line of Jersey street, and is 25 feet 1 inch in width, and about 100 feet in depth. There is erected on this a building 25 by 50 feet, three stories, brick and frame. There is a one-story extension and stable, 25 by 35 feet, containing four stalls. The first floor is concreted. The side walls and ceiling being sealed with yellow pine boards. The second floor is used as a meeting room and for other social purposes. The third floor has two rooms with ordinary board partitions. There is no sliding pole in this house. The building is connected with the sewer and has toilet facilities, water and gas. The building has been built for a number of years, but has been rebuilt and overhauled, but even at that, it would undoubtedly have to have improvements made thereon. It is known as Lot No. 71, Block 1A, Plot 7, District 1, Volume 1, Ward 1, on the tax maps, and is assessed at \$3,000 for the purpose of taxation, although marked exempt. The owners ask \$5,000 for this property, which price, while full value, is not excessive. I would therefore respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition of this property at private sale at a price not exceeding \$5,000.

12. Medora Hook and Ladder Company 12.

This property is situated on the north side of Castleton avenue 158 feet 4 inches west of Barker street, West New Brighton. The lot is 50 by 100; the building, 25 by 70, is brick, two stories, with tin roof. There is a stable extension with tin roof

about 20 by 17, has three stalls and a passageway, is connected with sewer and has a concrete floor. The first floor is covered with yellow pine flooring, and the ceilings and side walls are sealed with yellow pine. There is a good cellar with a concrete floor under the whole building, which is heated by steam. It also has gas, electric light and water throughout, with bath room and basin and a toilet room containing toilet facilities. The second floor is laid with yellow pine flooring, is divided into three rooms, one of the rooms being a kitchen, in which is a range and boiler, and there is a large meeting room on this floor, used for social purposes. The owners of this building claim a strip of land 6 feet on the westerly side of this lot, which would make their lot 56 feet wide by 100 feet deep, and if the City acquires the same the contracts should call for 56 by 100 with the buildings thereon. The property is known as Lot No. 38, Block 7, Plot 2, District 4, Volume 2, Ward 1, on the tax maps, and is assessed for the purpose of taxation at \$6,500, although marked exempt. When this office investigated this property we were told that the price the owners asked for the same was \$12,000. In a communication dated May 31, the trustees were authorized to offer the same to the City at \$14,000, which price included all the contents therein, meaning fire department apparatus. Inasmuch as this office cannot deal with the apparatus part of it, but only with the real estate, I would consider that the sum of \$10,250 would be the fullest market price for the real estate, and would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing its acquisition at private sale at a price not exceeding \$10,250.

13. Port Richmond Engine Company 3.

This property is located on the west side of Richmond avenue, as well as the south side of Hatfield avenue, to be accurate; the engine house is on the west side of Richmond avenue 110 feet 4 inches southwesterly from Hatfield avenue, and is about 156 feet on the northerly line, 155 feet 6 inches on the southerly line, 25 feet in the rear and 27 feet 7 inches width in front. The connection through to Hatfield avenue is a strip 12 feet 6 inches wide by 100, commencing on the south side of Hatfield avenue, 151 feet 3 inches westerly from the westerly corner of Hatfield and Richmond avenues. The building erected on the Richmond avenue lot is two-story frame, 25 by 65 feet, with gravel roof. The stable extension is one story high, has two stalls, concrete floor, and is connected with the sewer. There is also in the rear a one-story frame wagon shed, 12 by 25 feet, covered with tar paper. This building has a tower 45 feet high, with an iron bell. There is a cellar in the front part of the building only, which contains a hot-water heater. Foundation of brick. The building was constructed about eight years ago, but seems to have been kept in good condition. The first floor has a three-inch yellow pine floor, the ceiling and side walls being sealed with yellow pine. There are also 25 well-built lockers on this floor, which are used by the firemen to hang their clothes in. The second floor is one large room with galvanized iron ventilators. There is a well hole, with a sliding pole, from the second to the first floor. The front of the lot on Richmond avenue is paved with granite block pavement. There is water, gas and electric light throughout, with good gas fixtures. The property is known as Lot No. 735, Block 52, Volume 1, Ward 3, on the tax maps, and is assessed at \$3,500 for the purpose of taxation, although marked exempt. The owners ask for this property \$6,618.72, which included the house, the land and the outside shed. In this amount also is \$300 for horses, but inasmuch as this office deals only with the real estate, the matter of the horses will have to be left to the Fire Department. Eliminating the \$300 for the horses, it would reduce their price to \$6,318, and I would therefore respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition of this property at private sale at a price not exceeding \$6,350, which price, in my opinion, while full value, is not excessive.

14. Protection Hook and Ladder Company 1.

This property is located on the north side of Washington street, 139 feet west of Main street, Tottenville. The lot is 66 by 71.41 feet; the house is 25 by 40 feet; two-story and attic, frame, shingle roof. It has a one-story extension, 10 by 10 feet. There is a spruce flooring on the first floor; the ceiling and side walls being sealed with yellow pine. It has water and electric light, and is connected with the sewer. This is the other company in Tottenville which has free electric lights for a period of eighteen years, owing to a contract with the local electric light company, so that when the City acquires this property they will have no electric light bill to pay for a period during the life of the contract. The building has a concrete entrance from the curb to the house. The second floor is divided into two ante rooms and one meeting room for social purposes. The walls on this floor are lathed and plastered. It has no toilet facilities of any kind, but has steam heat. No pole connection between the second floor and the first floor, and in order to put in a sliding pole the opening will have to be made. The building has been erected about twelve years, but seems to be well built and has been kept in good condition. The property is known as Lot No. 27, Block 16, Volume 1, Ward 5, on the tax maps, and is assessed for the purpose of taxation at \$2,000, although marked exempt. The owners ask \$2,900 for this property, and I would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing its acquisition at private sale at a price not exceeding \$2,900.

In order that the asking prices and the recommended purchase prices may be seen at a glance, I think it advisable to tabulate the same, and herewith give the company, the asking price, and the recommended purchase price:

Fire Company.	Asking Price.	Recommendation.
1. South Beach Hose Company 12	\$3,500 00	\$2,500 00
2. Protection Engine Company 7.....	4,500 00	4,500 00
3. Enterprise Hook and Ladder Company 1.....	2,500 00	2,400 00
4. Tompkins Hose Company 6.....	6,000 00	5,000 00
5. Wyandotte Hook and Ladder Company 5.....	10,000 00	6,900 00
6. Washington Engine Company 1.....	8,500 00	7,600 00
7. Aquehonga Hook and Ladder Company 1.....	5,625 00	5,625 00
8. Eureka Engine Company 2.....	7,500 00	6,200 00
9. Columbia Hook and Ladder Company 5	7,000 00	7,000 00
10. Niagara Engine Company 5.....	10,000 00	7,300 00
11. New Brighton Engine Company 4.....	5,000 00	5,000 00
12. Medora Hook and Ladder Company 12— Including fire department apparatus	14,000 00	.....
Without apparatus .....	.....	10,250 00
13. Port Richmond Engine Company 3— Including horses	6,618 72	.....
Without horses .....	.....	6,350 00
14. Protection Hook and Ladder Company 1.....	2,900 00	2,900 00

And I would further respectfully recommend that if the owners of the property refuse to dispose of the same at the price named herein, that an arrangement be made to lease the properties for the use of the Fire Department, pending the time of the construction of a new Fire Department apparatus house in that particular location.

Respectfully submitted for approval,

MORTIMER J. BROWN,

Appraiser of Real Estate in Charge of Bureau.

HEADQUARTERS FIRE DEPARTMENT—CITY OF NEW YORK,
NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET,
BOROUGH OF MANHATTAN, May 24, 1905.

Hon. EDWARD M. GROUT, Comptroller, No. 280 Broadway, Borough of Manhattan:

SIR—On March 16, 1905, the Board of Estimate and Apportionment passed a resolution, duly approved thereafter by the Board of Aldermen and his Honor the Mayor, authorizing the issue of Corporate Stock amounting to \$200,000 for the purchase of sites and buildings in the Boroughs of Queens and Richmond, for the purpose of the gradual extension of the paid uniformed force in lieu of the volunteer system now prevailing in said boroughs, pursuant to the provisions of section 722 of the Greater New York Charter, as amended by the Laws of 1904, the moneys therefor to be provided from issue of Corporate Stock above mentioned. I would, therefore, ask you to please take steps for the acquisition of the following houses and lots in the Borough of Richmond, pursuant to said resolution:

South Beach Hose Company 12.
Protection Engine Company 7.
Enterprise Hook and Ladder Company 1.
Tompkins Hose Company 6.
Wyandotte Hook and Ladder Company 5.
Washington Engine Company 1.
Aquehonga Engine Company 1.
Eureka Engine Company 2.
Columbia Truck Company.
Niagara Engine Company 5.
New Brighton Company 4.
Medora Hook and Ladder Company 3.
Port Richmond Engine Company 3.
Protection Hook and Ladder Company 1.

It is also desirable that the following houses and lots at Rockaway Beach be leased by the City for occupancy as quarters for apparatus houses for a period of three years, with privilege of renewal:

Oceanus Hook and Ladder Company 1, Boulevard and Benjamin avenue.
Seaside Hose and Engine Company 1, located on Boulevard.
Atlantic Engine Company 1, Grove street, north of Boulevard.

Yours respectfully,

NICHOLAS J. HAYES, Commissioner.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Commissioner of the Fire Department of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

All of the real estate of the South Beach Hose Company 12, being all that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, bounded and described as follows:

Beginning at a point distant 96 feet westerly from the corner formed by the intersection of the northerly side of Seaside Boulevard with the westerly side of Surf avenue; running thence easterly along the northerly side of said Seaside Boulevard 21 feet to the southwesterly corner of a lot of land now or late of Julius Pappé; thence northerly along the westerly line of said Pappé's land 87 feet to lands of the party of the first part; thence westerly along the southerly line of lands of the party of the first part 35 feet to a point on the easterly side of what is known as the Old Beach road adjoining the estate formerly known as the Emily Hodges estate; thence southeasterly along the easterly side of said Old Beach road 95 feet to the point or place of beginning, be the said several dimensions more or less, together with all the right, title and interest of the owner of said premises of, in and to the streets in front thereof to the centre thereof.

—and the Comptroller be and he hereby is authorized to enter into a contract for the acquisition of the above-described property at private sale at a price not exceeding two thousand five hundred dollars (\$2,500), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Commissioner of the Fire Department of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

Property of the Protection Fire Engine Company 7, being all that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, bounded and described as follows:

Beginning at a point on the southerly side of Gore street, where the division line between Lots Nos. 18 and 19 intersects said Gore street and running thence southerly along said division line 100 feet and 6 inches; thence westerly and parallel with Gore street 25 feet; thence northerly and at right angles to Gore street 100 feet 6 inches to Gore street; thence easterly along Gore street 25 feet to the place of beginning, together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof. Premises being known as Lot No. 241, Plot 4, Volume 1, Ward 2, on the tax maps of the Borough of Richmond, City of New York.

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above-described property at private sale at a price not exceeding four thousand five hundred dollars (\$4,500), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Commissioner of the Fire Department of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

The property of the Enterprise Hook and Ladder Company 1, consisting of the buildings and improvements thereon contained, erected on land owned by The City of New York, bounded and described as follows:

All that plot of land fenced in and located in the centre of Canal street and running westerly 160 feet from the westerly line of Wright street, said plot inclosing a space 20 feet wide by 119 feet long, and being more particularly described in a resolution adopted at a meeting of the Board of Trustees of the Village of Edgewater, held March 6, 1890.

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above-described property at private sale at a price not exceeding two thousand four hundred dollars (\$2,400), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Commissioner of the Fire Department of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

The property of the Tompkins Hose Company 6, being all that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, bounded and described as follows:

Beginning at a point in the northerly side of Brook street distant 25 feet easterly from the corner of Bank street; running thence easterly along Brook street 41 feet 3 inches to the Richmond turnpike; thence northeasterly along said turnpike 11 feet to Lot No. 19 on map, entitled "The property of Dr. J. S. Westervelt, Tompkinsville, Staten Island, surveyed by George M. Root," and thence northwesterly along said Lot No. 19 112 feet 1 inch to the point formed by the junction of the southerly boundary lines of Lots Nos. 18 and 20 on said map; thence southerly along the easterly boundary of Lot No. 22 105 feet 3 inches to Brook street, the point or place of beginning, being the same premises conveyed by Dr. J. S. Westervelt and wife to Francis Donohue by deed recorded in the office of the Clerk of the County of Richmond in Liber 95 of Deeds, page 269, and devised to said party of the first part by Francis Donohue, and also all the right, title and interest of the owners of said premises of, in and to the street in front thereof to the centre thereof, —and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described property at private sale at a price not exceeding five thousand dollars (\$5,000), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Commissioner of the Fire Department of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

The property of the Wyandotte Hook and Ladder Company, being all that certain piece or parcel of land, with the buildings and improvements thereon erected, bounded and described as follows:

Beginning at a point on the westerly side of Broadway distant 50 feet northerly from the corner formed by the intersection of the northerly side of Prospect street with the westerly side of Broadway, and running thence northerly along the westerly side of Broadway 25 feet to Lot No. 3 in Block C; thence westerly and parallel with Prospect street 100 feet to Lot No. 38 in said Block C; thence southerly and parallel with Broadway 25 feet to other land of Benedict Parker in said Block C; thence easterly and parallel with Prospect street 100 feet to the westerly side of Broadway, the point or place of beginning, together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof, —and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described property at private sale at a price not exceeding six thousand nine hundred dollars (\$6,900), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Commissioner of the Fire Department in the selection of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

Property of Washington Fire Engine Company 1, being all that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, bounded and described as follows:

Beginning at the corner formed by the intersection of the easterly side of Cottage place (formerly Smith street) with the northerly side of New street, as said street now is, and running thence northerly to the southerly line of Daniel Smith's lot, 68 feet, more or less; thence easterly along the said Smith's south line and along the land formerly of Garrett Simonson 68 feet, more or less, to the land of Susan F. Francis; thence southerly along the westerly line of said Francis' land to New street; thence westerly along New street 67 feet 6 inches, more or less, to the point or place of beginning, together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof; also together with all the right, title and interest which Mary Sage ever had in and to the land which now constitutes New street, excepting so much thereof as may have been included in the conveyance by her to Garrett Simonson for New street and subject as to the rest of New street as it now is, to the right of the public to use the same as a highway,

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described property at private sale at a price not exceeding seven thousand six hundred dollars (\$7,600), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Commissioner of the Fire Department of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

Property of the Aquehonga Hook and Ladder Company 1, being all that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, bounded and described as follows:

Beginning at a point on the westerly side of Central avenue distant 192 feet south from the southwest corner of said Central avenue and the Shore road and running thence westerly along the southerly line of land of the party of the first part hereto and parallel with the south line of Lot No. 1½, one hundred (100) feet to the other land of Lewis H. St. John, the party of the first part hereto; thence southerly along said land 35 feet to Lot No. 3; thence easterly along the northerly line of said Lot No. 3 one hundred (100) feet to said Central avenue; thence northerly along the westerly side of said Central avenue 35 feet to the point or place of beginning, be the said several dimensions and distances more or less, together with the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof.

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described property at private sale, at a price not exceeding five thousand six hundred and twenty-five dollars (\$5,625), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Commissioner of the Fire Department of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

Property of the Eureka Fire Engine Company 2, of Tottenville, being all that certain lot, piece or parcel of land bounded and described as follows:

Beginning at a point or stake on the corner of Butler and Elliott avenues; running thence westerly along Elliott avenue 109 feet to lands of A. Sylvester Joline; thence southerly along said Joline's lands 50 feet to lands of Daniel Butler; thence along said Butler's lands easterly 109 feet to Butler avenue; thence northerly along said avenue 50 feet to the place or point of beginning, together with all the right, title and interest of the owner of said premises of, in and to the streets in front thereof to the centre thereof.

Being the same lot of lands described on a map of lands of Daniel Butler made by H. R. Yetman, Esq., as Lot No. 8 on said map.

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described property at private sale, at a price not exceeding six thousand two hundred dollars (\$6,200), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Commissioner of the Fire Department of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

Property of the Columbia Hook and Ladder Company 5, being all that certain lot, piece or parcel of land bounded and described as follows:

Beginning at a point on the westerly side of New York avenue distant 100 feet 2½ inches southerly from the southwest corner of New York and Pennsylvania avenues and running thence westerly parallel with Pennsylvania avenue 100 feet; thence southerly parallel with New York avenue 50 feet; thence easterly parallel with Pennsylvania avenue 100 feet to the westerly side of New York avenue and thence northerly along the westerly side of New York avenue 50 feet to the point or place of beginning, together with all the right, title and interest of the owner of said premises of, in and to the streets in front thereof to the centre thereof.

Being the same premises conveyed to the party hereto of the first part by Theo. C. Vermilye as referee by deed dated November 7, 1874, and recorded in the aforesaid County Clerk's office in Liber 109 of Deeds, page 66.

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described property at private sale, at a price not exceeding seven thousand dollars (\$7,000), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Commissioner of the Fire Department of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

Property of Niagara Engine Company 5, Tompkinsville, being all that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, bounded and described as follows:

Beginning at a point on the westerly side of Sarah Ann street, which point is distant 162 feet southerly from the corner formed by the intersection of the easterly side of St. Paul's avenue and the westerly side of Sarah Ann street; thence westerly 59 feet 10 inches to the easterly side of St. Paul's avenue, which point is distant 172 feet 7 inches southerly from the intersection of the westerly side of Sarah Ann street and the easterly side of St. Paul's avenue; thence southerly along the easterly side of St. Paul's avenue 26 feet 7 inches; thence easterly 69 feet to the westerly side of Sarah Ann street; thence northerly along the westerly side of Sarah Ann street 25 feet to the point or place of beginning, together with all the right, title and interest of the owner of said premises, of, in and to the streets and avenues in front thereof to the centre thereof.

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described property at private sale, at a price not exceeding seven thousand three hundred dollars (\$7,300), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Commissioner of the Fire Department of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

Property of the New Brighton Engine Company 4, being all that certain piece or parcel of land, with the buildings and improvements thereon erected, situated at New Brighton, Town of Castleton, Richmond County, State of New York, and designated on a second map of property at New Brighton, belonging to the said Smith Ely, by the No. 71, and which said lot is bounded on the east by Jersey street, on the west by lot known upon said map as No. 70; on the south by number 73 on said map, and on the north by Lot No. 69 on said map, and being 25 feet in width front and rear, and 100 feet 4 inches deep on the south line, and 99 feet 10 inches deep on the north line, be the same more or less, as laid down on the map aforesaid, together with all the right, title and interest of the owner of said premises, of, in and to the street and avenue in front thereof to the centre thereof.

Being the same premises conveyed by the said Smith Ely to the said parties of the first part by deed bearing date the first day of January, 1858, and recorded in the office of the Clerk of Richmond County aforesaid, on the 30th day of April, 1858, in Liber 42 of Conveyances, page

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described property at private sale at a price not exceeding five thousand dollars (\$5,000), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Commissioner of the Fire Department of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

Property of the Medora Hook and Ladder Company 3, being all that certain lot, piece or parcel of land, bounded and described as follows:

Beginning at a point on the northerly side of Castleton avenue distant 50 feet westerly from the westerly line of land of William Charlton; running thence easterly along said Castleton avenue 50 feet to the said westerly line of said Charlton's land; thence northerly along said line of Charlton's land 100 feet; thence westerly and parallel with said Castleton avenue 50 feet; and thence southerly 100 feet to the northerly side of said Castleton avenue, the point or place of beginning, be the said several dimensions more or less, together with all the right, title and interest of the owner of said premises, of in and to the streets in front thereof to the centre thereof.

Being the same premises conveyed by Gerard M. Stevens, Referee, to Matilda M. Swaine, now deceased, by deed dated December 12, 1877, and recorded in the office of the Clerk of the County of Richmond in Liber 122 of Deeds, page 465.

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described property at private sale at a price not exceeding ten thousand two hundred and fifty dollars (\$10,250), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Commissioner of the Fire Department of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

Being the property of the Port Richmond Fire Engine Company 3, consisting of all that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, bounded and described as follows:

Beginning at a point on the westerly side of Richmond avenue, distant 110 feet 4 inches from the corner formed by the intersection of the southerly side of Hatfield avenue with the westerly side of Richmond avenue, as both said avenues are shown on said map, and running from that point westerly along the south line of Lot No. 190 one hundred and six (106) feet; thence northerly and along the west lines of Lots Nos. 190, 189, 188 and 187, to the southerly side of said Hatfield avenue; thence westerly along the southerly side of that avenue twelve and one-half (12½) feet to the centre of said Lot No. 186, and thence southerly through the centre of said lot 100 feet to the north line of said Lot No. 191; thence again westerly along the south line of Lot No. 186 and Lot No. 185 thirty-seven and one-half (37½) feet to the east line of Lot No. 198; thence southerly along the east line of that lot 25 feet to the northwest corner of Lot No. 192; thence easterly and along the north line of Lot No. 192 one hundred and forty-five (145) feet and six (6) inches to the west side of Richmond avenue, and thence northerly along Richmond avenue twenty-seven (27) feet seven (7) inches to the point or place of beginning, and also together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof,

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above-described property at private sale at a price not exceeding six thousand three hundred and fifty dollars (\$6,350), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Commissioner of the Fire Department of a site for the location of a fire company in the Borough of Richmond, bounded and described as follows:

Property of the Protection Hook and Ladder Company 1 of Tottenville, being all that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, bounded and described as follows:

Beginning at a point on the northerly line of Broadway distant 139 feet westerly from the westerly line of Main street, which point is the southwest corner of land of J. F. Bedell, and running thence northerly along said land of J. F. Bedell nearly at right angles with Broadway 70 feet to land of the estate of S. B. Sprague, deceased; thence westerly parallel to Broadway along said Sprague estate 66 feet to the southwesterly corner thereof; thence southerly parallel to the first-mentioned line 70 feet to Broadway, and thence easterly along Broadway 66 feet to the point of beginning, together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof,

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above-described property at private sale at a price not exceeding two thousand nine hundred dollars (\$2,900), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

The President of the Borough of Queens appeared and took his place in the Board.

The Secretary presented the following report of the Appraiser of Real Estate, relative to the acquisition of sites for the Fire Department, located in the Borough of Brooklyn, and recommending that the same be acquired by purchase:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 10, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—The Commissioner of the Fire Department, in a communication under date of May 22, 1905, requests that the following sites in the Borough of Brooklyn are absolutely necessary for the proper fire protection for the localities in which they are situated, and that they be secured as soon as possible, with a view to the erection of suitable buildings thereon during the present year:

BOROUGH OF BROOKLYN.

1. Lot 25 by 95 feet on Union street, 277 feet 6 inches west of Seventh avenue, for an engine company.
2. Lot 50 by 100 feet on the southwest corner of Twelfth avenue and Forty-second street, for a combination engine, hose wagon and chemical hook and ladder truck.
3. Lot 50 by 100 feet on the southwest corner of Bergen street and Ralph avenue, for hook and ladder company.
4. Lot 50 by 100 feet on the northeast corner of Himrod street and St. Nicholas avenue, for engine and hook and ladder company.
5. Lot 25 by 125 feet on the south side of Eleventh street, known as No. 530 Eleventh street, for hook and ladder company. (This is in lieu of site heretofore recommended in the vicinity of Fourteenth street and Ninth avenue.)
6. Lot 50 by 100 feet in vicinity of Avenue C and Sixteenth street, for combination engine, hose wagon and chemical hook and ladder truck.

Site I. This is a vacant lot, 25 by 95 feet, situated on the south side of Union street, 277 feet 6 inches westerly from the southeasterly corner of Union street and Seventh avenue; is assessed at \$2,500 in the name of Nellie B. Barns. Union street at this point is used for stable purposes, and the owner originally asked \$4,500 for the property, but after negotiations with him he reduced his price to \$4,000. In my opinion this price is very full value, but the expense of condemning so small a piece of property would be relatively large, and in the end cost the City more than \$4,000. I would therefore respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing its acquisition at private sale at a price not exceeding that amount.

Site II. This is a lot 50 by 100 feet, located on the southwest corner of Twelfth avenue and Forty-second street, which is to be used for a combination engine, hose wagon and chemical hook and ladder truck. The property is assessed in the name of the Borough Park Company, and the assessment of the 50-foot strip is about \$950, approximated, for the reason that it is assessed as part of a full plot, 100 by 100 feet. The price asked by the owner is \$2,500, which in my opinion is excessive, the fair market value being \$1,500. I would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition of this property at private sale at a price not exceeding that amount.

Site III. The site selected by the Commissioner of the Fire Department is located on the southwest corner of Bergen street and Ralph avenue, size 50 by 100 feet; an examination showed that it would be impossible to obtain the site without a large expenditure of money, and an alternative site was suggested to the Commissioner of the Fire Department. The matter was referred to Brooklyn, and the site finally selected is a plot 40 feet 2½ inches in width by 100 feet in depth, located on the east side of Ralph avenue, 25 feet north of Bergen street, known on the tax books as Lot No. 2, Block 1445, section 5. The owner asks \$3,200 for this property. In my opinion this price is reasonable and just, and I would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing its acquisition at private sale at a price not exceeding that amount.

Site IV. The site selected by the Commissioner of the Fire Department is one located on the "northeast" corner of Himrod street and St. Nicholas avenue, plot fronting 90 feet on Himrod street and 100 feet on St. Nicholas avenue. The owner of the property refuses to divide it and sell part to the City, and asks \$9,000 for the entire plot. This office found that on Himrod street, in the rear of the plot first above mentioned, was a plot 75 by 100 feet, owned by Mr. McDonald, which 75 feet could be acquired for \$6,000. This was also submitted to the Fire Department and met with their approval. This price, while not excessive, is full market value, and I would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition of this property at private sale at a price not exceeding that amount.

Site V. This is a lot on the south side of Eleventh street, located 357 feet 4 inches east of Seventh avenue, and adjoins the present fire-house. The lot is 25 by 143 feet 2 inches by 25 by 142 feet 11¾ inches, and is assessed at \$1,600; owner "unknown," but is owned by the Fleet estate. The price asked by the owner of the property, \$3,000, in my opinion, while full value, is not excessive, in view of the fact that it adjoins the present fire engine-house and is of extra depth, and I would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing its acquisition at private sale at a price not exceeding that amount.

In connection with the sale of this property I would state that for a period of forty years the same has been in the hands of the Fleet estate, and their attorney, Mr. Ingraham, refuses to permit the heirs to execute a contract unless the City will take a bargain and sale deed instead of a warranty deed. I see no objection to the City receiving a bargain and sale deed, but would suggest that as soon as the Board of Estimate and Apportionment approve of the selection of this site at the price named herein, that a search be ordered for the same and that the title be examined and its condition made known prior to the execution of the contract on the part of the City.

Site VI. The Commissioner of the Fire Department simply named a locality in the vicinity of Avenue C and Sixteenth street for combination engine, hose wagon and chemical hook and ladder truck, without designating any particular site. An examination showed that there was vacant land unrestricted, on the southwest corner of Avenue C and East Seventeenth street, being a plot slightly over 50 feet in width on Avenue C by 122 feet 1 inch on East Seventeenth street. The owners of this property own additional property adjoining, which would make the entire plot 118 feet 1½ inches on Avenue C by 122 feet on East Seventeenth street, the rear line being 100 feet in width, and the westerly line, owing to the direction of Avenue C, being only 81 feet in depth. They claim that to take off this 50 feet would make unsalable the balance of their property at even a fair market price, and the fact that this property is unrestricted in regard to what may be put upon the same, makes it a more advantageous parcel for speculators. The price asked by the owners for the entire 108 feet is \$10,000. The price asked for the 50-foot corner is \$6,750, and while this is full value, it is not, in my opinion, excessive to The City of New York for the purpose for which they require it. I would therefore respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing its acquisition at private sale at a price not exceeding that amount.

In order that the asking prices and recommended purchase prices of the property desired may be shown at a glance, I herewith tabulate the same:

Site.	Asking Price.	Recommended Purchase at.
1. Union street, near Seventh avenue.....	\$4,000 00	\$4,000 00
2. Twelfth avenue and Forty-second street.....	2,500 00	1,500 00
3. Bergen street and Ralph avenue.....	3,200 00	3,200 00
4. Himrod street and St. Nicholas avenue.....	6,000 00	6,000 00
5. Eleventh street, near Seventh avenue.....	3,000 00	3,000 00
6. Avenue C and East Seventeenth street.....	6,750 00	6,750 00

Respectfully submitted for approval,

MORTIMER J. BROWN,
Appraiser of Real Estate in Charge of Bureau.

Approved:

EDWARD M. GROUT, Comptroller.

HEADQUARTERS FIRE DEPARTMENT—CITY OF NEW YORK,
Nos. 157 AND 159 EAST SIXTY-SEVENTH STREET,
BOROUGH OF MANHATTAN, May 22, 1905.

Hon. EDWARD M. GROUT, Comptroller, Department of Finance:

SIR The Deputy Commissioner, Boroughs of Brooklyn and Queens, has recommended, under date of the 17th inst., that the following sites, which he states are

absolutely necessary for proper fire protection, in the localities in which they are situated, be secured as soon as possible with a view to the erection of suitable buildings thereon during the present year.

BOROUGH OF BROOKLYN.

Lot 25 by 95 feet on Union street, 277 feet and 6 inches west of Seventh avenue, for an engine company.

Lot 50 by 100 feet on southwest corner of Twelfth avenue and Forty-second street, for a combination engine, hose wagon and chemical hook and ladder truck.

Lot 50 by 100 feet on southwest corner of Bergen street and Ralph avenue, for hook and ladder company.

Lot 50 by 100 feet on northeast corner of Himrod street and St. Nicholas avenue, for engine and hook and ladder company.

Lot 25 by 125 feet on south side of Eleventh street, known as No. 530 Eleventh street, for hook and ladder company. (This is in lieu of site heretofore recommended in the vicinity of Fourteenth street and Ninth avenue.)

Lot 50 by 100 feet in vicinity of Avenue C and Sixteenth street, for combination engine, hose wagon and chemical hook and ladder truck.

I have the honor to request that you favor this Department with a report on the subject at the earliest practicable day in view of the importance of the matter.

Respectfully,

NICHOLAS J. HAYES, Commissioner.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Commissioner of the Fire Department in the selection of the following site in the Borough of Brooklyn, for the purpose of erecting thereon a building for departmental purposes, said site being bounded and described as follows:

Beginning at a point on the southerly side of Union street, distant 277 feet 6 inches westerly from the southwesterly corner of Union street and Seventh avenue; thence southerly and parallel with Seventh avenue 95 feet; thence westerly and parallel with Union street 25 feet; thence northerly and again parallel with Seventh avenue 95 feet to the southerly side of Union street; thence easterly along the southerly side of Union street 25 feet to the point or place of beginning, together with all the right, title and interest of the owners of said premises of, in and to the streets and avenues in front thereof to the centre thereof, said premises being known on the tax books of the Borough of Brooklyn as Lot No. 23, in Block 957,

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above-described property at private sale, at a price not exceeding four thousand dollars (\$4,000), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Commissioner of the Fire Department in the selection of the following site in the Borough of Brooklyn, for the purpose of erecting thereon a building for departmental purposes, said site being bounded and described as follows:

Beginning at the point of intersection of the southerly side of Forty-second street with the westerly side of Twelfth avenue, and running thence southerly along the westerly side of Twelfth avenue 50 feet; thence westerly and parallel with Forty-second street 100 feet; thence northerly and parallel with Twelfth avenue 50 feet to the southerly side of Forty-second street; thence easterly along the southerly side of Forty-second street 100 feet to the point or place of beginning, together with all the right, title and interest of the owners of said premises of, in and to the streets and avenues in front thereof to the centre thereof, said premises being known, together with other property, on the tax books of the Borough of Brooklyn as Lot No. 14, in Block 5597.

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above-described property at private sale, at a price not exceeding fifteen hundred dollars (\$1,500), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Commissioner of the Fire Department in the selection of the following site in the Borough of Brooklyn, for the purpose of erecting thereon a building for departmental purposes, said site being bounded and described as follows:

Beginning at a point on the easterly side of Ralph avenue distant 25 feet northerly from the northeasterly corner of Ralph avenue and Bergen street; thence easterly and parallel with Bergen street 100 feet; thence northerly and parallel with Ralph avenue 40 feet 2½ inches; thence westerly and again parallel with Bergen street 100 feet to the easterly side of Ralph avenue; thence southerly along the easterly side of Ralph avenue 40 feet 2½ inches to the point or place of beginning, together with all the right, title and interest of the owners of said premises of, in and to the streets and avenues in front thereof to the centre thereof,

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above-described property at private sale, at a price not exceeding thirty-two hundred dollars (\$3,200), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Commissioner of the Fire Department in the selection of a site in the Borough of Brooklyn for the purpose of erecting thereon a building for departmental purposes, said site being bounded and described as follows:

Beginning at a point on the easterly side of Himrod street distant 90 feet southerly from the intersection of the easterly side of Himrod street with the southerly side of St. Nicholas avenue; running thence southeasterly parallel with St. Nicholas avenue 100 feet; thence southwesterly parallel with Himrod street 75 feet; thence northwesterly again parallel with St. Nicholas avenue 100 feet to the easterly side of Himrod street; thence northeasterly along the easterly side of Himrod street 75 feet to the point or place of beginning, together with all the right, title and interest of the owners of said premises, of, in and to the streets and avenues in front thereof to the centre thereof.

—and the Comptroller be and he hereby is authorized to enter into contracts for the

acquisition of the above-described property at private sale at a price not exceeding six thousand dollars (\$6,000), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Commissioner of the Fire Department in the selection of a site in the Borough of Brooklyn for the purpose of erecting thereon a building for departmental purposes, said site being bounded and described as follows:

Beginning at a point on the southerly side of Eleventh street distant 357 feet 4 inches easterly from the southeasterly corner of Eleventh street and Seventh avenue; thence southerly parallel with Seventh avenue 142 feet 11¾ inches; thence easterly parallel with Eleventh street 25 feet; thence northerly again parallel with Seventh avenue and along land of The City of New York 143 feet 2 inches to the southerly side of Eleventh street; thence westerly along the southerly side of Eleventh street 25 feet to the point or place of beginning, together with all the right, title and interest of the owners of said premises, of, in and to the streets in front thereof to the centre thereof, premises being known on the tax books of the Borough of Brooklyn as Lot No. 25, in Block 1096.

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above-described property at private sale at a price not exceeding three thousand dollars (\$3,000), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Commissioner of the Fire Department in the selection of a site in the Borough of Brooklyn for the purpose of erecting thereon a building for departmental purposes, which site is bounded and described as follows:

Beginning at a point formed by the intersection of the southerly side of Avenue C with the westerly side of East Seventeenth street; thence westerly along the southerly side of Avenue C 54 feet more or less; thence southerly parallel with East Seventeenth street 101 feet 7 inches; thence easterly and on a line at right angles with East Seventeenth street 50 feet to the westerly side of East Seventeenth street; thence northerly along the westerly side of East Seventeenth street 122 feet 1¾ inches to the point or place of beginning, together with all the right, title and interest of the owners of said premises, of, in and to the streets in front thereof to the centre thereof.

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above-described property at private sale at a price not exceeding six thousand seven hundred and fifty dollars (\$6,750), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Commissioner of Correction, requesting the Board to grant an appropriation of \$22,000 to properly conduct the business of the Department:

DEPARTMENT OF CORRECTION—COMMISSIONER'S OFFICE,
No. 148 EAST TWENTIETH STREET,
NEW YORK, June 24, 1905.

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

DEAR SIR—The inclosed copy of a letter received by me from the General Bookkeeper and Auditor of the Department explains fully the present state of the resources of the Department for the current year. It will be impossible to properly carry on the work of the Department with the amount of money available for the remainder of the year.

I would therefore respectfully ask that the Honorable the Board of Estimate and Apportionment will concur in the resolution of the Board of Aldermen and will authorize the further issue of Revenue Bonds to the amount of twenty-two thousand dollars (\$22,000), as this is the smallest amount with which the operations of the Department can be conducted with credit to the City.

Trusting that your Honorable Board may take favorable action on the above, I am,

Very respectfully yours,
(Signed) FRANCIS J. LANTRY, Commissioner.

A true copy.
JOHN B. FITZGERALD, Secretary.

DEPARTMENT OF CORRECTION—COMMISSIONER'S OFFICE,
No. 148 EAST TWENTIETH STREET,
NEW YORK, June 23, 1905.

Hon. FRANCIS J. LANTRY, Commissioner, Department of Correction, No. 149 East Twentieth Street, City:

DEAR SIR—I beg to transmit herewith statement of appropriation, "Supplies and Contingencies," 1905, Borough of Manhattan, showing that the Department will require \$21,388.05 additional for 1905.

The Storekeeper informs me that he will require, at lowest calculation, 2,000 barrels of flour (estimated cost, \$9,000) for balance of year, in addition to that contracted for June 6, 1905. The seven monthly, special and emergency requisitions beginning June 1, 1905, have been estimated at the lowest possible amount, and \$2,500 per month will about carry us through. Total, \$17,500.

On April 28, 1905, I submitted a report in detail showing a shortage of \$65,000, and you thereupon requested the Honorable the Board of Aldermen to authorize the issue of Special Revenue Bonds for this amount. Said resolution was passed by the Board May 9, 1905, but the Honorable the Board of Estimate and Apportionment, in concurring with said resolution, allowed only \$40,000. I therefore suggest that you ask the Honorable the Board of Estimate and Apportionment to further concur in said resolution to the amount of \$22,000.

Very respectfully,
(Signed) JOHN P. DREYER,
General Bookkeeper and Auditor.

Appropriation "Supplies and Contingencies," 1905—Borough of Manhattan.
Appropriation \$308,000 00
Special Revenue Bonds 40,000 00

Payments to June 22, 1905.....	\$171,290 13
Contract liabilities	163,507 92
Christmas and Thanksgiving poultry, estimated.....	2,800 00
Vegetables, balance of year	1,400 00
Boarding horses, balance of year.....	350 00
Horseshoeing, balance of year.....	350 00
Monthly disbursements, balance of year.....	1,300 00
Open lines and requisitions, bills outstanding.....	1,890 00
Seven monthly, special and emergency requisitions, for balance of year, estimated	17,500 00
2,000 barrels of flour, estimated.....	9,000 00
	<hr/>
	\$369,388 05
Shortage	<hr/>
	\$21,388 05

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Aldermen, adopted May 9, 1905, to the extent of twenty-two thousand dollars (\$22,000), in addition to the amount heretofore authorized on account of said resolution, to be applied to purchasing supplies for the maintenance of the inmates of correctional institutions, and that for the purpose of providing means therefor, the Comptroller be and is hereby authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds of The City of New York, to the amount of twenty-two thousand dollars (\$22,000), redeemable from the tax levy of the year succeeding the year of their issue.

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

The Secretary presented the following communication from the Commissioner of Water Supply, Gas and Electricity, resolution of the Board of Aldermen and report of the Auditor of Accounts, Investigations Division, Department of Finance, relative to an appropriation for the organization and maintenance of an emergency force:

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY,
COMMISSIONER'S OFFICE, NOS. 13 TO 21 PARK ROW,
CITY OF NEW YORK, June 12, 1905.

Hon. TIMOTHY P. SULLIVAN, Acting President, Board of Aldermen, City Hall:

DEAR SIR—For the immediate organization and assignment to duty of an emergency force to the seven repair stations of this Department located in the boroughs of Manhattan and The Bronx, application is hereby made for an appropriation of \$46,200. Although every precaution is taken by the Department Engineers in supervising the laying of mains and setting of hydrants, it frequently happens that breaks appear, and past experience has shown that these accidents, in most cases, occur at night or on Sunday, when the men are released from duty, and many hours elapse before they can be assembled and dispatched to the point where the break has occurred.

On the 16th day of January, and 30th day of March, 1905, application was made to the Board of Estimate and Apportionment for an appropriation sufficient to pay for the employment of two extra watches consisting of the following force:

- 1 Assistant Foreman, at \$3 per day.
- 2 Caulkers, at \$3.50 per day.
- 3 Laborers, at \$2 per day.
- 1 Horse and cart, at \$3 per day.

No action has been taken by the Board of Estimate and Apportionment on these requests.

In my previous applications I called attention to the break in a water main at Eighty-sixth street and Broadway on December 14, 1904, which occurred at 2:45 a. m., and the water continued to flow into the Subway and resulted in the shutting down of all train service. Between the time of the accident and repair, about four hours elapsed before the Department men could shut off the water. The serious accident of yesterday, resulting from a break in the 48-inch main at Forty-first street and Park avenue, I think will convince you of the necessity of having on duty, at all hours, a full force of men to meet any emergency that may arise in this respect, and I ask that immediate consideration be given to this application, and that your Honorable Board authorize the issue of Special Revenue Bonds, pursuant to chapter 466, section 188 of the Laws of 1901.

Very respectfully,
(Signed) FRANK J. GOODWIN,
Deputy and Acting Commissioner.

In the Board of Aldermen.

Resolved, That upon the annexed communication, the Board of Estimate and Apportionment be and hereby is requested, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, to authorize the Comptroller to issue Special Revenue Bonds to the amount of forty-six thousand two hundred dollars (\$46,200), the proceeds whereof shall be applied to the immediate organization and assignment to duty of an emergency force to the seven repair stations of the Department of Water Supply, Gas and Electricity, in the boroughs of Manhattan and The Bronx.

Adopted by the Board of Aldermen, June 20, 1905, three-fourths of all the members elected voting in favor thereof.

Received from his Honor the Mayor, July 3, 1905, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

P. J. SCULLY, Clerk.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 13, 1905.

In the Matter
of

The request of the Commissioner of Water Supply, Gas and Electricity for an issue of Special Revenue Bonds to the amount of \$46,200 to establish an emergency repair force.

Hon. EDWARD M. GROUT, Comptroller:

SIR—In the matter of the resolution of the Board of Aldermen, adopted on June 20, 1905, reading as follows:

"That upon the annexed communication, the Board of Estimate and Apportionment be and hereby is requested, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, to authorize the Comptroller to issue Special Revenue Bonds to the amount of forty-six thousand two hundred dollars (\$46,200), the proceeds whereof shall be applied to the immediate organization and assignment to duty of an emergency force to the seven repair stations of the Department of Water Supply, Gas and Electricity in the boroughs of Manhattan and The Bronx."

—which was referred to the Investigations Division for examination, I beg to submit the following report:

In a letter to the Acting President of the Board of Aldermen, under date of June 12, 1905, Deputy and Acting Commissioner Frank J. Goodwin explains the reason for the request for the issue of Revenue Bonds referred to in the preceding resolution of the Board of Aldermen. A serious break occurred in a forty-eight-inch water main at Forty-first street and Park avenue, Manhattan, on Sunday, June 11, which, it will be remembered, resulted in flooding the subway and stopping traffic therein for several hours.

It is stated by Commissioner Oakley that this break in the mains happened, as most breaks do, either on Sundays or at night after the regular repair gangs have ceased work.

The Commissioner's plan, on account of which he seeks an issue of Revenue Bonds, is to establish at the seven repair stations now maintained by the Department of Water Supply, Gas and Electricity in Manhattan and The Bronx, emergency repair gangs. The regular work of the repair gangs at these stations is for eight hours per day. The Commissioner plans to establish two additional gangs for each of the stations to work eight hours per day, consisting of an Assistant Foreman, two Caulkers, three Laborers and one horse and wagon. These emergency gangs, with the regular gangs, will cover each district for the full twenty-four hours of the day. The districts covered by the present seven repair gangs are as follows:

- No. 1. Battery to Houston street, East river to North river.
- No. 2. Houston to Forty-second street, East river to North river.
- No. 3. Forty-second to Ninety-sixth street, East river to North river.
- No. 4. Ninety-sixth to One Hundred and Seventy-third street, East river to North river and islands.
- No. 5. Melrose street to Harlem river, Burnside to Tremont avenue.
- No. 6. North of Burnside and Tremont avenues, The Bronx, from One Hundred and Seventy-third street north to Spuyten Duyvil, Manhattan.
- No. 7. East of Bronx river north to City line.

The cost per diem of the fourteen gangs required by the plan just outlined will be as follows:

14 Assistant Foremen at \$3 per day.....	\$42 00
28 Caulkers at \$3.50 per day.....	98 00
42 Laborers at \$2 per day.....	84 00
14 horses and carts at \$3 per day.....	42 00

Total per day..... \$266 00

Assuming that Commissioner Oakley will be able to organize his emergency gangs and get them to work by Monday, July 24, there will remain 160 days in the present year for which it will be necessary to provide. At the rate of \$266 per day the cost of these emergency gangs for 160 days would be \$42,560.

The Commissioner has not called attention to the fact, but I assume that he will be obliged to provide an additional or third emergency gang for the 23 Sundays remaining the present year. If this gang can be employed at the regular rates (on the basis of \$266 per day), the cost of the same will be \$6,118 additional, or if double pay is required, the cost will be twice that amount, or \$12,236.

In view of the fact, however, that request is made for \$46,200, or approximately the cost of two repair gangs beginning July 1 (the Commissioner's request being dated June 12), it is safe to assume that the Commissioner contemplates providing for a Sunday emergency staff out of his regular appropriation, and that in consequence we should concern ourselves only with the matter of the two shifts of seven gangs each previously noted.

For the purpose of maintaining said fourteen emergency gangs, beginning July 24, I would respectfully advise that the Board of Estimate and Apportionment approve the issue of Special Revenue Bonds to the amount of \$42,560.

Yours respectfully,
CHARLES S. HERVEY,
Auditor of Accounts, Investigations Division.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Aldermen, adopted June 20, 1905, to the extent of forty-two thousand five hundred and sixty dollars (\$42,560), to be applied to the immediate organization and assignment to duty of an emergency force to the seven repair stations of the Department of Water Supply, Gas and Electricity, in the boroughs of Manhattan and The Bronx, and that for the purpose of providing means therefor the Comptroller be and is hereby authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds of The City of New York to the amount of forty-two thousand five hundred and sixty dollars (\$42,560), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

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

The Secretary presented a communication from the President of the Board of Trustees of Bellevue and Allied Hospitals, relative to the request of the Board of Estimate to be advised as to the probable amount that will be saved in the expenses of maintaining Bellevue Hospital by establishing the proposed Reception Hospital for the Insane of New York City.

Laid over.

The Secretary presented a petition from residents and property-owners in the neighborhood of the block bounded by Avenue A and River View terrace, Fifty-eighth and Fifty-ninth streets, Manhattan, protesting against the erection of the proposed Reception Hospital for the Insane.

Laid over.

The Secretary presented the following communication from the Comptroller, relative to an issue of \$500,000 Corporate Stock to replenish the fund for "Street and Park Openings," in the matter of purchasing property required for the approach to the Manhattan Bridge (Bridge No. 3), Borough of Brooklyn:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 12, 1905.

To the Board of Estimate and Apportionment:

GENTLEMEN—Under date of May 29, 1903, the Board of Estimate and Apportionment, pursuant to the provisions of section 442 of the Revised Greater New York Charter, adopted a resolution to lay out an approach to the Manhattan Bridge (Bridge No. 3), in the Borough of Brooklyn, City of New York.

Under date of December 11, 1903, the Board of Estimate and Apportionment, in pursuance of the provisions of section 970 of the Revised Greater New York Charter, adopted a resolution requesting the Corporation Counsel to apply for the appointment of Commissioners of Estimate and Assessment to acquire title by condemnation proceedings to property required for the opening and extending of an approach to the Manhattan Bridge (Bridge No. 3), in the Borough of Brooklyn, and determined that the entire cost and expense of said proceeding shall be borne and paid by The City of New York.

The title to the lands, etc., within the lines of said approach, from DeKalb avenue to Fulton street, became vested in The City of New York on June 29, 1905, pursuant to a resolution of the Board of Estimate and Apportionment, adopted June 9, 1905.

Under date of June 9, 1905, the Board of Estimate and Apportionment adopted a resolution authorizing the Comptroller to enter into a contract with the owners of property within the limits of said approach, for the purchase of the same, at a price not to exceed five hundred thousand dollars (\$500,000).

In accordance with said resolution a contract was entered into with William J. Buttlig, Vice-President of the Montauk Theatre Company, for the purchase of the property described therein at the amount indicated.

To reimburse the "Fund for Street and Park Openings" for the amount to be paid therefrom under said contract, Corporate Stock to the amount of five hundred thousand dollars (\$500,000), should be issued, pursuant to the provisions of section 174 of the Revised Greater New York Charter.

A resolution for that purpose is herewith submitted.

Respectfully,

EDWARD M. GROUT, Comptroller.

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 174 of the Revised Greater New York Charter, the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Revised Greater New York Charter, to the amount of five hundred thousand dollars (\$500,000), the proceeds whereof to be applied to replenish the "Fund for Street and Park Openings" for the amount to be paid therefrom to purchase property required for the approach to the Manhattan Bridge (Bridge No. 3), in the Borough of Brooklyn, City of New York, as laid out by the Board of Estimate and Apportionment on the 29th day of May, 1903, the entire cost and expense of which is to be borne and paid by The City of New York, pursuant to a resolution of the Board of Estimate and Apportionment, adopted December 11, 1903.

Which was adopted by the following vote:

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

The Secretary presented a communication from the Commissioner of Parks, Boroughs of Manhattan and Richmond, requesting an appropriation of \$100,000 for the improvement of West End avenue, Manhattan.

Laid over for hearing at first meeting in September.

The Secretary presented a communication from the Chief Engineer of the Board of Estimate and Apportionment, relative to an issue of \$150,000 Corporate Stock for the improvement of Gun Hill road, between Webster avenue and White Plains road, The Bronx.

Laid over.

The Secretary presented the following resolutions of the Board of Education requesting various transfers for the years 1903 and 1904:

Resolved, That the Board of Estimate and Apportionment be and it is hereby respectfully requested to approve the following transfers:

Five hundred dollars from the Special School Fund for the year 1903, and from the item contained therein entitled "Compulsory Education, Borough of Queens," which item is in excess of its requirements, to the item also contained within the Special School Fund for the same year, entitled "Incidental Expenses, Board of Education," which item is insufficient for its purposes.

One hundred dollars from the Special School Fund for the year 1904, and from the item contained therein entitled "Salaries of Janitors in all Schools, Board of Education," which item is in excess of its requirements, to the item also contained within the Special School Fund for the same year, entitled "Furniture and Repairs of, Borough of The Bronx," which item is insufficient for its purposes.

A true copy of resolution adopted by the Board of Education July 10, 1905.

A. EMERSON PALMER, Secretary, Board of Education.

Resolved, That the Board of Estimate and Apportionment be and it is hereby respectfully requested to transfer the sum of five hundred and seventy-four dollars and twenty-six cents (\$574.26) from the Special School Fund for the year 1903, and from the item contained therein entitled "Rents, Borough of Queens," which item is in excess of its requirements, to the Special School Fund for the same year, and to the item contained therein entitled "Salaries of Officers, Clerks and other Employees, Board of Education," which item is insufficient for its purposes.

A true copy of resolution adopted by the Board of Education July 10, 1905.

A. EMERSON PALMER, Secretary, Board of Education.

Resolved, That the Board of Estimate and Apportionment be and it is hereby respectfully requested to transfer the sum of eleven dollars (\$11) from the Special School Fund for the year 1904, and from the item contained therein, entitled "Salaries of Janitors in all Schools," Board of Education, which item is in excess of its requirements, to the item also contained within the Special School Fund for the year 1904, entitled "Fire Alarms," Borough of Brooklyn, which item is insufficient for its purposes.

A true copy of resolution adopted by the Board of Education June 28, 1905.

A. EMERSON PALMER, Secretary, Board of Education.

The following resolution was offered:

Resolved, That the sum of ten hundred and seventy-four dollars and twenty-six cents (\$1,074.26) be and the same is hereby transferred from appropriations made for the Department of Education for the year 1903, entitled and as follows:

Special School Fund.

"Borough of Queens—Compulsory Education".....	\$500 00
"Borough of Queens—Rents".....	574 26
	<hr/>
	\$1,074 26

—the same being in excess of the amounts required for the purposes thereof, to the following appropriations made to said Department for the same year, entitled and as follows:

"Board of Education—Incidental Expenses".....	\$500 00
"Board of Education—Salaries of Officers, Clerks and other Employees".....	574 26
	<hr/>
	\$1,074 26

—the amounts of said appropriations being insufficient.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the sum of one hundred and eleven dollars (\$111) be and the same is hereby transferred from the appropriation made to the Department of Education for the year 1904, entitled "Special School Fund, Board of Education—Salaries of Janitors in all Schools," the same being in excess of the amount required for the purposes thereof, to the appropriations made to said Department for the same year, entitled and as follows:

Special School Fund.

"Borough of The Bronx—Furniture and Repairs of".....	\$100 00
"Borough of Brooklyn—Fire Alarms".....	11 00
	<hr/>
	\$111 00

—the amounts of said appropriations being insufficient.

Which was adopted by the following vote:

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

The Secretary presented the following resolutions of the Board of Education, requesting various transfers for the years 1900 and 1898:

To the Board of Education:

The Committee on Finance begs to report that it has been advised by the Corporation Counsel that two judgments obtained against the Board of Education by Frank M. Bogert, for \$7,886.62 and \$142.64 respectively, are proper charges against the funds of the Board of Education.

In order to make a proper distribution of this charge among the funds of the Board of Education the following resolution is offered for adoption:

Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to transfer the sum of four hundred and fifty-four dollars and forty-seven cents (\$454.47) from the appropriation to the School Board for the Borough of Brooklyn for the year 1898, and from the item contained therein, entitled "Special School Fund, Furniture and Repairs of," which item is in excess of its requirements, to the appropriation to the School Board for the Borough of Brooklyn for the year 1898, entitled "General School Fund," which item is not sufficient for its purposes; also the sum of twenty-one hundred and thirty-four dollars and forty-eight cents (\$2,134.48) from the appropriation for the boroughs of Manhattan and The Bronx, 1900, entitled "General School Fund," which item is in excess of its requirements, to the appropriation for the Borough of Brooklyn for the year 1900, entitled "General School Fund," which item is not sufficient for its purposes.

A true copy of report and resolution adopted by the Board of Education July 10, 1905.

A. EMERSON PALMER, Secretary, Board of Education.

The following resolution was offered:

Resolved, That the sum of four hundred and fifty-four dollars and forty-seven cents (\$454.47) be and the same is hereby transferred from the appropriation made to the Department of Education for the year 1898, entitled "Special School Fund, Borough of Brooklyn—Furniture and Repairs of," the same being in excess of the amount required for the purposes thereof, to the appropriation made to said Department for the same year, entitled "General School Fund, Borough of Brooklyn," the amount of said appropriation being insufficient.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the sum of two thousand one hundred and thirty-four dollars and forty-eight cents (\$2,134.48) be and the same is hereby transferred from the appropriation made to the Department of Education for the year 1900, entitled "General School Fund—Boroughs of Manhattan and The Bronx," the same being in excess of the amounts required for the purposes thereof, to the appropriation made to said Department for the same year, entitled "General School Fund—Borough of Brooklyn," the amount of said appropriation being insufficient.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the President, Board of Education, resolutions of said Board and report of the Engineer, Department of Finance, relative to awarding contract for furnishing pianos for the use of the Board of Education in the various boroughs:

BOARD OF EDUCATION,
PARK AVENUE AND FIFTY-NINTH STREET,
NEW YORK, July 12, 1905.

To the Board of Estimate and Apportionment:

GENTLEMEN—I beg to acknowledge receipt of a communication addressed to A. Emerson Palmer, Secretary, Board of Education, by J. W. Stevenson, Deputy Comptroller, under date of July 11, 1905, inclosing a copy of a report made by Eugene E. McLean, Engineer, addressed to the Comptroller, regarding the awards for furnishing and delivering pianos to the public schools throughout the City.

This report suggests a redistribution of the awards.

I have given the matter careful attention and find that the Committee on Buildings took into consideration not only the matter of price, but the wearing qualities of the various instruments.

A further element which entered into the awards was the fact that it was necessary to so apportion the instruments that the various appropriations might not be overrun. This particular award covers some seven separate and distinct funds, and it was necessary to keep within each.

I am therefore strongly of the opinion that the awards as made by the Board of Education should receive your approval, and bespeak your favorable action thereon at the earliest possible date, assuring you that, without it, many of the schools will be unprovided for at the beginning of the fall term.

I remain, yours respectfully,

HENRY N. TIFFT, President, Board of Education.

To the Board of Education:

The Committee on Buildings respectfully reports that, in response to advertisements inserted in the CITY RECORD and other corporation papers, the following bids were received and opened on June 12, 1905:

For Furnishing and Delivering New Pianos for Various Schools in the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond.

Item I.	Item II.	Item III.
Boardman & Gray*.....	31 at \$261 00 each	.....
Steinway & Son.....	31 at 390 00 each	4 at \$975 each
Freeborn G. Smith.....	15 at 250 00 each	.....
William Knabe & Co.....	31 at 265 00 each	4 at \$700 each
Walters Piano Company.....	31 at 235 00 each	.....
George Steck & Co.....	31 at 265 00 each	4 at \$600 each
Pease Piano Company.....	31 at 250 00 each	.....
Ernest Gabler & Bro.....	31 at 255 00 each	.....
Krakauer Bros.....	31 at 247 50 each	.....
Sterling Piano Company.....	31 at 247 50 each	.....
Hardman, Peck & Co.....	25 at \$250 each	31 at 250 00 each

*Bid received subject to the approval of the Corporation Counsel.

Your Committee has gone over this matter very carefully, with a desire to secure instruments that will be best adapted for the purpose intended, and has selected the following-named firms, whose pianos have been found satisfactory in the past, and to whom it is recommended that awards, as hereinafter set forth, be made.

It will be necessary to secure the approval of the Board of Estimate and Apportionment, as provided in section 419 of the Charter, as the awards are not in all cases made to the lowest bidders.

The following resolutions are submitted for adoption:

Resolved, That subject to the approval of the Board of Estimate and Apportionment where required, contracts for furnishing and delivering pianos to the various schools in the boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond, be and they are hereby awarded as follows:

CORPORATE STOCK.		
BOROUGH OF MANHATTAN.		
Item 1. William Knabe & Co., 3 pianos, at \$250 each.....	\$750 00	
Item 2. William Knabe & Co., 2 pianos, at \$265 each.....	530 00	
Item 3. William Knabe & Co., 1 piano.....	700 00	
Item 1. George Steck & Co., 1 piano.....	250 00	
Item 2. George Steck & Co., 4 pianos, at \$265 each.....	1,060 00	
Item 3. George Steck & Co., 1 piano.....	600 00	
BOROUGH OF THE BRONX.		
Item 1. William Knabe & Co., 3 pianos, at \$250 each.....	750 00	
Item 2. William Knabe & Co., 1 piano.....	265 00	
Item 3. William Knabe & Co., 1 piano.....	700 00	
Item 2. George Steck & Co., 1 piano.....	265 00	
Item 1. Hardman, Peck & Co., 1 piano.....	250 00	
Item 2. Freeborn G. Smith, 1 piano.....	250 00	
BOROUGH OF BROOKLYN.		
Item 1. George Steck & Co., 1 piano.....	250 00	
Item 2. George Steck & Co., 1 piano.....	265 00	
Item 3. George Steck & Co., 1 piano.....	600 00	
Item 1. Freeborn G. Smith, 1 piano.....	250 00	
Item 2. Freeborn G. Smith, 2 pianos, at \$250 each.....	500 00	
BOROUGH OF QUEENS.		
Item 1. Freeborn G. Smith, 1 piano.....	250 00	
Item 2. Freeborn G. Smith, 1 piano.....	250 00	
Item 2. Ernest Gabler & Bro., 1 piano.....	255 00	
	\$8,990 00	
SPECIAL HIGH SCHOOL FUND.		
Item 2. William Knabe & Co., 1 piano.....	265 00	
PIANOS AND REPAIRS OF.		
BOROUGH OF MANHATTAN.		
Item 1. William Knabe & Co., 2 pianos, at \$250 each.....	\$500 00	
Item 2. William Knabe & Co., 1 piano.....	265 00	
Item 1. George Steck & Co., 3 pianos, at \$250 each.....	750 00	
Item 1. Hardman, Peck & Co., 1 piano.....	250 00	
Item 2. Hardman, Peck & Co., 2 pianos, at \$250 each.....	500 00	
Item 1. Freeborn G. Smith, 1 piano.....	250 00	
Item 2. Pease Piano Company, 1 piano.....	250 00	
BOROUGH OF THE BRONX.		
Item 1. George Steck & Co., 2 pianos, at \$250 each.....	500 00	
Item 1. Hardman, Peck & Co., 1 piano.....	250 00	
Item 1. Freeborn G. Smith, 1 piano.....	250 00	
BOROUGH OF BROOKLYN.		
Item 2. William Knabe & Co., 1 piano.....	265 00	
Item 2. Hardman, Peck & Co., 1 piano.....	250 00	
Item 2. Freeborn G. Smith, 2 pianos, at \$250 each.....	500 00	
Item 2. Ernest Gabler & Bro., 1 piano.....	255 00	
Item 2. Pease Piano Company, 1 piano.....	250 00	
BOROUGH OF RICHMOND.		
Item 1. Hardman, Peck & Co., 2 pianos, at \$250 each.....	500 00	
Item 2. Hardman, Peck & Co., 2 pianos, at \$250 each.....	500 00	
	6,285 00	
FURNITURE AND REPAIRS OF.		
BOROUGH OF QUEENS.		
Item 2. Hardman, Peck & Co., 1 piano.....	\$250 00	
Item 1. Freeborn G. Smith, 1 piano.....	250 00	
Item 2. Ernest Gabler & Bro., 2 pianos, at \$255 each.....	510 00	
Item 1. Pease Piano Company, 1 piano.....	250 00	
	1,260 00	
	\$16,800 00	

Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to approve the action of the Board of Education in awarding contracts for pianos for use in the public schools to other than the lowest bidders, for the reason that it is for the public interest that bids other than the lowest should be accepted, as stated in the foregoing report.

A true copy of report and resolutions adopted by the Board of Education on June 14, 1905.

A. EMERSON PALMER, Secretary, Board of Education.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 6, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—The Committee on Buildings of the Board of Education on June 12, 1905, after due advertisement, opened bids—

For furnishing and delivering new pianos for the various schools in the boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond:

	Item I.	Item II.	Item III.
Boardman & Gray	31 at \$261 00 each		
Steinway & Son	31 at 390 00 each	4 at \$975 each	
Freeborn G. Smith	10 at \$250 each	15 at 250 00 each	
Wm. Knabe & Co.....	25 at 250 each	31 at 265 00 each	4 at 700 each
Walters Piano Company.....		31 at 235 00 each	
George Steck & Co.....	25 at 250 each	31 at 265 00 each	4 at 600 each
Pease Piano Company.....		31 at 250 00 each	
Ernest Gabler & Brother.....		31 at 255 00 each	
Krakauer Brothers		31 at 247 50 each	
Sterling Piano Company.....		31 at 247 50 each	
Hardman, Peck & Co....	25 at 250 each	31 at 250 00 each	

The Board of Education, on June 14, 1905, made the following awards, subject to the approval by the Board of Estimate and Apportionment, as provided in section 419 of the Charter, as follows:

	Item I.	Item II.	Item III.
Wm. Knabe & Co.....	8 at \$250 each	6 at \$265 00 each	2 at \$700 each
George Steck & Co.....	7 at 250 each	6 at 265 00 each	2 at 600 each
Hardman, Peck & Co....	5 at 250 each	6 at 250 00 each	
Freeborn G. Smith	5 at 250 each	6 at 250 00 each	
Pease Piano Company...	3 at 250 00 each	3 at 250 00 each	
Ernest Gabler & Brother.....		4 at 255 00 each	
Totals	25 Pianos.	31 Pianos.	4 Pianos.

The Committee states in connection with these awards, "that it has gone over this matter very carefully, with a desire to secure instruments that will be best adapted for the purpose intended, and has selected the following-named firms, whose pianos have been found satisfactory in the past, and to whom it is recommended that awards, as hereinafter set forth, be made."

I would report for your information that the various pianos, as noted under the respective items, are as follows:

- Item I. Square pianos.
- Item II. Upright pianos.
- Item III. Grand pianos.

From information obtained from professional pianists the order of merit of the pianos offered by the bidders to whom contracts are awarded by the Board of Education, are as follows:

- William Knabe & Co.
- George Steck & Co.
- Hardman, Peck & Co.
- Ernest Gabler & Brother
- Pease Piano Company.
- Freeborn G. Smith.

All of these are above the bidders not considered by the Board of Education, except Steinway & Son, who are pre-eminent, but whose prices are considerably higher than those accepted by the Board of Education.

I have caused an inquiry to be made of the manufacturers as to the particular instrument of their make that they offered at the prices bid, with the following results:

Item I.—Square Pianos.

	Price to Ordinary Consumers.	Bid.
William Knabe & Co.....	\$450 00	\$250 00
George Steck & Co.....	500 00	250 00
Hardman, Peck & Co.....	600 00	250 00
Freeborn G. Smith	315 00	250 00

Item II.—Upright Pianos.

	Price to Ordinary Consumers.	Bid.
William Knabe & Co.....	\$500 00	\$265 00
George Steck & Co.....	550 00	265 00
Hardman, Peck & Co.....	400 00	250 00
Freeborn G. Smith	315 00	250 00
Pease Piano Company	400 00	250 00
Ernest Gabler & Brother	405 00	255 00

Item III.—Grand Pianos.

	Price to Ordinary Consumers.	Bid.
William Knabe & Co.....	\$1,400 00	\$700 00
George Steck & Co.....	1,000 00	600 00

I would note that the order of merit seems to be confirmed by the comparison of the ordinary prices given above.

To obtain the best results, taking into consideration the bids, it is my opinion that all the pianos should be divided between William Knabe & Co. and George Steck & Co.

I am informed by the Building Bureau of the Board of Education that the awards were so distributed in order to include and encourage as large a number of manufacturers as possible and still obtain good results. This has been the custom in the past and is favorable to competition.

Carrying out this idea, based upon my expert information, my opinion is that the following would be a better distribution than that made by the Board of Education, namely:

	Item I.	Item II.	Item III.
Wm. Knabe & Co.....	8 at \$250 each	8 at \$265 00 each	2 at \$700 each
George Steck & Co.....	8 at 250 each	8 at 265 00 each	2 at 600 each
Hardman, Peck & Co....	6 at 250 each	6 at 250 00 each	
Ernest Gabler & Brother.....		4 at 250 00 each	
Pease Piano Company ...		3 at 250 00 each	
Freeborn G. Smith	3 at 250 each	2 at 250 00 each	

Respectfully,
EUG. E. McLEAN, Engineer.

JULY 13, 1905.

P. S.—Hon. Henry N. Tift, President, Board of Education, in communication under date of July 12, 1905, in relation to the award for furnishing and delivering pianos to the public schools throughout the City, states:

"A further element which entered into the awards was the fact that it was necessary to so apportion the instruments that the various appropriations might not be over-run. This particular award covers some seven separate and distinct funds, and it was necessary to keep within each."

The question of the distribution of the funds was not considered in my foregoing report.

A representative of the Building Bureau of the Board of Education states that this was a very important consideration, since the money available was so apportioned in the respective boroughs that the price of the different pianos contributed largely in the distribution of the awards.

As the Board of Education distribution differs but slightly from my recommendations, in view of all the complications in making the awards, I now think that the awards as submitted by the Board of Education may be properly approved by the Board of Estimate and Apportionment.

Respectfully,
EUG. E. McLEAN, Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Education, adopted June 14, 1905, relative to the awarding of contracts for furnishing and delivering pianos for use in the public schools to other than the lowest bidders, for the reason that it is for the best interests of the City that bids other than the lowest should be accepted.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Coroners of the Borough of Brooklyn requesting an appropriation of \$300 to pay the salary and expenses of a temporary physician while the regular physicians are on their vacation:

CORONER'S OFFICE,
ROOM 11, BOROUGH HALL, BOROUGH OF BROOKLYN,
NEW YORK, June 29, 1905.

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

GENTLEMEN—Owing to the large number of Coroner's cases in the Borough of Brooklyn, it has been absolutely necessary for the two Coroners' Physicians, Emil F. Hartung and Charles Weust, to be on duty every day in the year. Since the summer of 1902 at no time have they had a vacation. Believing that they are entitled to two weeks vacation, we respectfully request your Honorable Board to appropriate the sum of three hundred dollars (\$300) to pay the salary and expenses of a temporary Physician while the regular Physicians are on their vacation.

This appropriation is necessary as the allowance to this office for Salaries and Expenses will not warrant this additional expenditure of the above amount.

Trusting you will act on this matter as speedily as possible, we remain,

Respectfully,

PHILIP T. WILLIAMS,
MICHAEL J. FLAHERTY,
Coroners.

The following resolution was offered:

Resolved, That the sum of three hundred dollars (\$300), be and the same is hereby transferred from the appropriation made for the year 1905, entitled "Interest on Revenue Bonds of 1905," the same being in excess of the amount required for the purposes thereof, to the appropriation made to the Coroner's office, Borough of Brooklyn, for the same year, entitled "Salaries and Expenses of Coroners in the Borough of Brooklyn," the amount of said appropriation being insufficient.

Which was adopted by the following vote:

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

The Secretary presented a resolution of the Board of Aldermen requesting an issue of \$10,000, the proceeds to be applied to meet the expenses incurred by the Special Committee appointed to make suitable arrangements for the opening celebration of the new municipal ferry between the Boroughs of Manhattan and Richmond.

Referred to the Commissioner of Docks and Ferries for such action as he could take under the Charter.

The Secretary presented the following communication from the Comptroller requesting the establishment of the grade of Bookkeeper in the Department of Finance with salary at the rate of \$2,700 per annum:

DEPARTMENT OF FINANCE—CITY OF NEW YORK,
July 12, 1905.

To the Board of Estimate and Apportionment:

GENTLEMEN—I request that the grade of Bookkeeper in the Department of Finance be established at \$2,700 per annum.

This is desired for the reason that there is now no grade between the salary of \$2,400 and \$3,000.

Respectfully,

EDWARD M. GROUT, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the establishment of an additional grade of the position of Bookkeeper in the Department of Finance, and recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the salary of said additional grade be fixed at the rate of twenty-seven hundred dollars (\$2,700) per annum.

Which was adopted by the following vote:

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

The Secretary presented a communication from the Deputy Comptroller relative to Claim No. 43087 of Gustavus T. Donnell and others for the sum of \$20,000 for damage and trespass on premises within the limits of Forty-first street, between Thirteenth and Fourteenth avenues, Brooklyn, by reason of the construction of a sewer therein.

The Comptroller moved that, in accordance with the request contained in the communication of the Deputy Comptroller, the Law Department be requested to stay proceedings in condemnation until the Department of Finance has an opportunity to examine into the claim.

Which motion was agreed to.

The Secretary presented a resolution of the Board of Education requesting that proper and necessary action be taken for the acquisition of property located on the Shore road adjoining Public School 4, Kreischerville, Borough of Richmond.

Referred to the Comptroller.

The Secretary presented a communication from the Secretary to the President of the Borough of Queens forwarding technical description of property for a disposal plant in connection with the Ingleside sewerage system, etc.

Referred to the Comptroller.

The Secretary presented the following communication from the Department of Health requesting authority to purchase a patented automobile touring car for the use of said Department:

DEPARTMENT OF HEALTH,
SOUTHWEST CORNER FIFTY-FIFTH STREET AND SIXTH AVENUE,
NEW YORK, July 11, 1905.

Hon. EDWARD M. GROUT, Comptroller, The City of New York:

SIR—By direction of the Commissioner, the Board of Estimate and Apportionment is respectfully requested to pass an appropriate resolution authorizing the Department of Health to advertise for an automobile touring car in accordance with the specifications transmitted herewith. These specifications were drawn with the idea that makers of any one of a dozen or more of the better grade of cars could bid on this contract. The specifications were not drawn in the interests of any one particular car.

This car is needed for the use of the Commissioner in making inspections of the offices of the Department in the five boroughs and in inspecting the Croton watershed

and other matters under the jurisdiction of this Department which need the Commissioner's personal attention.

Yours respectfully,

EUGENE W. SCHEFFER, Secretary.

The following was adopted:

Whereas, The Commissioner of Health is desirous of purchasing an automobile touring car and has for that purpose submitted to this Board a form of specification for the same so as to secure a fair and reasonable opportunity for competition, as provided by section 1554 of the Greater New York Charter,

Resolved, That the Board of Estimate and Apportionment hereby prescribes that the Commissioner of Health may purchase a patented automobile touring car for the use of the Department of Health, under a contract to be let pursuant to sections 419 and 541 of the Greater New York Charter, and in compliance with bids for a specification, as follows:

Specifications for a Gasolene Automobile Touring Car.

Type—It is intended by these specifications to provide for a gasolene automobile touring car, of tonneau type, with side-door entrance, capable of carrying four passengers, in addition to the operator, at a speed of at least 40 miles per hour, with a development of at least 24 brake horse-power. Weight of car to be not less than 2,000 nor more than 2,500 pounds, without supplies.

Frame—This touring car must be equipped with a frame of either channel and angle steel or pressed steel construction, carrying thereon the complete power equipment.

Running Gear—The running gear of this chassis must consist of forged steel axles with wooden wheels, ball, roller or plain bearings.

Wheels—The wheels are to be of wood (artillery type), with pneumatic rubber tires of a make to be approved. The size of wheels and tires to be approved by the Department. If plain bearings are used, the wheel bushings are to consist of phosphor bronze boxes forced into hub of wheel.

Springs—The chassis shall be carried by four semi-elliptic springs at least 2 inches in width. The front springs must not be less than 36 inches in length and the rear springs not less than 44 inches.

Motive Power—The motive power shall consist of a four-cylinder vertical gasolene motor of the explosive type, in front under a bonnet, capable of developing at least twenty-four brake horse-power, to be of the water-cooled type. Cylinders to be not less than 4-inch bore, 5-inch stroke.

Transmission—The transmission is to be of the sliding gear type, with at least three forward speeds and one reverse. The shafts of the transmission to be of special steel, hardened and ground; all bearings to be of phosphor bronze against the hardened steel shafts.

Power—The power is to be transmitted from the transmission gear to the rear wheels through either "direct" or "double chain" drive.

Change Gear—The change gear is to be operated by a single lever moving progressively from rear to front.

Gears—The gears of the transmission are to be of hardened steel.

Cooling System—The cooling system shall consist of a cellular radiator and circulation pump, to be of the centrifugal type, positively driven from the engine either by gear or chain. The means for determining the circulation of cooling water is to be conveniently located on the dashboard in plain view of the operator.

Lubrication—The lubrication of the motor is to be accomplished by sight feed oilers on the dashboard, in view of the operator, to be furnished either by gravity or forced feed. It must be so arranged that when the motor stops the supply of oil will cease, and when the motor starts the supply will automatically commence.

The transmission gear is to be lubricated by an oil bath.

The jack shaft bearings are to be lubricated by oil or grease cups.

The wheel bearings are to be lubricated with oil or grease, and shall contain an oil reservoir to accomplish this.

Ignition—The ignition shall consist of a high tension or jump spark, or of the make and break type. If the high tension or jump spark is used, the same is to be furnished by storage batteries of a capacity approved by the Board of Health. In connection with the induction of spark coil, each cylinder is to have a separate coil producing a spark in the same. The means for producing the spark is to be furnished by two sets of storage batteries and a two-way switch to enable either set of batteries to be connected to the spark coils. If the make and break type is used, the current is to be supplied by a magneto and also by batteries. These are to be so wired that the current can be switched from one to the other while the engine is running.

Control—The speed of the motor shall be controlled by a throttle governor, and an increase of speed to be attained by either an auxiliary hand throttle or foot pedal, or by both.

The time of the spark is to be controlled either automatically or by hand. The lever for operating the same is to be located conveniently for the operator.

Steering Gear—The steering gear shall be of the irreversible type, consisting of worm and segment, or its equivalent, and operated by a hand wheel on an inclined steering post, within easy access of the chauffeur.

Brakes—The touring car shall be equipped with three brakes, all of the double-acting type. One is to be on the counter or jack shaft, the others to be one on each rear wheel, and connected directly to the same.

Operating Means for Brakes—The operating lever for the brake on the jack shaft shall be of the pedal type, operated by the foot. The brakes on the rear wheels shall be operated by a hand lever, conveniently located for the operator's right hand, and are to be provided with a ratchet for locking the same. Both of the braking systems are to be constructed as to disconnect the motor from the transmission gear before the brakes are applied.

Wheel Base—The wheel base is to be so constructed as to carry the body described in these specifications. The size and other particulars in relation thereto must be approved by the Department before the commencement of the work. It should be of not less than 96 inches nor more than 106 inches in length.

Equipment—The touring car is to be equipped with two gas head-lights and two oil side-lights. In addition, there is to be one oil tail-light, a French horn with flexible brass tubing so placed as to be readily operated by the chauffeur, and a full complement of tools, necessary to make minor repairs and adjustments, all subject to the approval of the Department.

Speed—The touring car, when completed, must be capable of maintaining a speed of at least forty miles an hour, carrying a load of approximately 1,000 pounds, while traveling over ordinary country roads, and up and down hills, such as are to be found within the limits of the City.

Mileage—The touring car must have sufficient tank capacity to drive it at least 150 miles on one filling of gasolene, water and lubricating oil, subject to the same conditions mentioned in the preceding paragraph.

Finish—The chassis and wheel base are to be finished to correspond with the body. Material and workmanship employed must be subject to the approval of the Department.

Body.

Wood Body—All framework of body shall be first-class, second-growth ash; panels to be of $\frac{5}{8}$ -inch bent whitewood, thoroughly seasoned.

Seat frame to be body ash, $\frac{3}{4}$ -inch thick, mortised together at the corners and thoroughly screwed and glued, rabbeted for trap door in seat. Door to be hinged.

Seat panels to be screwed and glued to frame, and of individual pattern, division piece 2 inches wide.

There is to be a hardwood arm-rail on top of seat panel to accommodate trimming.

Moulding under arm-rail to be $\frac{3}{4}$ -inch wide.

Front boards to be ash, $\frac{3}{4}$ -inch thick, rabbeted into sills, screwed at the ends.

Floor under front seat, 9-16-inch ash, running crosswise of the body, $\frac{7}{8}$ -inch higher on the left-hand side than on the right.

Heel board to be mahogany, equipped with brass moulding and studs in the bottom and locked at top.

Rear panels in tonneau to be whitewood, glued and screwed to hardwood frame.

Iron plate to bind tonneau to body at hinge pillar.

Trap in rear of tonneau with three solid brass hinges on the bottom and snap lock on top.

Inside of body to be sheathed up so as to avoid notching mat or carpet.

Child's seat, about 9 inches by 17 inches; provision for storing under rear seat.

Floor boards in rear of tonneau to be $\frac{5}{8}$ -inch ash, rabbeted into sills and screwed at the ends.

Rear seat in tonneau to be bent whitewood, $\frac{5}{8}$ -inch thick. Hardwood rail on top for trimming; $\frac{3}{4}$ -inch moulding under arm rail; 2-inch mouldings on back of body, as per sample.

Doors in tonneau shall have two solid brass hinges, right and left, with brass spring lock with extra catch, brass handle on outside of door and brass nut on inside. Large moulding at handle for escutcheon plate.

All framework in tonneau shall be thoroughly seasoned body ash, mortised together and securely screwed and glued.

Lock pillars to have 3-16-inch bevel with $\frac{3}{8}$ -inch striking rabbit.

Space under doors for brass plates.

There shall be "T" moulding on outside of doors to conceal opening.

Front sills to be full width for brass plates.

The hinges and locks shall be submitted for approval.

Body shall be held in same position when doors are fitted as when attached to chassis.

Trimming Body—Trimming shall be tufted leather, hand-buffed; colors to be selected.

Hair, pure white, hard drawings.

Spring cushions and springs in back of body.

Side trimmings to be kept thin in order to save space on rear seat.

An iron cleat in front of seat frame, covered with leather, projecting 1-16 inches above top to prevent cushions slipping forward.

Cushions to be properly fastened to prevent them leaving their positions when not occupied.

There shall be pockets in front seats without flaps, and in doors and rear quarters with flaps, with beaded edge and stiffened to make them hang smoothly, same to be fastened at corners with ball and socket snaps.

All binding leather shall be of same material as body is trimmed with.

Brass moulding around tonneau and front seats as usual.

Seat fall on rear seat.

Brass moulding between individual seats to be low enough so as not to interfere with arm-rest.

Painting Body—Body shall be painted as follows:

Priming coat, putty coat, lead coat, six coats of filling, scoured piano finish ready for color.

Inside of body to have priming coat, lead coat, two coats of black color mixed with varnish.

Samples of material shall be submitted for approval, and the factory is to be open at all times for inspection of work.

Floor board finished in natural wood.

Floor boards run crosswise.

Style—This touring car body is to be of the very latest style and to be modern in every respect, and to be so built as to be entirely sanitary. All materials used in its construction are to be of the very best quality known to the trade. It is intended by these specifications to get a thoroughly good and modern touring car, and the contractor must furnish all materials and work necessary to complete such a touring car whether all such work or supplies have been specifically mentioned or not.

Design—Bidders will be required to submit with their bids a design of the touring car body which they propose to furnish.

Tests—The Department reserves the right to employ mechanical experts to thoroughly test the motive power and mechanical or structural features of the completed touring car, and to make such tests as they may deem necessary before accepting the touring car. Such tests shall include a trial run of at least one hundred and fifty (150) miles, over a course to be selected by the Department, subject to the conditions mentioned under the paragraphs in relation to speed and mileage contained in these specifications. Said trial run to be at the expense of the contractor. The acceptance of the touring car will be subject to the favorable report of the experts, should the Department elect to employ such. This report shall simply cover the point as to whether the touring car has been built in entire accordance with the specifications in letter and in spirit.

Guarantee—The automobile touring car delivered under this specification must be guaranteed against defective materials and workmanship for a period of sixty days, in accordance with the standard warranty of the National Association of Automobile Manufacturers.

Date of Delivery—This automobile touring car must be delivered complete and in strict conformity to these specifications within one hundred (100) days from the date of the awarding of the contract.

Instruction to Chauffeur—The contractor must furnish a competent chauffeur or other person capable of running the touring car and who is thoroughly familiar with the type of engine installed, to instruct the chauffeur or other person employed by the Department to run the touring car. Such contractor's chauffeur shall remain with the touring car, subject to the orders of the Department, for at least one week from the date of delivery and acceptance of the touring car, or until the Department's employee shall have become thoroughly familiar with the motor and other mechanical devices and be entirely competent to run the touring car without help.

Which was adopted by the following vote:

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

The Secretary presented a communication from the Hon. Thomas C. O'Sullivan, calling the attention of the Board to chapter 748 of the Laws of 1905, which authorizes and empowers the Board of Estimate and Apportionment to examine and inquire into and to audit and allow the claims of various persons named in said bill, for compensation for services rendered as Drivers in the Department of Street Cleaning.

Referred to the Comptroller.

The Secretary presented the following communication from the Department of Water Supply, Gas and Electricity, requesting the transfer of \$2,250 to "Borough of Richmond Pumping Stations—Salaries and Supplies."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY,
COMMISSIONER'S OFFICE, NOS. 13 TO 21 PARK ROW,
CITY OF NEW YORK, July 12, 1905.

JAMES W. STEVENSON, Esq., Deputy Comptroller, and Secretary, Board of Estimate and Apportionment:

DEAR SIR—The appropriation entitled "Pumping Stations, Salaries and Supplies, Borough of Richmond," for this year is insufficient for the purposes intended by an amount in excess of \$5,000.

A part of this amount may be obtained by transfers from other appropriations for that borough to afford temporary relief.

I therefore request that your board transfer to the said appropriation the amounts which may be spared from the following-named appropriations:

Salaries, Lighting and Electricity.....	\$1,250 00
Rentals of fire hydrants.....	1,000 00
	<u>\$2,250 00</u>

Respectfully,

JOHN T. OAKLEY, Commissioner.

The following resolution was offered:

Resolved, That the sum of two thousand two hundred and fifty dollars (\$2,250) be and the same is hereby transferred from the appropriations made to the Department of Water Supply, Gas and Electricity, for the year 1905, entitled and as follows:

BOROUGH OF RICHMOND.

"Salaries—Lighting and Electricity".....	\$1,250 00
"Rentals of Fire Hydrants".....	1,000 00
	<u>\$2,250 00</u>

—the same being in excess of the amounts required for the purposes thereof, to the appropriation made to said Department for the same year, entitled "Borough of Richmond Pumping Stations—Salaries and Supplies," the amount of said appropriation being insufficient.

Which was adopted by the following vote:

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

The Secretary presented the following resolution transferring the sum of \$715.15 to various charitable institutions:

Resolved, That the sum of seven hundred and fifteen dollars and fifteen cents (\$715.15) be and the same is hereby transferred from the various appropriations made for charitable institutions for the year 1904, entitled and as follows:

New York County—"Matteawan State Hospital".....	\$414 09
Queens County—"Matteawan State Hospital".....	4 18
Richmond County—"Matteawan State Hospital".....	296 88
	<u>\$715 15</u>

—the same being in excess of the amounts required for the purposes thereof, to the appropriations made for various institutions for the same year, entitled and as follows:

New York County—"Western New York Institution for Deaf Mutes"....	\$414 09
Queens County—"New York Institution for the Instruction of the Deaf and Dumb"	4 18
Richmond County—"New York Institution for the Instruction of the Deaf and Dumb"	296 88
	<u>\$715 15</u>

—the amounts of said appropriations being insufficient.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Chief Engineer of the Board of Estimate and Apportionment recommending the establishment of the position of Assistant Engineer in the office of said Board, with salary at the rate of \$5,000 per annum:

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER, NO. 277 BROADWAY,
July 10, 1905.

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

SIR—I think it will be admitted that the engineering work of the Board of Estimate and Apportionment has been accomplished with an exceedingly small force, and I have several times expressed the conviction that but for the unusual industry and painstaking work of Mr. Arthur S. Tuttle it would have been impossible to accomplish so large an amount of work with so small a force. Mr. Tuttle has been continually in the service of the cities of Brooklyn and New York for twenty-one years. His experience has been varied, and I believe that he is an exceedingly valuable man in the public service and should receive a salary of \$5,000 per annum. I beg therefore to recommend the adoption of the accompanying resolution providing for the creation of the grade of Assistant Engineer at a salary of \$5,000.

Respectfully

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the establishment of the position of Assistant Engineer in the office of the Board of Estimate and Apportionment, and recommends to the Board of Aldermen, in accordance

with the provisions of section 56 of the Greater New York Charter, that the salary of said position be fixed at the rate of five thousand dollars (\$5,000) per annum.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby fixes the salary of Arthur S. Tuttle, Assistant Engineer in the office of said Board, at the rate of five thousand dollars (\$5,000) per annum, upon the certification by the City Clerk that favorable action has been taken on the resolution fixing the salary of the grade of the position of Assistant Engineer in the office of said Board at five thousand dollars (\$5,000) per annum, and that the matter has been duly considered by the Mayor.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Commissioner of Licenses requesting the establishment of the position of Office Boy, with salary at the rate of \$300 per annum:

OFFICE OF THE COMMISSIONER OF LICENSES,
No. 277 BROADWAY, BOROUGH OF MANHATTAN,
NEW YORK, July 12, 1905.

Hon. JAMES W. STEVENSON, Secretary, Board of Estimate and Apportionment, No. 280 Broadway, Manhattan:

DEAR SIR—Application is hereby respectfully made to amend the resolution of May 12, 1904, fixing the salaries of positions in the office of the Commissioner of Licenses, so as to include therein the following position:

1 Office Boy; annual salary, \$300.

Respectfully,

FREDERICK L. C. KEATING,
Commissioner of Licenses.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the establishment of the position of Office Boy in the office of the Commissioner of Licenses, and recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the salary of said position be fixed at the rate of three hundred dollars (\$300) per annum.

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, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Principal Assistant Engineer of the Department of Finance, report of the Engineer of the Board of Estimate and Apportionment, and communication from the Commissioner of Public Works, Borough of Brooklyn, relative to the request of the President of said borough to authorize a contract for repaving with asphalt block, Broadway, from Havemeyer street to Lafayette avenue, in the Borough of Brooklyn, to other than the lowest bidder:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 11, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—In the matter of the request to the Board of Estimate and Apportionment of J. C. Brackenridge, Commissioner of Public Works, Borough of Brooklyn, dated June 22, 1905, for permission to accept other than the lowest bid for repaving with asphalt block, Broadway, from Havemeyer street to Lafayette avenue, I would report:

On March 29, 1905, proposals for doing this work were received as follows:

Interstate Paving Company.....	\$80,482 50
Cranford Company.....	88,912 00
Barber Asphalt Paving Company.....	91,423 50
Hastings Pavement Company.....	95,558 80
Continental Asphalt Paving Company.....	99,412 00

The Borough President, not feeling that the Interstate Paving Company could do this work, in time, readvertised, and as the result of the second advertisement, proposals were received on June 14, 1905, which, tabulated, are as follows, the Interstate Paving Company again being the lowest bidder:

Interstate Paving Company.....	\$75,721 00
Kelly Asphalt Block Company.....	87,944 30
Charles Cranford.....	90,214 20
Hastings Pavement Company.....	95,558 80
Barber Asphalt Paving Company.....	100,841 70

On July 6, 1905, I had the plant of the Interstate Paving Company examined, and it was reported to me that the machinery was all upon the ground, but not set up, nor was any work being done in the making of asphalt blocks. It was also reported to me that the representative of the company stated that the plant would be in operation by Monday, July 10, 1905. I personally visited the company's plant on Tuesday, July 11, 1905, and from its present condition, I do not think it possible to begin operations for the making of asphalt blocks for at least ten days, and it may be August 1 before the plant will be satisfactorily working.

In view of the present condition of the plant, I concur in Chief Engineer Lewis' opinion, and if the question of time is of vital importance, I would recommend that the request of the Commissioner be granted.

Respectfully,

CHANDLER WITHINGTON, Principal Assistant Engineer.

Approved:

EUG. E. McLEAN, Engineer.

REPORT No. 3088.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
NEW YORK, June 29, 1905.

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

SIR—At the meeting of the Board of Estimate and Apportionment held on the 23d inst., a communication was presented by the President of the Borough of Brooklyn recommending that the contract for repaving with asphalt block Broadway, from Havemeyer street to Lafayette avenue, be awarded to the Brooklyn Alcatraz Asphalt Company, they being next to the lowest bidders, the lowest bidders for the same being the Interstate Paving Company. The President of the Borough gives as his reason for this recommendation the following facts:

On March 29, 1905, proposals were received for paving Broadway and a number of other streets, and in the case of Broadway the lowest bidder was the Interstate Paving Company, their bid being \$8,429.50 lower than the next bidder. This company was also the lowest bidder for the repaving of Waverly avenue, and inasmuch as the Interstate Paving Company had not carried out any contracts for paving with asphalt block, and as the Broadway contract is a very important one, which it is desirable to have carried out in the shortest possible time, it was thought best to award them the Waverly avenue contract in order that they might demonstrate their ability to do this kind of work. Finding on June 1 that the Interstate Company had not yet

erected their plant for the manufacture of the blocks needed for Waverly avenue, the Borough President rejected the bids for Broadway and readvertised, bids being received on June 14. The Interstate Company was again the lowest bidder, their price being \$4,761.50 less than before, and \$12,223.30 less than that of the next lowest bidder. The President of the Borough seems convinced that the Interstate Paving Company cannot carry out the contract within a reasonable time, and he therefore asks the Board to authorize him to award it to the Kelly Asphalt Block Company, next to the lowest bidder. The Board referred the communication of the Borough President to its Engineer for examination and report.

I have had interviews with Mr. Charles I. Williams, President of the Interstate Paving Company, and with Mr. Daniel J. McCoy, of the Kelly Asphalt Block Company, and I have submitted to them several questions, to which they have replied in writing. Mr. Williams, of the Interstate Company, states that his asphalt block press is now being erected in their yard on Newtown creek, and that they are waiting for a so-called "intensifier," to be furnished by the Pioneer Iron Works, and he submits a letter from the General Manager of these works stating that this "intensifier" will be ready to deliver on Monday, July 3, and that it will only be necessary to set it on the foundation already prepared and make the pipe connections, which will take about two days, when the machine will be ready for use, and Mr. Williams calculates that they will be making blocks by Monday, July 10. He further states that this press was used last year at the plant of the Kelly Asphalt Block Company, where it made about 800,000 blocks, some of which were used in the paving of Eighteenth street, between Third and Sixth avenues, Borough of Brooklyn, but that the steam plant of the Kelly Asphalt Block Company was too small to run the press to its full capacity. He further states that the capacity of the new press will be 18,000 blocks per day, and that he intends to run the press night and day and to produce the required number of blocks in twenty-five days, while the time limit on his contract is ninety working days. He states that his company has never laid any asphalt block pavements in The City of New York, but expresses confidence in his ability to complete the contract in the required time. He further states that, while the bids for Waverly avenue were submitted on March 29, the contract was signed by them on May 22, and it was not until June 20 that he received notice that the contract had been registered by the Comptroller, and he was directed to commence work.

The Kelly Asphalt Block Company has advised me that if the contract for repaving Broadway is awarded to them they will use blocks manufactured by the Barber Asphalt Company at Maurer, N. J.; that these blocks have recently been used in the paving of Jerome avenue, in the Borough of The Bronx, and also in the paving of One Hundred and Eighty-seventh street, between Webster avenue and the Southern Boulevard; that these blocks were accepted by the City last year, and that the pavements are in good condition. They further say that they are prepared to commence work at once and complete the entire contract within the specified time.

I have personally visited the plant of the Interstate Paving Company to examine the asphalt block machine. The machine is made by Mr. Williams, the President of the Interstate Paving Company, and is the same one which was furnished by him to the Kelly Asphalt Block Company, and which they tried to operate for some time. It was claimed that the capacity of the machine was 12,000 blocks in ten hours, but I am advised by the Kelly Company that the greatest number of blocks ever made in one day was 11,000, and that the average was not more than 5,000, a very large proportion of which were rejected. Mr. Williams claims that these blocks were rejected because the mixture was found to be improper, while the Kelly Company claims that the blocks were defective because they had not received sufficient compression and were not of uniform density and sufficient weight. Mr. Williams believes that the use of the so-called "intensifier" will enable him to make blocks of sufficient and uniform density, but if this result is secured I am of the opinion that the capacity of the machine will be decreased.

In my judgment the new machine will not be ready for use by July 10, and I believe that August 1 would be a more probable date. Mr. Williams stoutly maintains that he will have an ample supply of blocks from the time the curb has been set and the concrete foundation laid, if the contract be awarded to him, and in this belief I presume he is sincere.

The machine which it is proposed to use is, so far as I can learn, the only one of its kind and the only one in which hydraulic power is used for compression, all of the other kinds employed in the making of asphalt blocks being known as "cam" machines. I believe that this one is designed upon faulty mechanical principles, and I doubt whether it will be possible to secure the results which they expect. Mr. Williams says that by running their machine day and night he hopes to produce 20,000 blocks per day, but in view of the results obtained with it when used by the Kelly Company, I think he greatly overestimates its capacity. This contract will require 700,000 blocks, and in my opinion it is very doubtful if the Interstate Paving Company can complete the repaving of Broadway between the points named during the present year if they depend upon blocks made by this new machine. Whether or not the ability of the Borough President to complete this paving within the time named in the contract or even during the present season is worth to the City the difference of more than \$12,000 between the bid of the Interstate Company and that of the Kelly Company, I cannot say.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,
BROOKLYN, June 22, 1905.

Hon. MARTIN W. LITTLETON, President, Borough of Brooklyn:

DEAR SIR—I beg to recommend that contract for repaving with asphalt block Broadway, from Havemeyer street to Lafayette avenue, be awarded to the Kelly Asphalt Block Company at their figure of \$87,944.30, as submitted in competitive bidding on June 14, 1905, and as said company are not the lowest bidders that the consent of the Board of Estimate and Apportionment be secured for such action. This recommendation is made for the following reason:

On March 29, 1905, proposals for doing this work were received as follows:

Interstate Paving Company.....	\$80,482 50
Cranford Company.....	88,912 00
Barber Asphalt Paving Company.....	91,423 50
Hastings Pavement Company.....	95,558 80
Continental Asphalt Paving Company.....	99,412 00

After these bids had been canvassed I asked Mr. C. I. Williams, the President of the Interstate Paving Company, the lowest bidder, to call on me and demonstrate his ability to carry out the contract. He stated he had a machine ready for making blocks which was at that time in the shops of the Pioneer Iron Works, this borough, and that if the contract were awarded to him he could be making the blocks for Broadway in thirty days.

The Interstate Paving Company were also the lowest bidder as indicated by the proposals received that day for installing asphalt block on Waverly avenue, between Flushing and Myrtle avenues.

Despite Mr. Williams' promises, I felt at the time he would be unable to carry out the contract and it was not deemed advisable to award the contract for Broadway to his company, and therefore we awarded him the contract for smaller work on Waverly avenue in order that he might be given an opportunity to demonstrate the output of his machine and the capabilities of his company for doing this sort of work.

Several times I instructed the Chief Engineer of Highways to inquire regarding the progress being made by the Interstate Paving Company, and finally on about June 1, I inquired again regarding the progress which had been made by the Interstate Paving Company, and found that as far as the manufacture of asphalt block was concerned that no progress whatever had been made by the Interstate Paving Company, President Williams admitting that not one block had been manufactured. I therefore rejected all bids for Broadway repaving and readvertised the work. As a result of this second advertisement proposals were received on June 14, which tabulated are as follows, the Interstate Paving Company again being the lowest bidders:

Interstate Paving Company.....	\$75,721 00
Kelly Asphalt Block Company.....	87,944 30
Charles Cranford.....	90,214 20
Hastings Pavement Company.....	95,558 80
Barber Asphalt Paving Company.....	100,841 70

I thereupon called Mr. Williams to the office. At this interview Mr. Williams stated that his company had had trouble and that they had been obliged to move their plant, and that further they were having some extra machinery made for the press which was to manufacture the asphalt blocks.

Thus, nearly three months after my first conversation with Mr. Williams, not a block had been manufactured by him, notwithstanding the fact that the contract for repaving Waverly avenue had been awarded him on the letting of March 29. Mr. Williams assured me positively at this interview that the machinery would be completed and set up within a week, but upon inquiry at the Pioneer Iron Works it was stated it would be three weeks before the required machinery could be furnished to the Interstate Paving Company. This would mean practically the middle of July before the machinery would be delivered to the Interstate Paving Company after which time it would have to be set up.

It is still an open question, therefore, whether the company will be able to manufacture blocks that will comply with the specifications.

I have given the Interstate Company every opportunity to demonstrate their ability to properly perform the contract. I have urged their president to facilitate the construction of the plant, and as stated, have awarded to him a small contract in an effort to ascertain his ability to do that character of work. The result of it all has been most unsatisfactory. The Interstate Company does not seem to be in any better position to-day than, according to the statements of their president, it was at the time proposals were received on March 29. The repaving of Broadway is so important an improvement, and is a work of such magnitude as to make further delay through again advertising inadvisable.

I have inquired into the ability of the Kelly Asphalt Block Company, who were next to the lowest bidders in the last letting, and am satisfied that they can perform the work without delay. The Kelly Asphalt Block Company have laid asphalt block streets in Brooklyn both with their own block and blocks they have purchased. If the contract for paving Broadway is not awarded at the present time, I am satisfied that the improvement cannot be completed this year, and I therefore recommend the Board of Estimate and Apportionment be requested to consent to the awarding of it to the second lowest bidders, the Kelly Asphalt Block Company, at their figure of \$87,944.30.

Yours very truly,

J. C. BRACKENRIDGE, Commissioner.

Repaving Broadway, from Havemeyer Street to Lafayette Avenue, Borough of Brooklyn.

	Bids Opened March 29, 1905.		Bids Opened June 14, 1905.	
	Low.	Total.	Low.	Total.
Interstate Paving Company.....	\$8,429 50	\$80,482 50	\$12,623 30	\$75,321 00
Barber Asphalt Paving Company...	91,423 50	.....	100,837 70
Hastings Pavement Company.....	95,558 80	.....	95,558 80
Cranford Company	88,912 00	.....	.....
Continental Asphalt Company.....	99,412 00	.....	.....
Chas. Cranford	90,214 20
Kelly Asphalt Block Company.....	87,944 30

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 419 of the Greater New York Charter, the Board of Estimate and Apportionment, deeming it for the best interests of the City that a bid other than the lowest should be accepted for repaving with asphalt block Broadway, from Havemeyer street to Lafayette avenue, Borough of Brooklyn, hereby authorizes the President of the Borough of Brooklyn to award the contract to the Kelly Asphalt Block Company, at its bid of eighty-seven thousand nine hundred and forty-four dollars and thirty cents (\$87,944.30).

Which was adopted by the following vote:

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

The Secretary presented the following:

At a Special Term, Part I., of the Supreme Court, held in and for the County of New York at the County Court House, in said County, on the 14th day of July, 1905.

Present—Hon. Henry A. Gildersleeve, Justice.

Clermont H. Wilcox,

Plaintiff,

against

George B. McClellan, as Mayor of The City of New York; Edward M. Grout, as Comptroller of The City of New York; Charles V. Fornes, as President of the Board of Aldermen of The City of New York; John F. Ahearn, as President of the Borough of Manhattan; Louis F. Haffen, as President of the Borough of The Bronx; Martin W. Littleton, as President of the Borough of Brooklyn; Joseph Cassidy, as President of the Borough of Queens, and George Cromwell, as President of the Borough of Richmond, and together constituting the Board of Estimate and Apportionment of The City of New York,

Defendants.

The above-named defendants having obtained an order to show cause why the order herein entered and filed in the office of the Clerk of the County of New York on or about the 7th day of July, 1905, modifying the order herein dated June 29, 1905, should not be amended and resettled to read in manner and form as set forth in said Schedule "A," annexed to said order to show cause, and why the defendants should not have such other and further relief in the premises as may be desired. And the motion upon the said order to show cause having come duly on to be heard, now upon reading and filing the said order to show cause dated the 13th day of July, 1905, the moving affidavit of William P. Burr, verified the same day with Schedules "A," "B" and "C," annexed thereto, and the opposing affidavit of L. Lafin Kellogg, verified the 14th day of July, 1905, and after hearing Mr. William P. Burr, Assistant Corporation Counsel, of counsel for defendants in support of said motion, and Mr. L. Lafin Kellogg, of counsel for plaintiff, in opposition thereto, and due deliberation having been had, on motion of John J. Delany, Corporation Counsel, it is

Ordered, That the said motion be and the same hereby is in all respects granted; and it is further

Ordered, That the order herein entered and filed in the office of the Clerk of the County of New York on or about the 7th day of July, 1905, reading as follows:

At a Special Term, Part I., of the Supreme Court, held in and for the County of New York, at the County Court House in said County, on the 7th day of July, 1905.

Present—Hon. Henry A. Gildersleeve, Justice.

Clermont H. Wilcox,

Plaintiff,

vs.

George B. McClellan, as Mayor of The City of New York; Edward M. Grout, as Comptroller of The City of New York; Charles V. Fornes, as President of the Board of Aldermen of The City of New York; John F. Ahearn, as President of the Borough of Manhattan; Louis F. Haffen, as President of the Borough of The Bronx; Martin W. Littleton, as President of the Borough of Brooklyn; Joseph Cassidy, as President of the Borough of Queens, and George Cromwell, as President of the Borough of Richmond, and together constituting the Board of Estimate and Apportionment of The City of New York,

Defendants.

The above-named plaintiff having obtained an order staying all proceedings on the part of the above-named defendants on the communications received by them from the Board of Rapid Transit Commissioners, referred to in the complaint herein, and to show cause why the said stay should not continue until the hearing and determination of the appeal taken by the said plaintiff from the order herein entered and filed in the office of the Clerk of the County of New York on or about the 29th day of June, 1905, denying plaintiff's motion for an injunction herein, and why said plaintiff should not have such other and further relief as to the Court may seem just and proper, and the motion upon the said order to show cause having come duly on to be heard, now on reading and filing the said order to show cause, dated the 29th day of June, 1905, the affidavit of Alfred C. Pette, verified the 29th day of June, 1905, read in support of the motion, and after hearing Mr. L. Lafin Kellogg, of counsel for plaintiff, in support of said motion, and Mr. William P. Burr, Assistant Corporation Counsel, of counsel for defendants, in opposition thereto, and due deliberation having been had, on motion of John J. Delany, Corporation Counsel, it is

Ordered, That the stay contained in said order to show cause herein, dated June 29, 1905, be and the same hereby is modified to the extent that defendant may proceed with consideration of the plans and conclusions heretofore transmitted to the defendant as the Board of Estimate and Apportionment by the Board of Rapid Transit Railroad Commissioners, and to approve or disapprove the same, but that no further action shall be taken on said matter until the further order of this Court herein.

Enter,

H. A. G.,

J. S. C.

—be and the same hereby is amended and resettled to read in manner and form as follows:

At a Special Term, Part I. of the Supreme Court, held in and for the County of New York, at the County Court House in said County, on the 7th day of July, 1905.

Present—Hon. Henry A. Gildersleeve, Justice.

Clermont H. Wilcox,

Plaintiff,

against

George B. McClellan, as Mayor of The City of New York; Edward M. Grout, as Comptroller of The City of New York; Charles V. Fornes, as President of the Board of Aldermen of The City of New York; John F. Ahearn, as President of the Borough of Manhattan; Louis F. Haffen, as President of the Borough of The Bronx; Martin W. Littleton, as President of the Borough of Brooklyn; Joseph Cassidy, as President of the Borough of Queens, and George Cromwell, as President of the Borough of Richmond, and together constituting the Board of Estimate and Apportionment of The City of New York,

Defendants.

The above-named plaintiff having obtained an order staying all proceedings on the part of the above-named defendants on the communications received by them from the Board of Rapid Transit Commissioners, referred to in the complaint herein, and to show cause why the said stay should not continue until the hearing and determination of the appeal taken by the said plaintiff from the order herein entered and filed in the office of the Clerk of the County of New York on or about the 29th day of June, 1905, denying plaintiff's motion for an injunction herein, and why said plaintiff should not have such other and further relief as to the Court may seem just and proper, and the motion upon the said order to show cause having come duly on to be heard, now upon reading and filing the said order to show cause, dated the 29th day of June, 1905, the affidavit of Alfred C. Pette, verified the 29th day of June, 1905, read in support of the motion, and after hearing Mr. L. Lafin Kellogg, of counsel for plaintiff, in support of said motion, and Mr. William P. Burr, Assistant Corporation Counsel, of counsel for defendants, in opposition thereto, and due deliberation having been had, on motion of John J. Delany, Corporation Counsel, it is

Ordered, That the stay contained in said order to show cause herein, dated June 29, 1905, be and the same hereby is modified to the extent that defendants may proceed with consideration of the plans and conclusions heretofore transmitted to the defendants as the Board of Estimate and Apportionment by the Board of Rapid Transit Railroad Commissioners, and to approve or disapprove the same, and to consent to the construction of a railway or railways in accordance therewith in the manner provided by section 5, chapter 631, Laws of 1905, entitled "An Act to further amend Chapter four of the Laws of eighteen hundred and ninety-one, entitled 'An Act to provide for rapid transit railways in cities of over one million inhabitants,'" but that no further steps shall be taken by said Board of Estimate and Apportionment on said matters, particularly to give its consent to any contract for the construction or operation of a railroad over the approved routes, or to authorize an issue of bonds therefor until the appeal from the decision herein has been heard and determined by the Appellate Division, and an order entered thereon.

Enter,

H. A. G.,

J. S. C.

(Certified copy.)

Which was ordered printed in the minutes.

New York and Port Chester Railroad Company.

Application of the New York and Port Chester Railroad Company for the right to construct and operate a railroad across the streets intersected by its route in the Borough of the Bronx.

A public hearing was held on June 30, 1905.

The following resolution was offered:

Resolved, That the Board proceed to make inquiry as to the money value of the franchise or rights proposed to be granted to the New York and Port Chester Railroad Company and the adequacy of the compensation proposed to be paid therefor; and also as to the terms and conditions, including the provisions as to rates, fares and charges that should be embodied in the form of contract to be entered into, and for the purpose of making such inquiry be it further

Resolved, That the application be referred to the Comptroller for investigation and report.

The President of the Borough of Brooklyn moved to amend by inserting the words "the President of the Board of Aldermen and the President of the Borough of the Bronx" after the word "Comptroller" and before the word "for" in the above resolution, thus making the latter part of the resolution read, "to the Comptroller, the President of the Board of Aldermen and the President of the Borough of the Bronx for investigation and report."

Upon roll call the following vote was recorded:

Affirmative—The President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—10.

Negative—The Mayor and the Comptroller—6.

The Comptroller raised the point of order that this resolution being an original resolution required 12 votes within the meaning of the Charter. The Chair sustained the objection and declared the motion lost.

The President of the Board of Aldermen moved that the matter be laid on the table, which was unanimously adopted.

Southern Boulevard Railroad Company.

Application of the Southern Boulevard Railroad Company for the right to construct, maintain and operate four extensions to its existing double track street surface railroad on various streets in the Borough of The Bronx.

A public hearing was held on June 30, 1905.

The following resolution was offered:

Resolved, That the Board proceed to make inquiry as to the money value of the franchise or rights proposed to be granted to the Southern Boulevard Railroad Company, and the adequacy of the compensation proposed to be paid therefor; and also as to the terms and conditions, including the provisions as to rates, fares and charges that should be embodied in the form of contract to be entered into; and for the purpose of making such inquiry, be it further

Resolved, That the application be referred to the Comptroller for investigation and report.

The President of the Borough of Brooklyn moved to amend by inserting the words "the President of the Borough of The Bronx" after the word "Comptroller" and before the word "for" in the above resolution, thus making the latter part of the resolution read "to the Comptroller and the President of the Borough of The Bronx for investigation and report."

The President of the Borough of Manhattan moved to amend the amendment by inserting the words "the President of the Board of Aldermen" after the word "Comptroller" in the amendment, so as to make the latter part of the resolution read "to the Comptroller, the President of the Board of Aldermen and the President of the Borough of The Bronx for investigation and report," which was adopted by the following vote:

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

Negative—The Mayor—3.

A vote was then taken on the amendment as offered by the President of the Borough of Brooklyn, upon which the following vote was recorded:

Affirmative—The President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens, and the Acting President of the Borough of Richmond—10.

Negative—The Mayor and the Comptroller—6.

The Comptroller raised the point of order that this resolution being an original resolution, required 12 votes, within the meaning of the Charter. The Chair sustained the objection and declared the amendment lost.

The resolution as originally offered was then presented, and was lost by the following vote:

Affirmative—The Mayor, the Comptroller and the Acting President of the Borough of Richmond—7.

Negative—The Presidents of the Boroughs of Manhattan, Brooklyn and Queens—5.

Present and Not Voting—The President of the Board of Aldermen and the President of the Borough of The Bronx—4.

Fort Lee Ferry Extension.

Consideration of the communication from the Board of Rapid Transit Railroad Commissioners, dated June 20, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to a modification of the route of the Rapid Transit Railway now under construction and known as the Fort Lee Ferry Extension. (Original communication printed in the Minutes of June 23.)

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined that the routes and general plan for a rapid transit railway in said City, adopted by said Board on the 14th day of January, 1897, and the 4th day of February, 1897, should be modified, and did on the 16th day of July, 1903, approve of an addition to the routes and general plan for said railway, such addition being known as the Fort Lee Ferry Extension; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said addition, which plans and conclusions were received by said Board of Estimate and Apportionment on the 23d day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment, by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such plans and conclusions, to wit, the 30th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 30th day of June, 1905, proceeded with the consideration of such plans and conclusions; and has adjourned such consideration from time to time until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted July 16, 1903, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, JULY 16, 1903.

Whereas, This Board did, on the 14th day of January, 1897, and 4th day of February, 1897, adopt certain routes and general plan for a rapid transit railroad in The City of New York, a copy of which is hereto annexed, entitled "Copy Routes and General Plan;" and

Whereas, The said routes and general plan were afterward duly approved by the municipal authorities of The City of New York, and were duly consented to by Commissioners appointed by the Appellate Division of the Supreme Court, which consent was duly confirmed by the said Appellate Division in lieu of the consent of the owners of a majority in value of the property along said routes; and

Whereas, Thereafter, and on or about the 21st day of February, 1900, The City of New York did by this Board enter into a certain contract with John B. McDonald for the construction and operation of the said rapid transit railroad; and

Whereas, By written instrument bearing date the 10th day of July, 1902, the said John B. McDonald, with the written consent of this Board, concurred in by six members thereof, duly assigned the right or obligation to maintain and operate the said rapid transit railroad for the term of years specified in the said contract and all rights included in the leasing provisions of the said contract, together with the obligation to provide equipment for the said railroad, unto Interborough Rapid Transit Company, which company also guaranteed the performance by the said John B. McDonald, as such contractor, of the provisions of his said contract not so assigned to it; and

Whereas, It is the interest of The City of New York, and, in the opinion of the said John B. McDonald, it is likewise in his interest as such contractor, and he desires that said routes and general plan shall be changed in the respect hereinafter mentioned, but without other change in the said routes and general plans; now therefore it is

Resolved, That, subject to the consents and approvals to be first obtained as in these resolutions hereinafter mentioned, the said routes and general plan heretofore

adopted by this Board be and they hereby are modified by adding to the said routes the following, to wit:

"And also a branch or spur extending from the line of the route aforesaid on Broadway (formerly the Boulevard) at a point about one hundred (100) feet northerly from the north line of One Hundred and Twenty-fifth street; and thence extending northerly along and over Broadway (being in addition to the tracks hereinbefore originally provided along such portion of Broadway) to Manhattan street; thence westerly along and over Manhattan street and under the Manhattan viaduct and over and across the tracks of the New York Central and Hudson River Railroad, West One Hundred and Thirtieth street and the exterior or bulkhead street to the ferry-house at the foot of West One Hundred and Thirtieth street, together with proper connections by necessary and suitable switches, tracks and otherwise, with the rapid transit railroad originally described in said routes and general plan, at and north of One Hundred and Twenty-fifth street, and also including proper connections by stairways and otherwise with the said ferry-house.

"The general plan of construction of the portion of the route hereby added shall be by elevated structure of the same character and to be constructed in the same manner as is hereinbefore provided for the elevated portion of the rapid transit railroad over and along Broadway (the Boulevard) at One Hundred and Twenty-fifth street. There shall be at least two parallel tracks, with the right at any time to add a third track in the discretion of the Board of Rapid Transit Railroad Commissioners. The said connections, switches and tracks shall be so constructed as to make convenient the running of trains without change between the portions of the said rapid transit railroad over and along Broadway (the Boulevard) south of One Hundred and Twenty-fifth street and the part on Manhattan street hereby provided for. Stations and station approaches may be built at the intersection of Broadway and Manhattan street, and also at the terminus of the addition hereby adopted at the foot of West One Hundred and Thirtieth street or elsewhere upon the said addition as the Board of Rapid Transit Railroad Commissioners may decide."

In all other respects the provisions of the said general plan of construction adopted January 14 and February 4, 1897, shall be applicable to the portion of the route hereby added; and it is further

Resolved, That, Whereas this Board has duly made the inquiries and investigation necessary or proper in the premises, and has determined that the modification aforesaid of the said routes and general plan are necessary for the interests of the public and of The City of New York, and should be established as herein provided, this Board does hereby determine and establish the said routes and general plan as hereby modified, subject to the consents and approvals to be first obtained as hereinafter mentioned; and it is further

Resolved, That the said modifications of routes and general plans shall take effect only upon and after the following consents and approvals thereto shall be duly had, to wit:

1. The consent of the Board of Aldermen of The City of New York.
 2. The consent of the Mayor of The City of New York.
 3. The consent of the owners of a majority in value of the property along streets or such portions of streets as are included in the portion of the routes added as aforesaid; or, if such consents cannot be obtained, then, in lieu thereof, the determination of three Commissioners to be appointed by the Appellate Division of the Supreme Court, duly confirmed by the said Appellate Division.
 4. The consent of the said John B. McDonald, contractor, and of his sureties, as follows: Rapid Transit Subway Construction Company, the United States Fidelity and Guaranty Company, the City Trust, Safe Deposit and Surety Company of Philadelphia, American Surety Company of New York, National Surety Company and Perry Belmont, and also of Interborough Rapid Transit Company. It is further
- Resolved, That this Board hereby adopts the drawing now produced and entitled "Board of Rapid Transit Railroad Commissioners for The City of New York: Routes and General Plan adopted by Resolution July 16, 1903," as showing in general the additions to and modifications of the original routes and general plan hereby adopted. (Drawing annexed to original agreements.)

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote, according to the number of votes by law pertaining to each member of the Board, hereby approves of such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and not voting—The President of the Borough of Queens—1.

Van Cortlandt Park Extension.

Consideration of the communication dated June 1, 1905, from the Board of Rapid Transit Railroad Commissioners, requesting the approval and consent of the Board of Estimate and Apportionment to a modification of the route of the Rapid Transit Railway now under construction and known as the Van Cortlandt Park Extension.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined that the routes and general plan for a rapid transit railway in said City, adopted by said Board on the 14th day of January, 1897, and the 4th day of February, 1897, should be modified, and did on the 12th day of May, 1905, approve of an addition to the routes and general plan for said railway, such addition being known as the Van Cortlandt Park Extension; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said addition, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment, on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from the consideration of such plans and conclusions; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment, on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions; and proceeded with such consideration, and has adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners adopted May 12, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, MAY 12, 1905.

Whereas, This Board did on the 14th day of January, 1897, and 4th day of February, 1897, adopt certain routes and general plan for a rapid transit railroad in The City of New York; and

Whereas, The said routes and general plan were afterward duly approved by the municipal authorities of The City of New York and were duly consented to by Commissioners appointed by the Appellate Division of the Supreme Court, which consent was duly confirmed by the said Appellate Division in lieu of the consent of the owners of a majority in value of the property along said routes; and

Whereas, The said routes and general plan were thereafter and on or about the 21st day of June, 1900, amended by striking from the said routes the portion thereof beginning at a point under Eleventh avenue eleven hundred and five (1,105) feet north of the centre line of One Hundred and Ninetieth street to the intersection of Broadway and Amsterdam avenue, and by inserting in the said routes a route under and over Eleventh avenue and private property to Naegle avenue, and thence along and over Naegle avenue and Amsterdam avenue to its intersection with Broadway; and

Whereas, On or about the 21st day of February, 1900, The City of New York did by this Board enter into a certain contract with John B. McDonald for the construction and operation of the said rapid transit railroad; and

Whereas, By agreement dated June 21, 1900, the said contract was modified so as to provide for the construction of the said portion of the rapid transit railway north of One Hundred and Ninetieth street upon the amended route and the said contract has been also modified in various other respects by agreements between the parties; and

Whereas, By a written instrument bearing date the 10th day of July, 1902, the said John B. McDonald, with the written consent of this Board concurred in by six members thereof, duly assigned the right or obligation to maintain and operate the said rapid transit railroad for the term of years specified in the said contract, and all rights included in the leasing provisions of the said contract, together with the obligation to provide equipment for the said railroad, unto Interborough Rapid Transit Company, which company also guaranteed the performance by the said John B. McDonald as such contractor of the provisions of the said contract not so assigned to it; and

Whereas, It is to the interest of The City of New York and, in the opinion of the said Interborough Rapid Transit Company, it is likewise to its interest that said routes and general plan should be changed in the respects hereinafter mentioned, but without other change in the said routes and general plan; now therefore it is

Resolved, That, subject to the consents and approvals to be first obtained as in these resolutions hereinafter mentioned, the said routes and general plan be and they are hereby modified by adding to the said routes the following, to wit:

"And also a branch or spur extending from the line of the route aforesaid on Broadway, in the Borough of The Bronx, at or near the intersection of Broadway with East Two Hundred and Thirtieth street (formerly called Riverdale avenue); and running thence northerly along and over Broadway to a point about two hundred and eighty-eight (288) feet northerly from the intersection of the centre line of Broadway with the centre line of Two Hundred and Forty-second street produced, the said point being opposite to Van Cortlandt Park; together with proper connections by necessary and suitable tracks and otherwise with the rapid transit railroad described in the said routes and general plan.

"The general plan of construction of the portion of the route hereby added shall be by elevated structure of the same character and to be constructed in the same manner as is hereinbefore provided for the elevated portion of the rapid transit railroad over and along Amsterdam avenue, Broadway and other streets north of One Hundred and Ninetieth street. There shall be at least two parallel tracks, with the right at any time to add a third track in the discretion of the Board of Rapid Transit Railroad Commissioners. The said connections and tracks shall be so constructed as to make convenient the running of trains without change between the portions of the said rapid transit railroad over and along Broadway, south of Two Hundred and Thirtieth street, and the portions thereof over and along Broadway, north of Two Hundred and Thirtieth street, hereby provided for. Stations and station approaches may be built at such points along the portion of the route hereby added as the Board of Rapid Transit Railroad Commissioners may decide."

In all other respects the provisions of the said general plan of construction adopted January 14 and February 4, 1897, as since amended, shall be applicable to the portion of the route hereby added; and it is further

Resolved, That whereas this Board has duly made the inquest and investigation necessary or proper in the premises and has determined that the modifications aforesaid of the said routes and general plan are necessary for the interests of the public and of The City of New York and should be established as herein provided, this Board does hereby determine and establish the said routes and general plan as hereby modified, subject to the consents and approvals to be first obtained as hereinafter mentioned; and it is further

Resolved, That the said modifications of routes and general plans shall take effect only upon the following consents and approvals thereto and after the same are duly obtained, to wit:

1. The consent of the said Interborough Rapid Transit Company and of John B. McDonald, contractor, and of his sureties as follows:
Rapid Transit Subway Construction Company.
United States Fidelity and Guaranty Company.
The City Trust, Safe Deposit and Surety Company of Philadelphia.
American Surety Company of New York.
National Surety Company.
Fidelity and Deposit Company of Maryland.
2. The consent of the local authorities of The City of New York having the control of the portions of Broadway, in the Borough of The Bronx, above mentioned.
3. The consent of the Mayor of The City of New York.
4. The consent of the owners of a majority in value of the property along that part of Broadway which is included in the portion of the routes added as aforesaid; or, if such consents cannot be obtained, then in lieu thereof the determination of three commissioners to be appointed by the Appellate Division of the Supreme Court, duly confirmed by the said Appellate Division.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves of such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

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

Third Avenue Route.

Consideration of the communication, dated June 1, 1905, from the Board of Rapid Transit Railroad Commissioners, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway, known as the Third Avenue Route.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of May 12, 1905, adopt such route or routes and general plan, being more particularly described as The Third Avenue Route; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment, duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment, on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from the consideration of such plans and conclusions; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and Whereas, Said Board of Estimate and Apportionment, on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions; and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted May 12, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, MAY 12, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing,

authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads as the necessities of The City of New York and the increase of its population may in the judgment of this Board require.

Routes.

A route lying within the Boroughs of Manhattan and The Bronx and made up of several sections as hereinafter described. The said sections are as follows:

Section I.—A route the centre line of which shall begin on private property in the Borough of The Bronx in the block bounded by the Southern Boulevard, the Harlem river, Third avenue and Lincoln avenue; running thence northeasterly under private property and the Southern Boulevard, and again under private property and East One Hundred and Thirty-fourth street to a point near the intersection of the northerly side of East One Hundred and Thirty-fourth street with the westerly side of Lincoln avenue; thence curving under private property into Lincoln avenue; thence running northerly under and along Lincoln avenue and under and across Third avenue into Morris avenue; thence northerly under Morris avenue to a point at or near the intersection of Morris avenue and East One Hundred and Forty-first street; thence curving northeasterly under Morris avenue and College avenue to a point on the easterly side of College avenue between East One Hundred and Forty-first street and East One Hundred and Forty-second street; thence still northeasterly, in a curve, under private property to East One Hundred and Forty-second street; thence curving easterly and southeasterly under East One Hundred and Forty-second street and private property to a point in Third avenue between East One Hundred and Forty-first street and East One Hundred and Forty-second street; and thence running southerly along Third avenue to a point at or near the intersection of Lincoln avenue with Third avenue, and there rejoining the centre line of Section I as hereinbefore described.

The said section shall also include spurs for connections with subways to be hereafter built in East One Hundred and Thirty-eighth street, both easterly and westerly from the main line of Section I. as above described. There shall be two such spurs on the east side, and two such spurs on the west side.

Of the spurs on the east side, the southerly one shall begin at a point under Lincoln and Third avenues near the intersection of the centre line of Lincoln avenue with the northerly line of East One Hundred and Thirty-seventh street, and shall thence curve northeasterly under Lincoln avenue and private property to East One Hundred and Thirty-eighth street. The northerly one of such easterly spurs shall begin at a point near the intersection of the centre line of Third avenue with the northerly line of East One Hundred and Thirty-ninth street, and shall thence curve southeasterly under Third avenue and private property to East One Hundred and Thirty-eighth street, and thence easterly along East One Hundred and Thirty-eighth street, rejoining the southerly spur above mentioned. The centre line of the spurs shall thence run easterly along East One Hundred and Thirty-eighth street to a point about three hundred feet easterly from the easterly side of Lincoln avenue.

Of the spurs on the west side, the southerly one shall begin at or near the intersection of the centre line of Lincoln avenue with the northerly line of East One Hundred and Thirty-seventh street, and shall thence curve northwesterly under Lincoln avenue and Third avenue into East One Hundred and Thirty-eighth street. The northerly one of the said westerly spurs shall begin at a point in Morris avenue at or near the intersection of the centre line of Morris avenue with the southerly line of East One Hundred and Thirty-ninth street, and shall thence run in a curve southerly and southwesterly under Morris avenue and private property to East One Hundred and Thirty-eighth street, there rejoining the centre line of the southerly one of the two westerly spurs. The centre line of the spurs shall thence run westerly along East One Hundred and Thirty-eighth street to a point about three hundred feet westerly from the intersection of East One Hundred and Thirty-eighth street with the westerly line of Third avenue.

Section II.—A route the centre line of which shall begin at the southerly end or point of beginning of Section I. above described, under private property, and run thence northeasterly, in a curve under such private property to the Southern Boulevard; thence easterly along the Southern Boulevard to a point about half way between Willis avenue and Brown place; thence in a curve under the Southern Boulevard and private property to a point at or near the intersection of the northerly side of East One Hundred and Thirty-second street, as said street is laid out in the map or plan of The City of New York, with the westerly side of Brown place, as said place is laid out upon the said map or plan; and thence still southeasterly under East One Hundred and Thirty-second street, Brown place and private property on the southerly side of East One Hundred and Thirty-second street, to a suitable terminus within such private property.

Section III.—A route the centre line of which shall begin at the southerly end of Section I. above described, under private property, and run thence southerly under such private property and under the Harlem river to the Borough of Manhattan and to a point on the southerly side of the Harlem river between the point where the westerly side of Second avenue and the easterly side of Third avenue intersect the southwesterly side of the Harlem river; thence running under private property and under the Third Avenue Bridge approach, and again under private property and under East One Hundred and Twenty-ninth street, to Third avenue; thence southerly under Third avenue to a point between West Thirty-sixth and West Thirty-seventh streets at which point a spur will begin as hereinafter stated; thence southerly under Third avenue to a point between West Thirty-fifth and West Thirty-sixth streets, where another spur will begin as hereinafter stated; thence southerly under Third avenue and the Bowery to Chatham square; thence under Chatham square, the New Bowery and Pearl street to a point about half way between Coenties slip and Broad street; thence curving southerly under Pearl street and private property to Broad street; thence southeasterly along Broad street to a point about half way between Front and South streets; thence curving southerly under Broad street and private property to South street; and thence southwesterly under South street, Whitehall street and the Battery Park and around the subway loop constructed under and pursuant to resolutions of this Board adopted January 24, 1901, to a suitable terminus at a point under the Battery Park lying southwesterly from the intersection of Bridge and State streets and about three hundred and fifty (350) feet distant therefrom.

Also a spur the centre line of which shall begin, as aforesaid, at a point in Third avenue about half way between East Thirty-sixth and East Thirty-seventh streets; curving thence westerly under Third avenue and private property to East Thirty-sixth street, and running thence westerly along East Thirty-sixth street and West Thirty-sixth street to a point about two hundred feet easterly from the easterly line of Eighth avenue; thence running in a curve southwesterly under West Thirty-sixth street and private property to Eighth avenue; and thence curving under Eighth avenue to a point between West Thirty-sixth street and West Thirty-fourth street, at which a suitable connection can be made with a subway to be constructed under Eighth avenue. This spur shall also include a connection with a subway to be constructed under Seventh avenue; such connection to be by a tunnel or subway the centre line of which shall diverge from the centre line of said spur at a point about two hundred feet easterly from the easterly side of Seventh avenue, and shall run thence in a curve southwesterly under West Thirty-sixth street and private property to Seventh avenue, and thence in a curve under Seventh avenue to a convenient point between West Thirty-sixth street

and West Thirty-fourth street. A portion of this spur or route between Lexington avenue and Fifth avenue may be constructed in and occupy the same tunnel with another subway to be built in East Thirty-sixth street between Lexington avenue and Fifth avenue.

Also a spur the centre line of which shall begin, as aforesaid, at a point in Third avenue about half way between West Thirty-fifth and West Thirty-sixth streets; curving thence westerly under Third avenue and private property to East Thirty-fifth street, and running thence westerly along East Thirty-fifth street and West Thirty-fifth street to a point about two hundred feet easterly from the easterly side of Eighth avenue; thence running in a curve southwesterly under Thirty-fifth street and private property to a point in Eighth avenue near the intersection of Eighth avenue and West Thirty-fourth street, at which a convenient connection can be made with a subway to be constructed under Eighth avenue. This spur shall also include a connection with a subway to be constructed under Seventh avenue; such connection to be by a tunnel or subway the centre line of which shall diverge from the centre line of said spur at a point about two hundred feet easterly from the easterly side of Seventh avenue, and shall run thence in a curve southwesterly under West Thirty-fifth street and private property to Seventh avenue, and thence in a curve under Seventh avenue to a convenient point near West Thirty-fourth street. A portion of this spur or route between Lexington avenue and Fifth avenue may be constructed in and occupy the same tunnel with another subway to be hereafter built in East Thirty-fifth street, between Lexington avenue and Fifth avenue.

Section IV.—A route the centre line of which shall begin at a suitable point on the centre line of Section III. above described under Chatham square; thence running under Chatham square and southwesterly under Park row to a point between Frankfort and Spruce streets; thence southerly under Nassau street and Broad street to a point near the intersection of Broad and Pearl streets, and there uniting with the centre line of the route above described.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For all of Sections I. and II. above described (including the several spurs forming a part of said sections) there may be two tracks. For that portion of Section III. that lies between the northerly end thereof and a point in Third avenue near One Hundred and Twenty-eighth street there shall be two tracks. For the route under Third avenue beginning at or near One Hundred and Twenty-eighth street to the Bowery and Chatham square, four tracks. For the route under Chatham square, the New Bowery, Pearl street, Broad street, South street and Battery Park, two tracks. For the section or part of the route under Chatham square, Park row, Nassau street and Broad street, two tracks.

As many additional tracks as may be needed for terminal purposes may be constructed under the Battery Park.

All of the above-mentioned tracks shall be placed in subway or tunnel substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and except for the purpose of avoiding grade crossings in Chatham square and near the intersection of Broad and Pearl streets, in the Borough of Manhattan, and near the intersection of Third avenue and East One Hundred and Thirty-eighth street, in the Borough of The Bronx, and near the intersections of Third avenue with East Thirty-fifth street and East Thirty-sixth street, in the Borough of Manhattan, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet; but the limitation as to the level of the tracks shall not apply to the portion of the route under the Harlem river, nor to the portions of the route near the intersection of East One Hundred and Thirty-eighth street with Third avenue and of East Thirty-fifth street with Eighth avenue.

The tracks shall be placed in general under the central part of the longitudinal streets of the route, so far as may be practicable and convenient, except that in the New Bowery and Pearl street north of Ferry street they shall be placed as near as possible to the northwesterly side of the said streets; and in Morris avenue they shall be placed near the easterly side of said avenue; and wherever else required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such longitudinal streets or any of them. But in Lincoln avenue, Third avenue and the Bowery no wall of the tunnel or part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures as hereinafter provided), shall be within a distance of five feet from the exterior line or side of the said longitudinal streets of the route. In all other longitudinal streets of the route, any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels when under a street shall be as near the surface of the street as street conditions and grades will conveniently permit; except that under Canal street, and in Park row, between New Chambers street and the Brooklyn Bridge, and near the intersection of Third avenue and East One Hundred and Thirty-eighth street, the tunnels may be depressed to a depth sufficient to allow other tunnels or subways to be constructed over and across them; and except also that in Thirty-fifth and Thirty-sixth streets the tunnels shall be depressed to a depth sufficient to pass under subways constructed or to be constructed under Lexington, Park, Fifth, Sixth and Seventh avenues and Broadway.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spur or loops therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed, shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers

and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for Rapid Transit Railroads in Cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894, and other acts of the Legislature.

Maps and Drawings.

It is further Resolved, That the ten maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 2, Borough of Manhattan," seven of the said drawings being marked "Manhattan No. 2," sheets Nos. 1 to 6, inclusive, and No. 9, and two of the said drawings being marked "Manhattan Nos. 4 and 2," sheets Nos. 7 and 8, are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

The President of the Borough of Brooklyn moved that the matter be referred back to the Board of Rapid Transit Railroad Commissioners with a request that they establish a definite route or routes and not alternate routes, which was lost by the following vote:

Affirmative—The President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn and Queens—8.

Negative—The Mayor, the Comptroller and the President of the Borough of The Bronx—7.

Present and not voting—The Acting President of the Borough of Richmond—1.

A majority vote of the Board not having been cast in favor thereof.

The resolution as originally offered was then presented and was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and not voting—The President of the Borough of Queens—1.

When called upon to vote, the President of the Borough of Brooklyn made the following statement:

I have made my motion and I believe I was right. I do not believe the Rapid Transit Commission has the power to lay out an indefinite number of alternative routes, but since the question of the power of the City to deal with this problem, the question of municipal ownership and the question of putting the City's money into it, or private money, can all be dealt with, when the contract comes to this Board for approval I do not wish to be put in the position of obstructing or unnecessarily holding up, because of an untimely question, the preliminary proceedings, and I therefore vote aye.

Lexington Avenue Route.

Consideration of the communication dated June 1, 1905, from the Board of Rapid Transit Railroad Commissioners, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway, known as the Lexington Avenue Route.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of May 12, 1905, adopt such route or routes and general plan, being more particularly described as the Lexington Avenue Route; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting did appoint a day not less than one week nor more than ten days after the receipt thereof for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from consideration of such plans and conclusions; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions, and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted May 12, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, MAY 12, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from

time to time, to provide for the construction of parts of said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require.

Routes.

A route lying within the Boroughs of Manhattan and The Bronx and made up of several sections as hereinafter described. The said sections are as follows:

Section 5O—A route the centre line of which shall begin in the Borough of Manhattan at or near the intersection of the southerly line of East One Hundred and Twenty-ninth street with the centre line of Lexington avenue; running thence southerly along Lexington avenue to a point about half way between East Forty-second and East Forty-third streets.

Section 5A—A route the centre line of which shall begin in the Borough of Manhattan at a point in Lexington avenue about half way between East Forty-second and East Forty-third streets at the southerly end of Section 5O above described; running thence southwesterly in a curve under Lexington avenue and private property to East Forty-second street; thence westerly along East Forty-second street to a point near the intersection of the centre line of East Forty-second street with the centre line of Depew place produced; thence southwesterly in a curve under East Forty-second street and private property to Park avenue; and thence southwesterly and southerly under Park avenue to a point in Park avenue between East Thirty-eighth and East Forty-first street, at which a junction can conveniently be made with the subway constructed under resolutions of this Board adopted January 14 and February 7, 1897.

Section 5B—A route the centre line of which shall begin in the Borough of Manhattan at or near the intersection of the southerly line of East One Hundred and Twenty-ninth street with the centre line of Lexington avenue at the northerly end of Section 5O above described; running thence northerly and northeasterly in a curve under Lexington avenue and private property to and across East One Hundred and Thirtieth street; thence again under private property and East One Hundred and Thirty-first street and under the Harlem river to the Borough of The Bronx and to a point on the northeasterly side of the said Harlem river distant not less than two hundred feet northwesterly from the westerly side of Third avenue; thence running northeasterly under private property and East One Hundred and Thirty-fourth street and again under private property to Third avenue at or near the intersection of Third avenue with East One Hundred and Thirty-fifth street; thence running northeasterly under Third avenue and Morris avenue to a point at or near the intersection of Morris avenue and East One Hundred and Forty-eighth street; and thence running in a curve under Morris avenue, East One Hundred and Forty-eighth street and private property to a point in East One Hundred and Forty-ninth street, between Morris avenue and Courtlandt avenue, at which a junction can conveniently be made with the subway constructed under resolutions of this Board adopted January 14 and February 7, 1897.

Section 5C—A route the centre line of which shall begin in the Borough of Manhattan at or near the intersection of the southerly line of East One Hundred and Twenty-ninth street with the centre line of Lexington avenue at the northerly end of Section 5O above described; running thence northerly under Lexington avenue to the Harlem river and under and across the Harlem river to the Borough of The Bronx and to a point in the northeasterly side of the said river at or near the point where the said northeasterly side is intersected by the easterly side of Park avenue; thence curving northeasterly under private property into Park avenue and running northeasterly along Park avenue to East One Hundred and Thirty-eighth street near which point spurs or connections will be constructed as hereinafter stated; and thence still northeasterly and northerly along Park avenue and under East One Hundred and Forty-ninth street to the northerly side of said street near which point a spur will be constructed as hereinafter stated; and thence still northerly and northeasterly along Park avenue to its intersection with East One Hundred and Fifty-sixth street.

And also spurs beginning as above stated in the Borough of The Bronx near the intersection of Park avenue with East One Hundred and Thirty-eighth street. One of the said spurs shall begin in Park avenue south of East One Hundred and Thirty-eighth street and thence curve northeasterly and easterly under Park avenue, private property and Canal street, West, and again under private property to East One Hundred and Thirty-eighth street. The other of said spurs shall begin in Park avenue north of East One Hundred and Thirty-eighth street and thence curve southeasterly and easterly under Park avenue and private property to East One Hundred and Thirty-eighth street, where the said spur shall unite with the first spur above mentioned. The centre line of the said two spurs shall then run easterly along East One Hundred and Thirty-eighth street to a point about three hundred feet westerly from the intersection of East One Hundred and Thirty-eighth street with the westerly side of Third avenue.

And also a spur beginning as above stated in the Borough of The Bronx at a point on the main line of the route of Section 5C as above described at or near its intersection with the northerly line of East One Hundred and Forty-ninth street; thence curving northerly under private property to Mott avenue; thence under and across Mott avenue and under and along East One Hundred and Fifty-third street and under and across East One Hundred and Fifty-seventh street; thence under private property and under the bed of Cromwell creek to Exterior street; thence under and along Exterior street and under the viaduct and Jerome avenue to a point near the northerly corner of Jerome avenue and Sedgwick avenue; thence running northeasterly in a curve under private property to Sedgwick avenue; and thence under and along Sedgwick avenue to the intersection of Sedgwick avenue and One Hundred and Sixty-fourth street.

And also a loop beginning in the Borough of The Bronx at a point on the main line of the route of Section 5C as hereinabove described between East One Hundred and Fifty-first street and East One Hundred and Fifty-second street; running thence northwesterly and westerly under private property and connecting within private property with the spur of route 5C last above described, near the point of where the centre line of said spur would intersect the northerly line of East One Hundred and Fifty-first street produced.

Section 5D—A route the centre line of which shall begin in the Borough of Manhattan at a point in Lexington avenue about half way between East Forty-second and East Forty-third streets, at the southerly end of Section 5O, above described; running thence southerly along Lexington avenue to a point about half way between East Thirty-sixth street and East Thirty-seventh street, at which point the tracks will diverge into two branches. The centre line of the route for one of such branches shall run thence in a curve southwesterly under Lexington avenue and private property to East Thirty-sixth street; thence westerly along East Thirty-sixth street to a point about one hundred feet easterly from the intersection of the centre line of East Thirty-sixth street with the easterly line of Fifth avenue; thence in a curve southwesterly under East Thirty-sixth street and private property to Fifth avenue, and thence southerly along Fifth avenue to a point between Thirty-fourth and Thirty-fifth streets, where it shall be rejoined by the second branch, diverging as above stated. The centre line of the route for the said second branch shall run from the said point of divergence in Lexington avenue southerly under Lexington avenue to a point about half way between East Thirty-fifth and East Thirty-sixth streets; thence in a curve southwesterly under Lexington avenue and private property to East Thirty-fifth street; thence westerly along East Thirty-fifth street to a point about one hundred feet easterly from the intersection of the centre line of East Thirty-fifth street with the easterly side of Fifth avenue; thence in a curve southwesterly under East Thirty-fifth street and private property to Fifth avenue, and thence in a curve under Fifth avenue and rejoining the branch first above described at a point between Thirty-fourth and Thirty-fifth streets. From the last mentioned point the centre line of the route shall run southerly under Fifth avenue to a point about half way between West Twenty-fourth and West Twenty-fifth streets produced; thence along Madison square and into Broadway; thence southerly along Broadway, passing under Union square, and still southerly under Broadway to Chambers street, at which point a loop will begin, as hereinafter stated; thence southerly along Broadway to a point between Vesey street and Barclay street; thence in a curve southwesterly under Broadway and private property to Vesey street; thence westerly along Vesey street to a point about one hundred feet easterly from the intersection of the centre line of Vesey street with the easterly side of Church street; thence in a curve southwesterly under Vesey street and private property to Church street; thence southerly along Church street and Trinity place and curving at the southerly end of Trinity place into Greenwich street, and thence southerly under Greenwich street and under and across Battery place, and under Battery Park to a suitable terminus therein.

And also a loop the centre line of which shall begin, as above stated, in the Borough of Manhattan, at or near the intersection of Broadway and Chambers street;

running thence southeasterly in a curve under Broadway and the City Hall Park, recurving southerly and westerly under the City Hall Park and Broadway at a point about opposite the centre line of Murray street, and rejoining the main line at a suitable point in Broadway, between Murray street and Chambers street.

General Plan of Construction.

The general plan of construction hereby adopted for the foregoing routes is as follows:

For the route running under Lexington avenue, from about East Forty-third street to East One Hundred and Twenty-ninth street, known as Section 5O, there shall be four tracks. For the route running westerly and southwesterly from the southerly end of Route 5O, under East Forty-second street, and known as Section 5A, there shall be four tracks. For the route running northerly from Lexington avenue and East One Hundred and Twenty-ninth street, under the Harlem river, Third avenue and Morris avenue, known as Section 5B, there shall be four tracks up to the point where the said route begins to curve, in order to join the subway at East One Hundred and Forty-ninth street, and from that point there shall be two tracks. For the route running northerly from East One Hundred and Twenty-ninth street and Lexington avenue, under the Harlem river, and Park avenue and other streets, known as Section 5C, including the various spurs above described, there shall be two tracks, except that in the loop north of East One Hundred and Fifty-second street there shall be one track. For the route running southerly from a point near East Forty-third street and Lexington avenue, known as Section 5D, above described, there shall be four tracks as far south as the point between East Thirty-sixth and East Thirty-seventh streets, where the line diverges, as above described; there shall be two tracks from the point of divergence through East Thirty-sixth street and Fifth avenue to the point where the lines reunite, and two tracks from the point of divergence through Lexington avenue and East Thirty-fifth street to the said point in Fifth avenue where the lines reunite; and for the remainder of the distance southerly under Fifth avenue and Broadway there shall be four tracks as far south as Chambers street. From Chambers street southerly under Broadway, Vesey street, Trinity place and Greenwich street there shall be two tracks. In the loop under the City Hall Park there shall be one track. There shall be as many additional tracks as may be needed for convenient operation of terminals under Battery place and Battery Park.

All of the above-mentioned tracks shall be placed in subway or tunnel substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities and except for the purpose of avoiding grade crossings at Lexington avenue and Thirty-fifth street, Lexington avenue and Thirty-sixth street, Lexington avenue and One Hundred and Twenty-ninth street, Third avenue and One Hundred and Thirty-eighth street, One Hundred and Forty-ninth street, near Courtlandt avenue, Park avenue and One Hundred and Thirty-eighth street, or at the City Hall Park loop, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall be placed in general under the central part of the longitudinal streets of the route so far as may be practicable and convenient, except that in Morris avenue they shall be placed on the westerly side of said avenue, and except that in turning from Fifth avenue to Broadway, as described in Section 5D above, the tracks may be placed as far easterly as necessary, or under the surface of Madison square; and wherever else required by special or local necessities, or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of the longitudinal streets of the route or any of them. But in Fifth avenue and Broadway no wall of the tunnel or part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures, as hereinafter provided) shall be within the distance of five feet of the exterior line or side of the longitudinal street of the route. In all other longitudinal streets of the route, any part of such streets may be occupied so far as the purposes of this general plan require.

The tracks under East Thirty-fifth street and East Thirty-sixth street may be constructed in and occupy the same tunnel as another subway to be built under the said streets between Third avenue and Eighth avenue.

The roof of the tunnels when under a street shall be as near the surface of the street as street conditions and grades will conveniently permit; except that under East Thirty-fifth and East Thirty-sixth street and under East One Hundred and Forty-ninth street and Park avenue the tunnels shall be so constructed as to pass under the subway constructed under resolutions of this Board adopted January 14 and February 4, 1897; and except also that near the intersection of Third avenue and East One Hundred and Thirty-eighth street the tunnel may, if necessary, be depressed to a depth sufficient to allow other tunnels or subways to be constructed over and across it.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections, and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spur or loops therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where this Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed shall be replaced under the direction and to the satisfaction of the said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein, shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891 as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further Resolved, That the twelve maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 3, Borough of Manhattan," two of the said drawings being marked "Manhattan No. 3," sheets Nos. 1 and 3, one of the said drawings being marked "Manhattan Nos. 3 and 4," sheet No. 2, one of the said drawings being marked "Key Map No. 4, Borough of Manhattan," five of the said drawings being marked "Manhattan No. 4," sheet No. 1 and sheets Nos. 3 to 6, inclusive, and two of the said drawings being marked "Manhattan Nos. 4 and 2," sheets Nos. 7 and 8, are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and Not Voting—The President of the Borough of Queens—1.

Seventh and Eighth Avenue Route.

Consideration of the communication, dated June 1, 1905, from the Board of Rapid Transit Railroad Commissioners, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway, known as the Seventh and Eighth Avenue Route.

The following was offered:

Whereas The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of May 12, 1905, adopt such route or routes and general plan, being more particularly described as the Seventh and Eighth Avenue Route; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes, as adopted which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting did appoint a day not less than one week nor more than ten days after the receipt thereof for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from consideration of such plans and considerations; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions, and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners adopted May 12, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, MAY 12, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises, and all such inquests and investigations as are necessary or proper for such determination; now, therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York, and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may, in the judgment of this Board require.

Routes.

A route lying wholly within the Borough of Manhattan, and made up of several sections as hereinafter described. The said sections are as follows:

Section 4O—A route the centre line of which shall begin at or near the intersection of the centre line of Seventh avenue with the northerly line of West Forty-third street; running thence southerly along Seventh avenue to a point about half way between West Twenty-fifth and West Twenty-sixth streets. And also a suitable connection extending under Seventh avenue and Broadway, or Times square, to a point between West Forty-third street and West Forty-seventh street, so as to afford a junction with the existing subway constructed under resolutions of this Board adopted January 14 and February 4, 1897.

Section 4A—A route the centre line of which shall begin at or near the intersection of the centre line of Seventh avenue with the northerly line of West Forty-third street at the northerly end of Section 4O, above described, and running thence northerly under Seventh avenue to the Central Park; and thence under the Central Park to Central Park West, at or near the intersection of West Sixty-second street.

Section 4AA—A route the centre line of which shall begin at a point under Central Park West, at or near the intersection of West Sixty-second street, at the northerly end of Section 4A, above described; running thence northerly under Central Park West, and Eighth avenue, to a point between West One Hundred and Forty-ninth street and West One Hundred and Fiftieth street; thence curving northeasterly and running under Macomb's lane to a point at or near the intersection of Macomb's lane

with West One Hundred and Fifty-third street; thence in a curve northerly and westerly under Macomb's lane and private property to West One Hundred and Fifty-fourth street; thence westerly and southwesterly in a curve under One Hundred and Fifty-fourth street and private property to Eighth avenue; and thence southerly under Eighth avenue to a point where the centre line of the route as above described diverges northwesterly from Eighth avenue to pass under Macomb's lane. And also a spur running northerly along Eighth avenue from a suitable point north of West One Hundred and Forty-ninth street on the section last above described, to a point about half way between West One Hundred and Fifty-fourth street and West One Hundred and Fifty-fifth street, so as to afford a means for future connections or extensions northerly.

Section 4H—A route the centre line of which shall begin at a point under Central Park West, at or near the intersection of West Sixty-second street at the northerly end of Section 4A above described; running thence southerly under Eighth avenue and Hudson street to a point at or near the intersection of Hudson street, Chambers street and West Broadway upon the centre line of route 4C hereinafter described.

And also a spur running from a point on the centre line of Section 4H above described at or near the intersection of the centre line of Eighth avenue with the centre line of Greenwich avenue produced; running thence southeasterly along Greenwich avenue to a point at which a junction can be made with Section 4B hereinafter described at or near the point of intersection of the centre line of Seventh avenue produced with the centre line of Greenwich avenue.

Section 4B—A route the centre line of which shall begin at a point in Seventh avenue about half way between West Twenty-fifth street and West Twenty-sixth street at the southerly end of Section 4O above described; running thence southerly under Seventh avenue to West Twelfth street; thence curving southeasterly under West Twelfth street, Seventh avenue and private property to West Eleventh street; thence still southeasterly under West Eleventh street and Greenwich avenue to, under and across Sixth avenue; thence running under private property and under Clinton place or Eighth street, and again under private property, to a point at or near the intersection of the northerly side of Waverley place with the easterly side of Macdougall street; thence still southeasterly under Macdougall street, Waverley place, Washington square and West Fourth street to a point in West Fourth street at or near the intersection of the centre line of West Fourth street with the centre line of West Broadway produced.

Section 4C—A route the centre line of which begins at the southerly end of Section 4B above described at or near the point of intersection of the centre line of West Fourth street with the centre line of West Broadway produced; running thence southerly under West Broadway to a point at or near the intersection of the centre line of Chambers street with the centre line of West Broadway.

Section 4D—A route the centre line of which shall begin at the southerly end of Section 4C, above described, at or near the point of intersection of the centre line of Chambers street with the centre line of West Broadway; running thence southerly under West Broadway to Murray street (near which point a loop may begin as hereinafter described); thence still southerly under West Broadway and Greenwich street crossing under Battery place into Battery Park, and thence curving easterly and northerly in a terminal loop under Battery Park to rejoin the main route in Greenwich street near the northerly side of Battery place. There may be also such additional terminal tracks lying under Battery place and Battery Park as may be necessary for convenient operation.

The centre line of the loop above mentioned as constituting a part of Section 4D shall begin under West Broadway at a point between Murray street and Warren street on the main line of said section as above described; curving thence southwesterly under private property, under Murray street, and again under private property in the block between Murray street and Park place, to a point near the intersection of the northerly side of Park place with the easterly side of Greenwich street; curving thence under Park place, under private property, under Greenwich street, and again under private property to a point near the intersection of the westerly side of Greenwich street with the northerly side of Barclay street; thence curving easterly under Barclay street to a point near the intersection of the northerly side of Barclay street with the westerly side of West Broadway; and thence curving under private property and West Broadway and rejoining the main line in West Broadway at a convenient point between Barclay street and Park place.

Section 4E—A route the centre line of which shall begin at a point in Seventh avenue about halfway between West Twenty-fifth and West Twenty-sixth streets at the southerly end of Section 4O above described; running thence southeasterly in a curve under Seventh avenue and private property to West Twenty-fifth street; thence easterly along West Twenty-fifth street to a point west of Broadway, but near the intersection of the southerly side of West Twenty-fifth street with the westerly side of Broadway; thence curving southeasterly under West Twenty-fifth street and private property to Broadway; thence under Broadway to a point between West Twenty-third and West Twenty-fourth streets; and thence curving into Fifth avenue and continuing southerly under Fifth avenue and Washington square to the southerly end of Route 4B above described at or near the intersection of the centre line of West Fourth street with the centre line of West Broadway produced.

Section 4F—A route the centre line of which shall begin at a point in Broadway between West Twenty-fourth street and West Twenty-fifth street, at which a junction can be made with the route described as Section 4E above, and running thence northerly under Broadway to a point between West Forty-third street and West Forty-sixth street, at which a junction can be made with the subway constructed under resolutions of this Board adopted January 14 and February 7, 1897.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing routes is as follows:

For the route running under Seventh avenue between West Forty-third street and West Twenty-fifth street, known as Section 4O, there shall be four tracks. For the route running northerly under Seventh avenue, Central Park West, and Eighth avenue to West One Hundred and Forty-ninth street, known as Sections 4A and 4AA, there shall be four tracks; and on the loop at the extremity of Section 4AA under Macomb's lane, West One Hundred and Fifty-fourth street and Eighth avenue, there shall be two tracks. For the route under Seventh avenue, Greenwich avenue and Washington square, known as Section 4B, there shall be four tracks. For the route under West Broadway from Fourth street to Chambers street, known as Section 4C, there shall be four tracks. For the route running southerly from Chambers street under West Broadway and Greenwich street, known as Section 4D, there shall be four tracks; for the loop beginning near Murray street in West Broadway there shall be one track; for the terminal loop under Battery Park there shall be two tracks; and there may be constructed under Battery place and Battery Park as many additional terminal tracks as may be needed. For the route under Twenty-fifth street from Seventh avenue to Broadway, being a portion of Section 4E, there shall be two tracks, and for the remaining portion of Section 4E, from Twenty-fifth street and Broadway through Fifth avenue and Washington square, there shall be four tracks. For the route under Broadway between Twenty-fifth street and Forty-third street, being Section 4F, there shall be four tracks. For the route under Eighth avenue and Hudson street, being Section 4H, there shall be four tracks.

All of the above mentioned tracks shall be placed in subway substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and except for the purpose of avoiding grade crossings at Seventh avenue and West Twenty-fifth street and in the neighborhood of the junction of Seventh avenue and Broadway, and at the points where the loops above mentioned diverge from the main line of the route, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall be placed in general under the central part of the longitudinal streets of the route so far as may be practicable and convenient, but wherever required by special or local necessities or for curves the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such streets or any of them. But in Seventh avenue, Eighth avenue, West Twenty-fifth street, Broadway, West Broadway and Fifth avenue no wall of the tunnel or part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures as hereinafter provided) shall be within the distance of five feet of the exterior line or side of the longitudinal streets of the route. In all other longitudinal streets of the route any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels when under a street shall be as near the surface of the street as street conditions and grades will conveniently permit, except that in crossing Sixth avenue and West Twenty-fifth street the tunnel shall be depressed so as to pass under the subway heretofore authorized to be built along and under Sixth avenue; and except that in crossing the route of the subway constructed under resolutions of this Board adopted January 14 and February 4, 1897, the tunnel shall be depressed so as to pass under the said subway.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spur or loops therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge, that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be let or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where this Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of the said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for Rapid Transit Railroads in Cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894, and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the fourteen maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 2, Borough of Manhattan," nine of the said drawings being marked "Manhattan No. 2," sheets Nos. 10 to 18, inclusive, one of the said drawings being marked "Key Map No. 3, Borough of Manhattan," and three of the said drawings being marked "Manhattan No. 3," sheets Nos. 4, 5 and 6, are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote, according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and not voting—The President of the Borough of Queens—1.

Route Under Thirty-fourth Street and East River.

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 1, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway, as adopted by the Commission, on May 18, 1905, known as Route under Thirty-fourth Street and East river.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners of The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did, by resolution of May 18, 1905, adopt such route or routes and general plan, being more particularly described as the Route under Thirty-fourth street and the East river to a point in Jackson avenue, Long Island City; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment, by resolution duly adopted at said meeting, did appoint a day not less than one week, nor more than ten days after the receipt thereof, for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment, on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from consideration of such plans and considerations; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment, on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions; and has proceeded with such consideration and adjourned the same until this day; and Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted May 18, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, MAY 18, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may, in the judgment of this Board, require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of population or the interests of the City may, in the judgment of this Board, require.

Routes.

A route lying wholly within the boroughs of Manhattan and Queens and made up of several sections as hereinafter described. The said sections are as follows:

Section I.—A route the centre line of which shall begin at a point under East Thirty-fourth street east of First avenue and not more than three hundred feet distant therefrom; and shall run thence westerly under East Thirty-fourth street and West Thirty-fourth street to a point at or near the intersection of West Thirty-fourth street with the westerly line of Ninth avenue.

Section II.—A route the centre line of which shall begin at or near the intersection of the centre line of West Thirty-fourth street with the westerly line of Ninth avenue at the westerly end of Section I. above described; and shall run thence westerly under West Thirty-fourth street to a point at or near the intersection of the centre line of West Thirty-fourth street with the line of the marginal wharf constructed along the North or Hudson river.

Section III.—A route the centre line of which shall begin at a point in the Borough of Manhattan on the centre line of Section I. above described under East Thirty-fourth street, between Second and Third avenues; and shall thence run easterly under and along East Thirty-fourth street, and substantially parallel with but at a lower level from Section I. above described, to a point between First and Second avenues; there curving northeasterly and passing under East Thirty-fourth street and private property to a point in the westerly side of First avenue about fifty feet northerly from the intersection of said westerly side of First avenue with the northerly side of East Thirty-fourth street; thence under and across First avenue to a point in the easterly side thereof about seventy-five feet northerly from the intersection of the said easterly side of First avenue with the northerly side of East Thirty-fourth street; thence under private property and East river to the Borough of Queens and to a point in the said borough near but south of the intersection of Borden avenue produced with the easterly side of East river; thence to a point in Borden avenue near the intersection of the southerly side of Borden avenue with the easterly side of Front street; thence easterly under and along Borden avenue, curving northeasterly into Jackson avenue, and running to a suitable terminal point between the intersection of Jackson avenue with Borden avenue and of Jackson avenue with Fifth street, at which a connection can be made with a subway to be hereafter constructed running from the Borough of Brooklyn and northeasterly under and along Jackson avenue.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing routes is as follows: In Sections I. and II., above described, there shall be four tracks. In Section III. there shall be two tracks.

All of the above mentioned tracks in Sections I. and II. shall be placed in subway substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, any one or more of the tracks may be raised above or depressed below the level of the other track or tracks. These limitations shall not apply to the tracks in Section III.

The tracks shall be placed in general under the central part of Thirty-fourth street, so far as may be practicable and convenient, but wherever required by special or local necessities the tracks or any one or more of them may be diverted as far as necessary to one side or the other of the said street; provided, however, that no wall of the tunnel or part thereof (except at stations, station approaches, and places of access to subsurface structures as hereinafter provided) shall be within the distance of five feet of the exterior line or side of the said street.

The roof of the tunnel in Sections I. and II. above described shall be at least twenty feet below the surface of First avenue, Second avenue, Third avenue, Lexington avenue, Park or Fourth avenue, Fifth avenue, Broadway, Seventh avenue, Eighth avenue and Ninth avenue. The roof of the tunnel joining Section III., above described, shall be at such a depth as shall be necessary to pass at a suitable gradient under the East river. At other points of the route the roof of the tunnels may approach the surface more closely and may be as near the surface as street conditions and the grades necessitated by convenience of operation will permit.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway. There may also be two additional terminal tracks near First avenue and two between Ninth and Tenth avenues and two near Eleventh avenue.

The tracks may at any point of the said route be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge, that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts and crossovers the width may be increased.

Stations and station approaches shall, in general, be near the intersections of the several avenues, and shall be built under Thirty-fourth street or the intersecting avenues immediately adjoining private abutting property or through or under private property to be acquired for the purpose; provided, that no part of any intersecting avenue shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of Thirty-fourth street, except in Broadway and Sixth avenue,

where station approaches may be constructed to connect with subways or subway stations at Thirty-third street and Thirty-fifth street, and except also in Park or Fourth avenue, where a station approach may be constructed to connect with the present subway station at East Thirty-third street.

Wherever along any part of the route above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the subway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to the distance of the tunnel from the exterior line or side of Thirty-fourth street shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each avenue where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnel, the tunnel, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such avenues, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where this Board shall give express permission to construct by open excavation.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein, shall include an avenue or public place.

The words "Rapid Transit Act" wherever used herein, shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the three maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 5, Borough of Manhattan," and two being marked "Manhattan No. 5," sheets Nos. 12 and 13, are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote, according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and Not Voting—The President of the Borough of Queens—1.

The First Avenue Route.

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway, as adopted by said Commission on June 1, 1905, known as the First Avenue Route.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of June 1, 1905, adopt such route or routes and general plan, being more particularly described as the First Avenue Route; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York, a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from consideration of such plans and considerations; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions, and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted June 1, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, JUNE 1, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now, therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from

time to time, to provide for the construction of parts of said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may, in the judgment of this Board, require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of population or the interests of the City may, in the judgment of this Board, require.

Route.

A route or routes lying in the boroughs of Manhattan and The Bronx, made up of two sections hereinafter described as follows:

Section 1—A route the centre line of which shall begin at or near the intersection of the southerly line of East One Hundred and Thirty-eighth street with the centre line of Alexander avenue in the Borough of The Bronx; running thence southerly under Alexander avenue to a point at or near the intersection of the westerly side of Alexander avenue with the northerly side of East One Hundred and Thirty-fourth street; thence southwesterly under private property, East One Hundred and Thirty-fourth street and private property again, to a point in the northerly side of the Southern Boulevard not more than twenty-five feet westerly from the intersection of the said northerly side of the Southern Boulevard with the westerly side of Alexander avenue; thence in a line parallel or nearly so with Alexander avenue under the Southern Boulevard, private property, East One Hundred and Thirty-second street and private property again to the Harlem river; thence under and across the Harlem river to the Borough of Manhattan and to a point where the southwesterly side of the said river is intersected by a line drawn parallel with the centre line of First avenue and distant about one hundred feet westerly therefrom; thence southerly and parallel or nearly so with First avenue under private property, East One Hundred and Twenty-seventh street, private property, East One Hundred and Twenty-sixth street and private property to a point about half way between East One Hundred and Twenty-sixth street and East One Hundred and Twenty-fifth street; thence southeasterly under private property, East One Hundred and Twenty-fifth street, private property and East One Hundred and Twenty-fourth street to a point near the intersection of the southerly line of East One Hundred and Twenty-fourth street with the westerly side of First avenue; thence under private property near the said point of intersection to First avenue; thence southerly under First avenue to a point at or near the intersection of the centre line of First avenue with the northerly side of Second street; thence southeasterly under First avenue and private property to a point in the northerly side of First street distant about one hundred and twenty-five feet easterly from the intersection of the easterly side of First avenue with the northerly side of First street; thence easterly under First street to a point in the southerly side of First street distant about four hundred and seventy-five feet easterly from the intersection of the said southerly side of First street with the easterly side of First avenue; thence southeasterly under private property to a point in the northerly side of East Houston street distant about one hundred feet from the intersection of the said northerly side of East Houston street with the centre line of Essex street produced; thence still southeasterly under East Houston street to a point near the intersection of the southerly side of East Houston street with the easterly side of Essex street; thence under private property to Essex street; thence southerly under Essex street to a point between Grand street and Hester street (near which point a loop will begin as hereinafter described); thence still southerly under Essex street and crossing under Canal street to Rutgers street; thence under Rutgers street to a point about half way between Henry and Madison streets; thence southwesterly under Rutgers street and private property to a point in the northerly side of Madison street not more than one hundred feet from the intersection of the said northerly side of Madison street with the westerly side of Rutgers street; thence westerly through Madison street to a point near the intersection of the southerly side of Madison street with the southeasterly side of the New Bowery; thence under private property to the New Bowery; thence southwesterly through the New Bowery to Pearl street; thence still southwesterly through Pearl street to a point at or near the intersection of the centre line of Pearl street with the centre line of Dover street; thence in a curve under Pearl street and private property to a point in the westerly side of Water street, between Peck slip and Dover street; thence southerly along Water street to a point in the southerly side of Fulton street about seventy-five feet easterly from the intersection of the said southerly side of Fulton street with the easterly side of Water street; thence under private property to a point near the intersection of the said easterly side of Water street with the northerly side of John street; thence under John street and Water street southwesterly to a point at or near the intersection of the centre line of Water street with the centre line of Pine street; thence southwesterly under Water street and private property to a point in the northerly side of Wall street about fifty feet easterly from the intersection of the said northerly side of Wall street with the easterly side of Pearl street; thence southwesterly under Wall street, private property and Pearl street to Beaver street; thence southwesterly under Beaver street to the Bowling Green; and thence under the Bowling Green and Battery place to a point in Battery place at or near the intersection of Battery place with the centre line of Greenwich street produced, at which a connection can conveniently be made with another subway to be hereafter constructed.

Also a loop, the centre line of which shall begin as aforesaid in Essex street at a suitable point between Hester and Grand streets, and running thence southeasterly under private property to Hester street, and under Hester street and Seward Park and its surrounding or intersecting streets, to wit: Norfolk street, Division street, Jefferson street, East Broadway, Canal street and Essex street, to a junction with the main line above described.

Section 1A—A route, the centre line of which shall begin at the point of beginning of Section 1, above described, at a point in the Borough of The Bronx at or near the intersection of the centre line of Alexander avenue with the southerly line of East One Hundred and Thirty-eighth street; running thence northerly under Alexander avenue, Third avenue, Melrose avenue and Webster avenue to a point in Webster avenue, between St. Paul's place and East One Hundred and Seventy-first street, where a terminal loop will begin.

The said terminal loop shall run from the northerly end of Section 1A, as above described, northerly under and along Webster avenue to a point about two hundred feet northerly from the intersection of the centre line of Webster avenue with the northerly side of Wendover avenue; curving thence northwesterly under Webster avenue and Clay avenue to Claremont Park, and then curving under Claremont Park and Webster avenue so as to rejoin the main line of Section 1A in Webster avenue at or near its northerly end, as above described.

The General Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For the portion of Section 1 running southerly under Alexander avenue, the Harlem river, First avenue and Essex street to Hester street, there shall be four tracks. For the portion of Section 1 running under Essex street (south of Hester street), Rutgers street, Madison street, the New Bowery, Pearl street, Water street, Beaver street, Bowling Green and Battery place, there shall be two tracks. For the route of the loop under Seward Park and the adjacent and intersecting streets there shall be two tracks. For Section 1A, running northerly under Alexander avenue, Third avenue, Melrose avenue and Webster avenue to about East One Hundred and Seventy-first street, there shall be four tracks. For the loop under Webster avenue and Claremont Park there shall be two tracks.

All of the above-mentioned tracks shall be placed in subway substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures, or other special or local necessities, and except in Essex street, between East Houston and Hester streets, if Essex street shall not be of sufficient width for four tracks on a level; and except for the purpose of avoiding grade crossings near the intersection of Essex and Hester streets, where the loop above mentioned diverges from the main line of the route, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet. The limitation as to the level of the tracks shall not apply to the portion of the route under the Harlem river.

The tracks shall be placed in general under the central part of the longitudinal streets of the route, so far as may be practicable and convenient, except in the New Bowery and Pearl street, north of Dover street, and except in Third avenue, near its

junction with Alexander avenue, where they shall be placed near the southeasterly side of the said streets; and wherever else required by special or local necessities, or for curves, the tracks, or any one or more of them, may be diverted, as far as necessary, to one side or the other of such streets, or any of them. But no wall of the tunnel or part thereof in Alexander avenue, First avenue, Melrose avenue or Webster avenue (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures as hereinafter provided), shall be within a distance of five feet of the exterior line or side of any of the said avenues. In all other longitudinal streets of the route any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels, when under a street, shall be as near the surface of the street as street conditions and grades will conveniently permit, except that in Webster and Melrose avenues the tunnel shall be depressed so as to pass under the tracks of the New York and Harlem Railroad, and except that under the Southern Boulevard, Delancey street, Pearl street (near Wall), Broad street and the Bowling Green the tunnel shall be depressed to suitable depths, so as to permit the present or any future subway to pass over it.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported, when necessary, by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed, not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spur or loops therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks, as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall in general be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which the stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plans," one of the said drawings being marked "Key Map No. 1, Borough of Manhattan," and seven of the said drawings being marked "Manhattan No. 1," sheets Nos. 1, 2, 3, 4, 5, 14 and 15, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and Not Voting—The President of the Borough of Queens—1.

The West Street and Ninth Avenue Route.

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway as adopted by said Commission on June 1, 1905, known as the West Street and Ninth Avenue Route.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of June 1, 1905, adopt such route or routes and general plan, being more particularly described as the West Street and Ninth Avenue Route; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York, a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from consideration of such plans and considerations; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions; and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted June 1, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, JUNE 1, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers, in relation to the construction of the said route or routes, which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may, in the judgment of this Board, require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of population or the interests of the City may, in the judgment of this Board, require.

Route.

A route entirely within the Borough of Manhattan, the centre line of which shall begin at a point at or near the intersection of Battery place with the centre line of Greenwich street; running thence westerly and northwesterly under Battery place to a point near the intersection of the northerly side of Battery place with the easterly side of West street; thence under private property to West street; thence northerly under West street to a point near its intersection with Horatio street; thence curving northeasterly under West street and private property to a point in the southerly side of Gansevoort street about one hundred and fifty feet easterly from the intersection of the said southerly side of Gansevoort street with the easterly side of West street; thence easterly under Gansevoort street and curving into Ninth avenue and running northerly under Ninth avenue and Columbus avenue to West One Hundred and Tenth street, otherwise called Cathedral Parkway; thence northerly under and across Cathedral Parkway and Morningside Park to a point in the westerly side of Manhattan avenue opposite or nearly so to West One Hundred and Twelfth street; thence northerly under Manhattan avenue, St. Nicholas avenue, Kingsbridge Road and Broadway to Sherman avenue; and thence northeasterly under Sherman avenue to a point at or near the intersection of the centre line of Sherman avenue with the westerly line of Tenth or Amsterdam avenue.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For the route under Battery place and West street to a point between Albany street and Cedar street, there shall be two tracks; for the remainder of the route north of said point, there shall be four tracks.

All of the above-mentioned tracks shall be placed in subway substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall be placed in general under the central part of the longitudinal streets of the route so far as may be practicable and convenient; but wherever required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such streets or any of them; and in Ninth avenue, between Gansevoort street and West Fifteenth street, the tracks shall be placed near the westerly side of the said avenue. But in Battery place, West street, Ninth avenue (north of West Fifteenth street), Columbus avenue, Manhattan avenue, St. Nicholas avenue, Kingsbridge Road, Broadway and Sherman avenue, no wall of a tunnel or any part thereof shall be within a distance of five feet from the exterior line or side of said streets or any of them, except at stations, station approaches, points where the route passes from street to private property, curves and places of access to subsurface structures as hereinafter provided. In all other longitudinal streets of the route any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels when under a street shall be as near the surface of the street as street conditions and grades will conveniently permit; except that under Ninth avenue near Sixty-fifth street the tunnel shall be depressed sufficiently to pass under the subway constructed under resolutions of this Board adopted January 14 and February 4, 1897.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel, with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which the stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface

structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein, shall include an avenue or public place.

The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for Rapid Transit Railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 1, Borough of Manhattan," and eight of the said drawings being marked "Manhattan No. 1," sheets Nos. 6 to 13, inclusive, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, and the Acting President of the Borough of Richmond—15.

Present and not voting—The President of the Borough of Queens—1.

Jerome Avenue Subway.

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway as adopted by said Commission on June 1, 1905, known as the Jerome Avenue Subway.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of June 1, 1905, adopt such route or routes and general plan, being more particularly described as the Jerome Avenue Subway; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting did appoint a day not less than one week nor more than ten days after the receipt thereof for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from consideration of such plans and considerations; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions, and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted June 1, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, JUNE 1, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now, therefore,

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York, and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads,

and afterwards of one or more additional tracks over a part or parts of such road or roads as the necessities of The City of New York and the increase of its population may, in the judgment of this Board, require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road, as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Routes.

A route or routes lying within the boroughs of Manhattan and The Bronx, and made up of several sections as hereinafter described. The said sections are as follows:

Section 150—A route the centre line of which shall begin at a point in the Borough of The Bronx, at or near the easterly end of the railroad bridge of the Putnam Division of the New York Central and Hudson River Railroad, at which a connection can conveniently be made with the tracks upon the said railroad bridge; running thence easterly and entering into a tunnel at a point between the tracks of the Port Morris and Spuyten Duyvil Railroad and Sedgwick avenue; running thence easterly in a straight line under private property, Sedgwick avenue, private property, Summit avenue and private property again to a point near the intersection of the westerly side of Ogden avenue with the southerly side of East One Hundred and Sixty-second street; running thence in a curve under Ogden avenue to a point at or near the intersection of the easterly side of Ogden avenue with the southerly side of East One Hundred and Sixty-second street; thence still easterly under and along East One Hundred and Sixty-second street and under and across Anderson avenue; then curving northeasterly under private property and emerging to the surface at a point about half way between Anderson avenue and Jerome avenue; and thence proceeding northerly over and along private property and over and along Jerome avenue to a point in Jerome avenue at or near its intersection with Clarke place, near the point where Gerard avenue joins Jerome avenue.

Section 15A—A route the centre line of which shall begin at a point in the Borough of Manhattan under Eighth avenue about half way between West One Hundred and Fifty-fourth street and West One Hundred and Fifty-fifth street, at which a connection can conveniently be made with a subway to be hereafter constructed under Eighth avenue; and running thence northerly under Eighth avenue to a point at or near the intersection of the easterly side of Eighth avenue with the northerly side of West One Hundred and Fifty-sixth street; thence running northeasterly under private property, the Exterior street and the Harlem river to the Borough of The Bronx, and to a point in the easterly side of the Harlem river about two hundred feet southerly from the centre line of the railroad bridge of the Putnam Division of the New York Central and Hudson River Railroad; thence still northeasterly under private property and under and across Sedgwick avenue; thence curving easterly under private property, Summit avenue and private property again to a point in the southerly side of East One Hundred and Sixty-second street distant about sixty feet westerly from the intersection of the said southerly side of East One Hundred and Sixty-second street with the westerly side of Ogden avenue; thence still easterly under East One Hundred and Sixty-second street and parallel or nearly so with, but at a lower level from, the route hereinbefore described as Section 150 to a point in the northerly side of East One Hundred and Sixty-second street distant about twenty-five feet westerly from the intersection of the said northerly side of East One Hundred and Sixty-second street with the westerly side of Anderson avenue; thence easterly under private property and under and across Anderson avenue and curving northerly under private property to a point in the westerly side of Jerome avenue about opposite its intersection with the centre line of East One Hundred and Sixty-fourth street produced; and thence under and along Jerome avenue to a point about half way between East One Hundred and Sixty-fourth street and East One Hundred and Sixty-fifth street.

Section 15A1—A route the centre line of which shall begin at a point in Jerome avenue about half way between East One Hundred and Sixty-fourth street and East One Hundred and Sixty-fifth street at the northeasterly end of Section 15A above described; and running thence northerly under and along Jerome avenue to the point of junction of Jerome avenue with Woodlawn road, opposite the Woodlawn Cemetery.

Section 15B—A route the centre line of which shall begin at a point in the Borough of The Bronx in East One Hundred and Fifty-third street at or near its intersection with Cromwell avenue, where a connection can conveniently be made with a subway to be hereafter constructed running under East One Hundred and Fifty-third street; running thence northerly under East One Hundred and Fifty-third street and for a part of the distance in the same tunnel with, but at a different level from, the tracks of the said proposed subway; and then curving northeasterly to a point near, but southerly from, the intersection of the easterly side of East One Hundred and Fifty-third street with the southerly side of East One Hundred and Fifty-seventh street; thence passing under private property near the point last mentioned and under and across East One Hundred and Fifty-seventh street; thence under private property, Cromwell's creek and private property to a point in the southerly line of East One Hundred and Sixty-first street distant about three hundred and eighty feet northwesterly from the intersection of the said southerly side of East One Hundred and Sixty-first street with the westerly side of Cromwell avenue; thence under and across East One Hundred and Sixty-first street and private property to a point in the southerly side of East One Hundred and Sixty-second street near, but easterly from, the northerly end of the Jerome avenue viaduct; thence running northerly and curving into Jerome avenue and for a part of the way in the same tunnel with, but at a different level from, Section 15A, above described, to a point under Jerome avenue about half way between East One Hundred and Sixty-fourth street and East One Hundred and Sixty-fifth street, at the northeasterly end of Section 15A and the southerly end of Section 15A1, above described, at which a convenient connection can be made with the said Section 15A1.

Plan of Construction.

The general plan of construction hereby adopted is as follows:

For the portion of Section 150 above described between the Putnam Division Railroad Bridge and Jerome avenue, there shall be two tracks; and for the portion of the said section along Jerome avenue to Clarke place, there shall be three tracks. For the whole of Section 15A from West One Hundred and Fifty-fourth street and Eighth avenue, in Manhattan, to a point in Jerome avenue, between East One Hundred and Sixty-fourth street and East One Hundred and Sixty-fifth street, there shall be two tracks. For the whole Section of 15A1 under Jerome avenue, from the said point between East One Hundred and Sixty-fourth street and East One Hundred and Sixty-fifth street to Woodlawn avenue, there shall be four tracks. For the whole of Section 15B from One Hundred and Fifty-third street to Jerome avenue, there shall be two tracks.

All of the above-mentioned tracks shall be substantially parallel to each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and for the purpose of avoiding grade crossings in Jerome avenue, near East One Hundred and Sixty-fourth street, and in One Hundred and Fifty-third street, near Cromwell avenue, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall in all cases be placed in tunnels or subways, except that in Section 150, between the easterly end of the Putnam Division Bridge and the tunnel above mentioned west of Sedgwick avenue, and also for the portion of said Section 150 from the point where it emerges to the surface between Anderson avenue and Jerome avenue, and runs thence over private property and Jerome avenue to Clarke place, the tracks shall be carried upon a viaduct over private property and over and along Jerome avenue.

The tracks shall be placed in general under the central part of the longitudinal streets forming portions of the route above described, so far as may be practicable and convenient; but wherever required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such streets or any of them. But in Jerome avenue no wall of the tunnel or viaduct or any part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures as hereinafter provided) shall be within a distance of five feet of the exterior line or side of said Jerome avenue. In all other longitudinal streets of the route, any part of such streets may be occupied so far as the purposes of this general plan require.

Wherever the tracks change from tunnel to viaduct or from viaduct to tunnel, the change shall be so made as to involve the use of the surface to the least possible extent consistent with the proper gradient for the tracks.

Wherever necessary for the proper support of the surface of a street, the roof of the tunnel shall be iron or steel with brick or concrete arches, supported when necessary, by

iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

The roof of the tunnels, when under a street, shall be as near the surface as street conditions and grades will conveniently permit, except that in the portion of Section 15A above described, lying westerly from Jerome avenue, the grades shall be depressed to such a depth as to pass under Section 15O and to allow of suitable grades for passing under the Harlem river.

The tunnels shall in no case be less than thirteen feet in height in the clear.

There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turn-outs, curves and crossovers the width may be increased.

Viaducts shall be built with a width of twelve and one-half feet for each track, except on curves or where greater width is required for special construction, and with an additional width of three feet on each side for outside foot ways. Viaducts may be built of metal or of masonry or of both.

The tracks shall be of standard gauge, that is to say, of the width of four feet and eight and a half inches between the rails.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks, wherever constructed below the surface, may at any point of the route be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under or, if the position of the tracks so require, over the streets and immediately adjoining private abutting property, or through private property to be acquired for the purpose, or both under or over streets and through private property as aforesaid. The streets under or over which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to Jerome avenue shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers, street railway tracks, poles for electric wires and other surface and subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed upon, over or under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction of subways shall be by tunneling or open excavation. In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced, under the direction and to the satisfaction of said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street," wherever used herein, shall include an avenue or public place. The words "Rapid Transit Act," wherever used herein, shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 1, Borough of The Bronx," and five of the said drawings being marked "Bronx No. 1," sheets 3 to 7, inclusive, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York by a majority vote, according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and not voting—The President of the Borough of Queens—1.

Jerome Avenue Elevated Road.

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway as adopted by said Commission on June 1, 1905, known as the Jerome Avenue Elevated Road.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of Chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said city, in addition to the already existing lines, and did by resolution of June 1, 1905, adopt such route or routes and general plan, being more particularly described as the Jerome Avenue Elevated Road; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment, duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment, on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from a consideration of such plans and considerations; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment, on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and con-

clusions; and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted June 1, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, JUNE 1, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners of The City of New York has determined that a rapid transit railway for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed is necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore,

This Board by the concurrent votes of at least six members does hereby adopt the following route for an additional rapid transit railway in The City of New York and does hereby determine and establish the said additional route thereof as follows, and does hereby adopt a general plan of construction of the said railway, the route of which is herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route and general plans, expressly reserves all the powers in relation to the construction of the said route which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or for the construction at first of two or more tracks over a part or parts of such road and afterwards of one or more additional tracks over a part or parts of such road, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Route.

A route lying wholly within the Borough of The Bronx, the centre line of which shall begin at a point on Jerome avenue at or near the intersection of Jerome avenue with Clarke place, near the point where Gerard avenue joins Jerome avenue, at which point a connection can be made with a rapid transit elevated railway to be hereafter constructed, running southerly from the same point along Jerome avenue, and at which point a connection can also be conveniently made with a rapid transit subway to be hereafter constructed along Gerard avenue; and shall run thence northerly along and over Jerome avenue from the point of beginning to the point of junction of Jerome avenue with Woodlawn road opposite the Woodlawn Cemetery.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

There shall be three tracks, all placed on an elevated structure or viaduct, all substantially parallel with each other and on substantially the same level.

The tracks shall be of standard gauge, that is to say, of a width of four feet eight and one-half inches between the rails. The tracks shall be placed in general over the central part of the said Jerome avenue so far as may be practicable and convenient, except that where required by special or local necessities or for curves the tracks or any one or more of them may be diverted as far as necessary to one side or the other of said street; but no part of the viaduct structure (except at stations, station approaches and curves) shall be within a distance of five feet from the exterior line or side of said Jerome avenue.

The viaduct shall be built with a width of twelve and one-half feet for each track, except on curves or where greater width is required for special construction, and with an additional width of three feet on each side for outside footways. The said viaduct may be built of metal or masonry or both.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed one-quarter of a mile for each mile of roadway.

Stations and station approaches shall in general be at the intersection of streets, and shall be built over the streets and immediately adjoining private abutting property, or over private property to be acquired for the purpose, or both over streets and private property as aforesaid. The streets over which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station or station approach at a distance greater than seventy-five feet from the exterior line or side of Jerome avenue.

Pipes, wires, sewers, street railway tracks, poles for electric wires, and other surface and subsurface structures at any part of the route shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed upon, over or under the several streets in such manner and in such location that the use and service thereof shall not be impaired.

Mode of Operation.

The general mode of operation of the route above described shall be by electricity or some other power not requiring combustion upon the viaduct, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of more than one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 1, Borough of Bronx," and four of the said drawings being marked "Bronx No. 1," sheets 7, 8, 9 and 10, be and they are hereby adopted as showing the foregoing routes and general plans for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of the City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves of such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and Not Voting—The President of the Borough of Queens—1.

Gerard Avenue Subway.

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway as adopted by said Commission on June 1, 1905, known as the Gerard Avenue Subway.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general

plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of June 1, 1905, adopt such route or routes and general plan, being more particularly described as the Gerard Avenue Subway; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting did appoint a day not less than one week nor more than ten days after the receipt thereof for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from consideration of such plans and considerations; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions, and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners adopted June 1, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, JUNE 1, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Route.

A route lying wholly within the Borough of The Bronx, the centre line of which shall begin at a suitable point in East One Hundred and Thirty-eighth street, between the westerly side of Third avenue and the easterly side of Park avenue, at which a connection or connections can be made with spurs curving thence northerly and southerly to unite with subways to be hereafter constructed under and along Third avenue and under and along Park avenue. From the said point of beginning the centre line of the said route shall run westerly under and along East One Hundred and Thirty-eighth street to a point near the intersection of the centre line of East One Hundred and Thirty-eighth street with the centre line of Walton avenue; thence curving northwesterly to a point near the intersection of the northerly line of East One Hundred and Thirty-eighth street with the easterly side of Gerard avenue; thence under private property to Gerard avenue and under and along Gerard avenue to a point near the southerly side of East One Hundred and Sixty-eighth street, where the said route shall separate into two routes along the same avenue, but at different levels. One of the said routes shall continue northerly on a descending grade under the surface of Gerard avenue, curving into Jerome avenue and uniting at a suitable point between Clarke place and East One Hundred and Seventieth street with a subway to be hereafter constructed under Jerome avenue. The other of the said routes running from the said point in Gerard avenue near the southerly side of East One Hundred and Sixty-eighth street shall begin to ascend and shall emerge to the surface and continue northerly over and along Gerard avenue, curving into Jerome avenue and uniting near the intersection of Clarke place with an elevated structure to be constructed over and along Jerome avenue.

General Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For the whole of the route above described there shall be two tracks; except that northerly from the point in Gerard avenue near the southerly side of East One Hundred and sixty-eighth street, where the route separates into two routes, there shall be two ascending tracks and two descending tracks.

All of the above-mentioned tracks shall be substantially parallel with each other and on substantially the same level; except that northerly from the said point in Gerard avenue near the southerly side of East One Hundred and Sixty-eighth street, where the route separates into two routes, the tracks shall be at such levels and on such alignments as to permit of proper connection by two of such tracks with a subway, and by two of such tracks with an elevated railway, in Jerome avenue; and except also that wherever else required by special necessities of surface or subsurface structures or other special or local necessities, or for the purpose of avoiding grade crossings, any one or more of the tracks may be elevated above or depressed below the other track or tracks so far as may be necessary.

The tracks shall be placed in tunnels or subways, except that northerly from the point where one of the routes above described emerges to the surface in Gerard avenue two of the tracks shall be carried upon a viaduct over and along Gerard avenue and over and along Jerome avenue.

The tracks shall be placed in general under the central part of the longitudinal streets forming a portion of the route above described so far as may be practicable and convenient; but wherever required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such streets or any of them. But in East One Hundred and Thirty-eighth street and Jerome avenue no wall of the tunnel or viaduct or any part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures, as hereinafter provided), shall be within a distance of five feet of the exterior line or side of the said street. In all other longitudinal streets of the route, any part of such streets may be occupied so far as the purposes of this general plan require.

Wherever the tracks change from tunnel to viaduct, or from viaduct to tunnel, the change shall be so made as to involve the use of the surface to the least possible extent consistent with the proper gradient for the tracks.

Wherever necessary for the proper support of the surface of a street the roof of the tunnels shall be of iron or steel, with brick or concrete arches, supported, when necessary, by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure, or the whole of the lining may be of metal.

The roof of the tunnels when under a street shall be as near the surface as street conditions and grades will conveniently permit.

The tunnels shall in no case be less than thirteen feet in height in the clear.

There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Viaducts shall be built with a width of twelve and one-half feet for each track, except on curves or where greater width is required for special construction, and with an additional width of three feet on each side for outside footways. Viaducts may be built of metal or of masonry, or of both.

The tracks shall be of standard gauge, that is to say, of the width of four feet and eight and a half inches between the rails.

Adjacent tracks shall be connected by necessary and suitable switches and connections, and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks, wherever constructed below the surface, may at any point of the route be placed in the same tunnel; or there may be separate tunnels for one or more tracks, as shall be most convenient.

Stations and station approaches shall, in general, be at the intersections of streets, and shall be built under or, if the position of the tracks so require, over the streets and immediately adjoining private abutting property or through private property to be acquired for the purpose, or both under or over streets and through private property as aforesaid. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers, street railway tracks, poles for electric wires and other surface and subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed upon, over or under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction of subways shall be by tunneling or open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plans," one of the said drawings being marked "Key Map No. 1, Borough of The Bronx," and two of the said drawings being marked "The Bronx No. 1," sheets Nos. 11 and 12, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes cast by law pertaining to each member of the Board, hereby approves such plans and conclusions, and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and Not Voting—The President of the Borough of Queens—1.

West Farms Road and White Plains Road.

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway, as adopted by said Commission on June 1, 1905, known as the West Farms Road and White Plains Road.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted, pursuant to the provisions of chapter 4 of the Laws of 1891 and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of June 1, 1905, adopt such route or routes and general plan, being more particularly described as the West Farms Road and White Plains Road Route; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York, a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment, by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment, on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from consideration of such plans and considerations; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment, on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions, and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted June 1, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS,
JUNE 1, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for the City of New York has determined that a rapid transit railway for the conveyance and transportation of persons and property, in addition to those already existing, authorized or proposed, is necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway in The City of New York, and does hereby determine and establish the said additional route thereof as follows, and does hereby adopt a general plan of construction of the said railway, the route of which is herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board in adopting the said route and general plans expressly reserves all the powers in relation to the construction of the said route which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or for the construction at first of two or more tracks over a part or parts of such road, and afterwards of one or more additional tracks over a part or parts of such road, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may in the judgment of this Board require.

Route.

A route lying wholly within the Borough of The Bronx, the centre line of which shall begin at a point in the Boston road near the intersection of the Boston road, West Farms Road and One Hundred and Seventy-seventh street, at which a connection can conveniently be made with the rapid transit railway structure heretofore built over and along the Boston road, pursuant to resolutions adopted by this Board on January 14 and February 4, 1897; running thence easterly over and along the West Farms road and across the Bronx river to a point at or near the intersection of the northerly side of West Farms Road with the westerly side of Morris Park avenue; thence curving northeasterly into Morris Park avenue, Bronx Park East, and White Plains Road, and over and across the Bronx and Pelham Parkway and continuing northerly over and along the White Plains Road to its intersection with East Two Hundred and Forty-first street.

Plan of Construction.

The general plan of construction of the route hereinbefore described is as follows: For the route from the point of beginning in the Boston Road to and across the Bronx river, there shall be two tracks; and from a point in West Farms Road at or near the easterly bank of the Bronx river to the northern end of the said route there shall be three tracks.

All of the said tracks shall be placed upon an elevated structure or viaduct, all substantially parallel with each other and on substantially the same level, except that wherever required to avoid grade crossings any track may be raised to a different level from any other track or tracks to such height as may be necessary. The said tracks shall be of standard gauge, that is to say, of a width of four feet eight and one-half inches between the rails. The tracks shall be placed in general over the central part of the longitudinal streets of the route so far as may be practicable and convenient, except that where required by special or local necessities or for curves the tracks may be diverted as far as necessary to one side or the other of said streets.

The viaduct shall be built with a width of twelve and one-half feet for each track, except on curves or where greater width is required for special construction, and with an additional width of three feet on each side for outside footways. The said viaduct may be built of metal or masonry or both.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodation may be constructed, not to exceed one-quarter of a mile for each mile of roadway.

Stations and station approaches shall in general be at the intersection of streets, and shall be built over the streets and immediately adjoining private abutting property, or over private property to be acquired for the purpose, or both over streets and private property as aforesaid; the streets over which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station or station approach at a distance greater than seventy-five feet from the exterior line or side of the street of the route.

Pipes, wires, sewers, street railway tracks, poles for electric wires and other surface and subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed over, upon, or under the several streets in such manner and in such location that the use and service thereof shall not be impaired.

Mode of Operation.

The general mode of operation of the route above described shall be by electricity or some other power not requiring combustion upon the viaduct, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of more than one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 1, Borough of Bronx," and three of the said drawings being marked "Bronx No. 1," sheets Nos. 13, 14 and 15, be and they are hereby adopted as showing the foregoing routes and general plans for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote, according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, and the Acting President of the Borough of Richmond—15.

Present and not voting—The President of the Borough of Queens—1.

Southern Boulevard and Westchester Avenue Routes.

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway, as adopted by said Commission on June 1, 1905, known as the Southern Boulevard and Westchester Avenue Routes.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of June 1, 1905, adopt such route or routes and general plan, being more particularly described as the Southern Boulevard and Westchester Avenue Route; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting did appoint a day not less than one week nor more than ten days after the receipt thereof for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from the consideration of such plans and conclusions; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions, and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted June 1, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS,
JUNE 1, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed is necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route for an additional rapid transit railway in The City of New York and does hereby determine and establish the said additional route thereof as follows, and does hereby adopt a general plan of construction of the said railway, the route of which is herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route and general plans, expressly reserves all the powers in relation to the construction of the said route which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or for the construction at first of two or more tracks over a part or parts of such road, and afterwards of one or more additional tracks over a part or parts of such road, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Route.

A route lying wholly within the Borough of The Bronx and beginning at a point in East One Hundred and Thirty-eighth street about three hundred feet easterly from the easterly side of Lincoln avenue, at which point a connection can conveniently be made with a spur from a subway to be hereafter constructed under Lincoln avenue and Morris avenue; and running thence westerly under and along East One Hundred and Thirty-eighth street to a point near the intersection of the easterly side of Cypress avenue with the centre line of East One Hundred and Thirty-eighth street, at which point the route herein described shall begin to emerge from the ground and shall thence continue in an open cut or upon a viaduct to and across Robbins avenue; and there curving into the Southern Boulevard shall continue upon a viaduct or elevated structure over and along the Southern Boulevard northeasterly to the intersection of the Southern Boulevard with the southerly side of Westchester avenue; and curving easterly and running thence over and along Westchester avenue and Westchester turnpike upon a viaduct or elevated structure to Williamsbridge road in the former Village of Westchester.

Plan of Construction.

The general plan of construction adopted for the route hereinabove described is as follows:

For the whole of the said route there shall be three tracks. All of the tracks shall be substantially parallel to each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and for the purpose of avoiding grade crossings, any one or more of the tracks may be elevated above or depressed below the level of the other track or tracks to the extent of not more than twenty feet.

The tracks from the point of beginning along East One Hundred and Thirty-eighth street to the point near Cypress avenue where the route begins to emerge from the ground, shall be in subway or tunnel; and from the said last mentioned point to the easterly end of the said road in the former Village of Westchester, the tracks shall be carried upon a viaduct over and along the Southern Boulevard and Westchester avenue.

The tracks shall be placed in general under the central part of the longitudinal streets forming a portion of the route above described so far as may be practicable and convenient, but wherever required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such streets or any of them. But no wall of the tunnel or viaduct or any part thereof (except at stations, station approaches, curves and places of access to subsurface structures as hereinafter provided) shall be within a distance of five feet of the exterior line or side of the longitudinal streets of the route.

Where the tracks change from tunnel to viaduct, the change shall be so made as to involve the use of the surface to the least possible extent consistent with the proper gradient of the tracks.

Wherever necessary for the proper support of the surface of a street, the roof of the tunnels shall be of iron or steel, with brick or concrete arches supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure or the whole of the lining may be of metal.

The roof of the tunnel when under a street shall be as near the surface as street conditions and grades will conveniently permit.

The tunnel shall in no case be less than thirteen feet in height in the clear.

There shall be a width in the tunnel not exceeding fifteen feet for each track, in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Viaducts shall be built with a width of twelve and one-half feet for each track, except on curves or where greater width is required for special construction, and with an additional width of three feet on each side for outside footways. Viaducts may be built of metal or of masonry or of both.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks, wherever constructed below the surface, may at any point of the route be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under or, if the position of the tracks so require, over the streets and immediately adjoining private abutting property, or through private property to be acquired for the purpose, or both under or over streets and through private property as aforesaid. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to the longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers, street railway tracks, poles for electric wires and other surface and subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed, shall be placed over, upon or under the several streets in such manner and in such location that the use and service thereof shall not be impaired. All pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein shall include an avenue or public place.

The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, as amended by chapter 752 of the Laws of 1894, and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 1, Borough of Bronx," and three of the said drawings being marked "Bronx No. 1," sheets Nos. 16, 17 and 18, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote, according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and not voting—The President of the Borough of Queens—1.

Brooklyn and Manhattan Loop Line.

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway as adopted by said Commission on May 25, 1905, known as the Brooklyn and Manhattan Loop Line.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of May 25, 1905, adopt such route or routes and general plan, being more particularly described as the Brooklyn and Manhattan Loop Line; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting did appoint a day not less than one week nor more than ten days after the receipt thereof for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from the consideration of such plans and conclusions; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions, and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted May 25, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, MAY 25, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property, in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York, and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show

the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board in adopting the said route or routes and general plans expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may in the judgment of this Board require.

Routes.

A route or routes lying within the boroughs of Brooklyn and Manhattan and made up of several sections as hereinafter described. The said sections are as follows:

Section 90—A route the centre line of which shall begin at a point in the Borough of Brooklyn at the easterly end of the Williamsburg Bridge approach, where a connection can conveniently be made with a rapid transit railway or rapid transit railways to be hereafter constructed under Broadway and Bedford avenue or other streets; and thence continuing over and along the Williamsburg Bridge and over and across the East river to the Borough of Manhattan, and over and across the Williamsburg Bridge Plaza in Manhattan and over and along Delancey street to a suitable point east of Norfolk street, where the said line shall descend below the surface; running thence westerly under and along Delancey street to the Bowery, and under and across the Bowery; thence continuing still westerly and parallel or nearly so with Broome street under private property, Elizabeth street, private property, Mott street and private property to a point in Mulberry street about halfway between Broome street and Spring street; thence curving southwesterly under Mulberry street and private property to a point near the intersection of the easterly line of Marion street with the northerly line of Broome street; thence under and across Broome street to Centre street, and under and along Centre street to Grand street, where spurs will begin to run westerly under Grand street as hereinafter stated; thence still southerly and along Centre street to Walker street, where spurs will begin to run easterly under Walker street as hereinafter stated; thence still southerly under and along Centre street to its intersection with Duane street; and thence curving south-easterly and terminating at a suitable point under the proposed new terminal of the Brooklyn Bridge.

Also spurs beginning as above mentioned near the intersection of Centre street and Grand street. The said spurs may be two in number, subsequently uniting in a single spur as hereinafter stated. The centre line of the northerly one of said spurs shall begin at a suitable point in Centre street near Broome street; running thence southerly under Centre street and curving westerly under Centre street and private property to a point in Grand street between Centre street and Elm or Lafayette street, where it will unite with the centre line of the southerly spur hereinafter next described. The said southerly spur shall begin at a suitable point in Centre street near its intersection with Howard street; running thence northerly and northwesterly under Centre street and private property to a point in Grand street, between Centre street and Elm or Lafayette street, to a point where it will unite with the centre line of the northerly spur above mentioned. From the said point of junction the centre line of the said spur shall run westerly under Grand street to a point between Thompson street and Sullivan street; thence curving under Grand street and private property and continuing westerly under and across Varick street; thence under private property to Canal street at a point between Canal street and Hudson street; thence diagonally under and across Canal street and under private property to a point in Hudson street about seventy-five feet southerly from the intersection of the easterly side of Hudson street with the southwesterly side of Canal street, and opposite to Desbrosses street; thence under and across Hudson street, and under and along Desbrosses street to its intersection with the marginal wharf built along the Hudson or North river.

Also spurs beginning as above mentioned near the intersection of Centre street and Walker street. Said spurs may be two in number, subsequently uniting in a single spur as hereinafter stated. The northerly one of said spurs shall begin at a suitable point in Centre street, between Canal street and Grand street; running thence southerly under and along Centre street and under and across Canal street to a point near the intersection of the southerly line of Canal street with the easterly line of Centre street; thence curving southeasterly under private property to a point in Walker street, between Centre street and Baxter street, where it will unite with the centre line of the southerly spur hereinafter next described. The said southerly spur shall begin at a suitable point in Centre street near its intersection with Franklin street; running thence northerly and northeasterly under Centre street and private property near the intersection of the easterly line of Centre street with the southerly line of Walker street, and there curving into Walker street and uniting at a point between Centre street and Baxter street with the said northerly spur. From the said point of junction the centre line of the said spur shall run easterly under and along Walker street and under and across Baxter street and under Harry Howard square and Canal street to a point near the intersection of Canal street with Chrystie street, at which a connection can conveniently be made with a rapid transit railway to be hereafter constructed running from Brooklyn over and across the Manhattan Bridge.

Also a spur the centre line of which shall begin at the end of Route 90 above described under the proposed new terminal of the Brooklyn Bridge, and running thence southerly under the said Brooklyn Bridge Terminal and under and across Park row to William street and under and along William street to its intersection with Beekman street.

Section 9A—A route the centre line of which shall begin at a point in the Borough of Brooklyn, at or near the intersection of the centre line of Bedford avenue with the centre line of Lafayette avenue; running thence northerly under and along Bedford avenue to its intersection with Heyward street; thence under and across Heyward street to a point at or near the intersection of the northerly side of Heyward street with the easterly side of Bedford avenue; thence in a straight line under private property, Rutledge street, private property, Penn street, private property, Hewes street and private property to a point in the westerly side of Lee avenue, about half way between Hewes street and Hooper street; thence diagonally under and across Lee avenue to a point at or near the intersection of the northerly side of Hooper street with the easterly side of Lee avenue; thence in a straight line under private property, Keap street, private property, Rodney street, private property, Ross street and private property to a point in the southerly side of Division avenue about one hundred and twenty-five feet easterly from the intersection of the said southerly side of Division avenue with the southeasterly side of Wilson street; thence under and across Division avenue, private property, South Ninth street and private property again to a point at or near the intersection of the easterly side of Havemeyer street with the southerly side of Broadway; thence northerly and westerly under and over the Williamsburg Bridge plaza to the Williamsburg Bridge approach, at which a connection can be made with Section 90 above described.

The said section shall also include suitable means of connection near the intersection of Lafayette avenue with Bedford avenue so as to unite with Section 9F hereinafter described, which is to run under and along Lafayette avenue. Also suitable means of connection to unite with a subway to be hereafter constructed and which is to run northerly from the Williamsburg Bridge plaza under Driggs avenue and other streets to the Borough of Queens.

Section 9A1—A route the centre line of which shall begin at a point in the Borough of Manhattan at or near the intersection of the centre line of William street with the centre line of Beekman street at the southern end of the spur running from Section 90 as above described; running thence southerly under and along William street, and under and across Exchange place and Beaver street, and curving easterly to Old Slip; thence easterly under Old Slip and private property and under and across the East river and private property to the Borough of Brooklyn at a point in said borough near the intersection of Furman street with Montague street; and thence easterly under and along Montague street to a point near its intersection with Court street. Said section shall include suitable connections with other subways to be hereafter constructed near the intersection of William street and Maiden lane, in the Borough of Manhattan.

Section 9A3—A route the centre line of which shall begin at a point in the Borough of Brooklyn, near the intersection of the centre line of Broadway with the centre line of Lafayette avenue produced at which a connection can conveniently be made with a subway to be hereafter constructed under and along Lafayette avenue; running thence northwesterly under and along Broadway to a point near the junction of Throop avenue and Broadway, at which a spur to connect with a subway to be hereafter constructed under Union avenue may begin; thence still northwesterly under and along Broadway to a point about half way between Marcy avenue and the Williamsburg Bridge Plaza; thence curving under Broadway, private property and the Williamsburg Bridge Plaza to a point opposite the centre line of the Williamsburg Bridge and emerging from the ground at a suitable point in the Williamsburg Bridge Plaza; and running thence westerly under and over the Williamsburg Bridge Plaza to the Williamsburg Bridge approach, at which a connection can be made with Section 9O, above described.

Section 9B—A route the centre line of which shall begin at a point in the Borough of Brooklyn in Fulton street opposite the Borough Hall Park, at which a connection can conveniently be made with Section 9C, hereinafter described; and running thence northwesterly under and along Fulton street to a point about two hundred feet southerly from the intersection of the centre line of Fulton street with the southerly line of Myrtle avenue produced, at which point the section here described shall diverge into two separate branches. One of the said branches shall curve westerly under and across Court street to a point in Montague street, west of Court street, at which a convenient connection can be made with Section 9A1 in Montague street aforesaid. The other one of said branches shall continue northwesterly under Fulton street to a point near Myrtle avenue, at which a convenient connection can be made with Section 9E2 hereinafter described.

Also a suitable spur or connection from a point on the said Section 9B, opposite the Borough Hall Park, running southeasterly under Fulton street to a possible connection with the subway to be constructed under Fulton street by resolutions of this Board, adopted January 24, 1901, as modified by resolutions of this Board adopted April 13, 1905.

Section 9C—A route the centre line of which shall begin at a point in the Borough of Brooklyn, under Lafayette avenue, at or near its intersection with Fulton street at the point of beginning of Sections 9D1 and 9F, hereinafter described; running thence northwesterly under Fulton street to a point near the beginning of the proposed extension of Flatbush avenue; thence curving and running northwesterly under the proposed extension of Flatbush avenue to a point about half way between DeKalb avenue and Willoughby street; thence curving westerly under private property near the intersection of the southerly line of Willoughby street with the westerly line of Prince street, to a point in Willoughby street about half way between Prince street and Gold street; thence westerly under and along Willoughby street to a point at or near the intersection of the centre line of Willoughby street with the easterly line of Adams street produced; and thence curving northwesterly and passing under private property in the angle between Adams street and Fulton street, and turning into Fulton street opposite the Borough Hall Park, to the point of beginning of Section 9B, above described.

A part of the said Section 9C may be constructed in the same tunnel as a subway to be hereafter constructed, running from the Manhattan Bridge to the junction of Fulton street and Flatbush avenue, and may include suitable tracks to afford a means of connection with the said proposed subway.

Section 9D1—A route the centre line of which shall begin at a point in the Borough of Brooklyn, under Lafayette avenue, at or near its intersection with Fulton street, at the point of beginning of Section 9C, above described, and of Section 9F hereinafter described, and running thence westerly under and along Lafayette avenue to Flatbush avenue, by resolutions of this Board, adopted January 24, 1901, as modified by resolutions of this Board, adopted April 13, 1905.

Section 9E—A route the centre line of which shall begin at a point in the Borough of Manhattan at or near the intersection of the centre line of William street with the centre line of Beekman street; running thence southeasterly under Beekman street and under and across the East river and private property to the Borough of Brooklyn and to a point in said Borough of Brooklyn at or near the intersection of Furman street and Cranberry street; thence easterly under and along Cranberry street to a point in Cranberry street near Fulton street; thence curving southeasterly under private property into Fulton street and running southerly under and along Fulton street to a point about half way between Pineapple street and Clark street.

Also a spur beginning at or near the intersection of the centre line of William street with the centre line of Beekman street, in the Borough of Manhattan, the point of beginning of said Section 9E above described, and running thence westerly under and along William street and under and across Park row and the City Hall Park to a point in said park at which a connection can conveniently be made with the City Hall loop of the subway heretofore constructed under resolutions of this Board adopted January 14 and February 4, 1897.

Section 9E1—A route the centre line of which shall begin at a point in the Borough of Manhattan near the intersection of William street with Liberty street at which a connection can conveniently be made with a subway to be hereafter constructed under Liberty street; and running from the said point of beginning southeasterly under and along Liberty street and under and along Maiden lane and under and across the East river and private property to the Borough of Brooklyn, to a point in said Borough near the intersection of Furman street and Pineapple street; thence running easterly under and along Pineapple street to a point in Pineapple street, between Henry street and Fulton street; and thence curving southerly under Pineapple street and private property to a point in Fulton street about half way between Pineapple street and Clark street, where the said centre line will unite with the centre line of route 9E above described.

Section 9E2—A route the centre line of which shall begin at a point in the Borough of Brooklyn under Fulton street about half way between Pineapple street and Clark street at the end or point of junction of Sections 9E and 9E1 above described; and shall run thence southeasterly under and along Fulton street to a point at or near the intersection of Fulton street, Myrtle avenue and Court street, at which a connection or connections can conveniently be made with Section 9B above described.

Section 9F—A route the centre line of which shall begin at a point in the Borough of Brooklyn under Lafayette avenue at or near its intersection with Fulton street at the point of beginning of Sections 9C and 9D1 above described; running thence easterly under and along Lafayette avenue to a point at or near its intersection with Bedford avenue at which a connection can conveniently be made with Section 9A above described.

The said section shall also include suitable spurs or connections near the intersection of Lafayette avenue and Bedford avenue. The said spurs or connections shall be two in number, one curving northerly into Bedford avenue and the other curving southerly into Bedford avenue. The northerly one of the said spurs shall begin at a suitable point in Lafayette avenue near its intersection with Franklin avenue; running thence easterly under Lafayette avenue and curving northerly under Lafayette avenue and private property into Bedford avenue to a point at which a connection can conveniently be made with Section 9A above described. The southerly one of said spurs shall begin at a suitable point in Lafayette avenue near its intersection with Franklin avenue; running thence easterly under Lafayette avenue and curving southerly under Lafayette avenue and private property to a point at or near the intersection of the westerly side of Bedford avenue with the northerly side of Clifton place, and thence under and along Bedford avenue to a point near Clifton place at which a connection can conveniently be made with Section 9K hereinafter described.

Section 9G—A route the centre line of which shall begin at a point in the Borough of Brooklyn under Lafayette avenue near the intersection of Lafayette avenue and Bedford avenue at which a connection can conveniently be made with Section 9F above described; running thence easterly under Lafayette avenue to a point between Lewis avenue and Stuyvesant avenue at which connections can conveniently be made with subways to be hereafter constructed running easterly under Lafayette avenue and northerly under Stuyvesant avenue.

Section 9H—A route the centre line of which shall begin at a point in the Borough of Brooklyn at or near the intersection of Lafayette avenue and Broadway at the point of beginning of Section 9A3 above described; running thence southeasterly under and along Broadway to a point at or near the intersection of Broadway, Fulton street and Jamaica avenue at which a connection or connections can conveniently be made with a subway running southerly under Georgia avenue and a subway running northeasterly under Jamaica avenue.

Section 9I—A route the centre line of which shall begin at a point in the Borough of Brooklyn at or near the intersection of Bedford avenue and Quincy street at the southerly end of Section 9K hereinafter described; running thence southeasterly in a curve under Bedford avenue and private property to Gates avenue at a point between Bedford avenue and Nostrand avenue; thence easterly under and along Gates avenue to Broadway; and thence curving into Broadway at a point southeasterly from the intersection of Broadway and Gates avenue, at which a connection can conveniently be made with Section 9H above described.

Section 9K—A route the centre line of which shall begin at point in the Borough of Brooklyn at the point of beginning of Section 9G above described, at or near the intersection of Bedford avenue and Lafayette avenue; running thence southerly under and along Bedford avenue to a point at or near the intersection of Bedford avenue and Quincy street at the northerly end of Section 9I above described.

This section shall also include a suitable spur or connection to unite with Section 9F above described.

Section 9K1—A route the centre line of which shall begin at a point in the Borough of Brooklyn near the intersection of Bedford avenue and Quincy street, at the southerly end of Section 9K above described; running thence southerly under and along Bedford avenue to a point near the intersection of Bedford avenue and Eastern parkway, at which a connection can conveniently be made by means of spurs with a subway to be hereafter constructed under and along said Eastern parkway.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For the part of Section 9O above described across the Williamsburg Bridge and its approaches there shall be two or more tracks as shall be hereafter determined by the Commissioner of Bridges. For the part of Section 9O under Delancey street and Centre street to the new Brooklyn Bridge terminal, there shall be four tracks. For the spur under Walker and Canal streets to the Manhattan Bridge, there shall be two tracks. For the spur under Grand street and Desbrosses street there shall be two tracks. For the spur from the Brooklyn Bridge terminal under William street to Beekman street there shall be two tracks. For the whole of Section 9A under Bedford avenue and Bedford avenue extended to the Williamsburg Bridge Plaza there shall be four tracks, except that between Division avenue and Broadway there may be two additional tracks in order to afford suitable connections near that point with other subways. For Section 9A1, under William street, and Old Slip in Manhattan, the East river and Montague street in Brooklyn, there shall be two tracks. For Section 9A3 under Broadway, there shall be four tracks. For Sections 9B and 9C under Fulton street, Willoughby street and other streets, there shall be four tracks. For Section 9D1 under Lafayette avenue, between Fulton street and Flatbush avenue, there shall be two tracks. For Section 9E under Beekman street in Manhattan, the East river, and Cranberry street and Fulton street in Brooklyn there shall be two tracks. For the spur running through Beekman street to the City Hall loop of the present subway there shall be two tracks. For Section 9E1 under Liberty street and Maiden lane in Manhattan, the East river, and Pineapple street and Fulton street in Brooklyn, there shall be two tracks. For Section 9E2 under Fulton street, between Pineapple street and Court street, there shall be two tracks. For Section 9F under Lafayette avenue, from Fulton street to Bedford avenue, there shall be four tracks. For Section 9G under Lafayette avenue, from Bedford avenue to Stuyvesant avenue, there shall be four tracks. For Section 9H under Broadway, from Lafayette avenue to Fulton street, there shall be four tracks. For Section 9I under Gates avenue, from Bedford avenue to Broadway, there shall be two tracks. For Section 9K under Bedford avenue, between Lafayette avenue and Gates avenue, there shall be two tracks. For Section 9K1 under Bedford avenue, between Gates avenue and the Eastern parkway, there shall be two tracks. The several spurs or connections uniting the above sections with each other or with other subways to be hereafter constructed shall have no more than two tracks.

All of the above-mentioned tracks shall be placed in subway or tunnel; except that upon the Williamsburg Bridge and the approaches thereto the tracks shall be two or more of those constructed by the City as a part of the bridge structure; and except that between the ends of the bridge tracks and the tunnel or tunnels, the tracks of the railway hereby established shall be placed in open cuts and on viaducts or otherwise, as may be necessary for efficient operation.

All of the tracks of the routes hereby established shall be substantially parallel with each other, and on substantially the same levels, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities and except for the purpose of avoiding grade crossings at the intersections of the several sections with each other or with spurs, branches or connections, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to such depth as may be necessary; but this limitation as to the level of the tracks shall not apply to the portions of the route passing in tunnel under the East river.

The tracks shall be placed in general under the central part of the longitudinal streets of the route so far as may be practicable and convenient, but wherever required by special or local necessities or for curves the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such longitudinal streets or any of them.

The roof of the tunnels when under a street shall be as near the surface as street conditions and grades will conveniently permit, except that in the approaches to the East river tunnels the depth shall be such as will conform to the grades of such river tunnels, and except that in passing under Water street, Pearl street, Nassau street, Broadway, Church street, Elm or Lafayette street, Wooster street, West Broadway, Hudson street and Washington street in the Borough of Manhattan, and at intersections with other proposed rapid transit railway routes in the Borough of Brooklyn, such tunnels or subways may be depressed to such a depth under subways constructed or to be hereafter constructed as may be necessary for proper construction and operation.

Wherever the tracks change from tunnel to viaduct, or from viaduct to tunnel, the change shall be so made as to occupy or obstruct the surface of the street to the least possible extent consistent with the proper gradient for the tracks.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel, with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Viaducts shall be built with a width of twelve and one-half feet for each track and with an additional width of three feet on each side for outside footways. Viaducts may be built of metal, or of masonry, or of both.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed, not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said routes or of the spurs therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks, as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under, or, if the position of the tracks so require, over the streets and immediately adjoining private abutting property, or through private property to be acquired for the purpose, or both under or over streets and through private property, as aforesaid.

The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries, to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and

other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides of exterior lines of such cross streets or such lines produced, an additional width on each side of the routes, not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall in general be by tunneling, except in places where the Board shall give express permission to construct by open excavation; but upon or along the Williamsburg Bridge and the approaches thereto, all work of construction shall be subject to the requirements of the Commissioner of Bridges.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced, under the direction and to the satisfaction of said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street," wherever used herein, shall include an avenue or public place. The words "Rapid Transit Act," wherever used herein, shall be taken and meant to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 5, Borough of Manhattan"; four drawings being marked "Manhattan No. 5," sheets Nos. 1, 2, 3 and 4; one drawing being marked "Key Map No. 6, Borough of Manhattan"; one drawing being marked "Manhattan No. 6," sheet No. 1; one drawing being marked "Key Map No. 1, Borough of Brooklyn," and eight drawings being marked "Brooklyn No. 1," sheets Nos. 1 to 8, inclusive, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and Not Voting—The President of the Borough of Queens—1.

Fourth Avenue Route (Brooklyn).

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway, as adopted by said Commission on June 1, 1905, known as the Fourth Avenue Route (Brooklyn).

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of June 1, 1905, adopt such route or routes and general plan, being more particularly described as the Fourth Avenue Route (Brooklyn); and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment, by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from the consideration of such plans and conclusions; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment, on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions, and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted June 1, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, JUNE 1, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this

Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Routes.

A route lying wholly within the Borough of Brooklyn, and divided into several sections as hereinafter described. Said sections are as follows:

Section 11A—A route the centre line of which shall begin at a point in the Borough of Brooklyn at or near the intersection of the centre line of Fourth avenue with the southerly line of Dean street; running thence southerly under Fourth avenue to a point at or near the intersection of the centre line of Fourth avenue with the centre line of Thirty-seventh street, where a spur will begin as hereinafter stated; thence still southerly under Fourth avenue to a point about half way between Sixty-third street and Sixty-fourth street, where another spur will begin as hereinafter stated; and thence still southerly under Fourth avenue to a point at or near the intersection of the centre line of Fourth avenue with the centre line of Sixty-fifth street.

The said Section 11A shall include three spurs or connections as follows:

A spur or connection from the point of beginning of Section 11A above described at or near the intersection of the centre line of Fourth avenue with the southerly line of Dean street, and running thence northerly under Fourth avenue and under and across Atlantic avenue to a possible connection with the subway to be constructed under Flatbush avenue by resolutions of this Board adopted January 24, 1901, as modified by resolutions of this Board adopted April 13, 1905.

Also a spur or connection beginning at a point near the intersection of the centre line of Fourth avenue with the centre line of Thirty-seventh street; thence curving southeasterly under Fourth avenue to a point in the easterly side thereof near the intersection of the said easterly side of Fourth avenue with the northerly side of Thirty-eighth street; thence still southeasterly under private property and Thirty-eighth street to a point in the southerly side of Thirty-eighth street not more than two hundred feet easterly from the easterly side of Fourth avenue; and thence under private property to a point about three hundred feet easterly from the easterly side of Fourth avenue, where a connection can conveniently be made with the South Brooklyn Railway.

And also a spur beginning at a point under Fourth avenue about half way between Sixty-third and Sixty-fourth streets; thence curving southeasterly under Fourth avenue to a point near the intersection of the easterly side thereof with the northerly side of Sixty-fourth street; thence still southeasterly under private property and Sixty-fourth street to a point in the southerly side of Sixty-fourth street not more than two hundred feet easterly from the easterly side of Fourth avenue; and thence under private property to a point in the block between Sixty-fourth street and Sixty-fifth street about four hundred feet easterly from the easterly side of Fourth avenue, where a connection can conveniently be made with the Sea Beach Railway.

Section 11B—A route the centre line of which shall begin at a point in the Borough of Brooklyn at or near the intersection of the centre line of Fourth avenue with the centre line of Sixty-fifth street at the southerly end of Section 11A above described; running thence southerly under Fourth avenue to a point about two hundred and fifty feet southerly from the intersection of the centre line of Fourth avenue with the southerly side of One Hundredth street produced.

Section 11D—A route the centre line of which shall begin at a point in the Borough of Brooklyn at or near the intersection of the centre line of Fourth avenue with the southerly line of Dean street at the northerly end of Section 11A above described; running thence in a curve under Fourth avenue to a point in the westerly side thereof between Pacific street and Atlantic avenue, and thence under private property to a point in the southerly side of Atlantic avenue distant about one hundred feet westerly from the intersection of the said southerly side of Atlantic avenue with the westerly side of Fourth avenue; running thence westerly under Atlantic avenue to a point about one hundred feet westerly from the intersection of the centre line of Atlantic avenue with the westerly side of Boerum place; curving thence northwesterly under Atlantic avenue and private property to a point at or near the intersection of the southerly side of State street with the easterly side of Court street; thence northerly under Court street to a point at or near the intersection of the centre line of Court street with the northerly side of Remsen street produced; and thence curving northerly and westerly under Court street and private property to a point in Montague street west of Court street, at which a convenient connection can be made with a subway to be hereafter constructed in Montague street aforesaid.

And also a spur or connection to unite Section 11D, above described, with a subway to be hereafter constructed under Fulton street northwesterly from Myrtle avenue. The centre line of the said spur shall begin at or near the intersection of the centre line of Court street with the northerly side of Remsen street produced; and shall run thence northerly under Court street and Fulton street to a point northwest of Myrtle avenue, at which a suitable connection can be made with said subway to be hereafter constructed.

And also a spur or connection to unite Section 11D, above described, with the subway to be hereafter constructed under Flatbush avenue, in accordance with the resolutions of this Board adopted March 24, 1904. The centre line of the said spur shall begin at a point in Atlantic avenue about halfway between Third avenue and Fourth avenue; running thence easterly under Atlantic avenue to a point in the southerly side thereof, about half way between Fourth avenue and Flatbush avenue; curving thence southeasterly under private property and Flatbush avenue and running to a suitable point in Flatbush avenue between Atlantic avenue and the Prospect Park Plaza, at which a connection can conveniently be made with the said subway to be constructed under the said resolutions of March 24, 1904.

Section 11E1—A route the centre line of which shall begin at a point in the Borough of Brooklyn at the northerly end of Section 11A, above described, at or near the intersection of the centre line of Fourth avenue with the southerly line of Dean street; running thence northerly under Fourth avenue and for a part of the way in the same tunnel with, but at a different level from, Section 11D and the spur connecting with the Flatbush avenue subway, as above described; and under and across Atlantic avenue and Flatbush avenue and curving under and across Hanson place into Ashland place; thence under and along Ashland place to a point near Lafayette avenue, at which point a spur will begin, as hereinafter stated, to afford a connection with a subway to be hereafter constructed in Lafayette avenue; thence under and across Lafayette avenue and under and along Ashland place to a point between Lafayette avenue and Fulton street, where a connection can conveniently be made by a suitable spur with a subway to be hereafter constructed under Fulton street.

And also suitable spurs or connections curving from Fourth avenue easterly under Dean street and Pacific street to connect with subways to be constructed in said last mentioned streets between Flatbush and Atlantic avenues.

And also the said spur or connection to unite Section 11E1 above described with a subway to be hereafter constructed under Lafayette avenue. The centre line of the said spur shall begin at a point at or near the intersection of Lafayette avenue and South Elliott place, and shall run thence southwesterly under and along Lafayette avenue to a point at or near the intersection of the centre line of Lafayette avenue with the centre line of St. Felix street; thence curving southerly under Lafayette avenue and private property to Ashland place; and thence along Ashland place to a convenient point of connection with Section 11E1 above described.

The railway to be constructed in Section 11E1, including the spur or connection with Lafayette avenue, may, if necessary, occupy private property to be acquired for the purpose on either or both sides of Ashland place.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing routes is as follows:

For the route running under Fourth avenue, from Dean street to a point south of One Hundredth street, known as Sections 11A and 11B, there shall be four tracks. For the route running under Atlantic avenue and Court street, known as Section 11D, there shall be four tracks. For Section 11E1 there shall be four tracks. For the branches or spurs from Fourth avenue through Dean street and Pacific street there shall be one track each; and for the several branches or spurs above described, running, respectively, from Lafayette avenue to Fourth avenue, from Court street to Fulton street, from Atlantic avenue to Flatbush avenue, and from Fourth avenue to the South Brooklyn Railway and the Sea Beach Railway there shall be two tracks each.

All of the above-mentioned tracks shall be placed in subway or tunnel substantially parallel with each other. If there are two or more tracks in a tunnel, such tracks shall be on substantially the same levels, except that wherever required by special necessities of surface or subsurface structures or other special or local

necessities, and except for the purpose of avoiding grade crossings at various points between the intersection of Fourth avenue with Dean street and Ashland place near Fulton street, and near the intersection of Flatbush avenue with Atlantic avenue, and of Court street with Montague street, and at points where spurs or connections begin, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to such a depth as may be required for proper construction and operation, of not more than twenty feet.

The tracks shall be placed in general under the central part of the longitudinal streets of the route so far as may be practicable and convenient, except that wherever required by special or local necessities or for curves the tracks or any one or more of them may be diverted as far as necessary to one side or the other of the longitudinal streets or any of them. But in Fourth avenue no wall of the tunnel or part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures, as hereinafter provided) shall be within the distance of five feet of the exterior line or side of the said Fourth avenue. In all other longitudinal streets of the route any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels when under a street shall be as near the surface as street conditions and grades will conveniently permit; except in Ashland place, where the tracks shall be so far depressed as to pass under the subway heretofore authorized in Flatbush avenue and the spurs connecting with the subway to be hereafter constructed in Lafayette avenue.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spurs therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits herebefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths herebefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, as amended by chapter 752 of the Laws of 1894, and other acts of the Legislature.

Maps and Drawings.

It is further Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 3, Borough of Brooklyn," and five of the said drawings being marked "Brooklyn No. 3," sheets Nos. 1 to 5, inclusive, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and Not Voting—The President of the Borough of Queens—1.

Route Over Manhattan Bridge.

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway as adopted by said Commission on May 25, 1905, known as the Route Over Manhattan Bridge.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of May 25, 1905, adopt such route or routes and general plan, being more particularly described as the Route Over Manhattan Bridge; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York, a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment, by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from the consideration of such plans and conclusions; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment, on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions; and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted May 25, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, MAY 25, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property, in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises, and all such inquests and investigations as are necessary or proper for such determination; now, therefore,

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York, and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or roads, or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Routes.

A route lying within the boroughs of Brooklyn and Manhattan, the centre line of which shall begin at or near the intersection of the centre line of Willoughby street with the centre line of Flatbush avenue, as the same is proposed to be extended; running thence northwesterly under said Flatbush avenue extension and the easterly Manhattan Bridge approach to a point near the intersection of Johnson street; and there emerging to the surface and continuing northwesterly upon a viaduct and along the easterly Manhattan Bridge approach, and along and across the Manhattan Bridge and the westerly Manhattan Bridge approach, over and across the East river to the Borough of Manhattan to a point at or near the intersection of the southerly side of Canal street with the easterly side of Chrystie street, at which a connection can conveniently be made with a subway to be hereafter constructed.

The said route shall also include a suitable spur or connection, the centre line of which shall begin at or near the point of beginning above mentioned near the intersection of the centre line of Willoughby street with the centre line of Flatbush avenue extension; and running thence southeasterly under the said Flatbush avenue extension, and under and across Fulton street, to a possible connection with the subway to be constructed under Flatbush avenue by resolutions of this Board, adopted January 24, 1901, and April 13, 1905. The said spur may be partly constructed in the same tunnels as a subway to be hereafter constructed under Willoughby street, the Flatbush avenue extension and Fulton street, and may include suitable tracks to afford a means of connection with the said proposed subway.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

There shall be two tracks throughout the whole of the said route, and also such additional tracks, not more than three in number, near the southeasterly end of said route, as may be requisite to make proper connections with other subways.

All of the above-mentioned tracks shall be placed in subway or tunnel; except that upon the Manhattan Bridge and the approaches thereto the tracks shall be two of those to be constructed by the City as a part of the bridge structure; and except that between the ends of the bridge tracks and the tunnel or tunnels, the tracks of the railway hereby established may be placed in open cuts or on viaducts or otherwise, as may be necessary for efficient operation.

All of the tracks of the said route shall be substantially parallel with each other and on substantially the same levels, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and except for the purpose of avoiding grade crossings near the intersection of the Flatbush avenue extension with Willoughby street or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall be placed in general along the central part of the Manhattan Bridge and the longitudinal streets of the route so far as may be practicable and convenient, except that wherever required by special or local necessities the tracks or any one or more of them may be diverted as far as necessary to one side or the other of the said bridge and the said longitudinal streets or any of them.

The roof of the tunnels shall be as near the surface as street conditions and grades will conveniently permit, except that under the Flatbush avenue extension the tracks may be depressed so as to permit a subway to be hereafter constructed under Willoughby street, the Flatbush avenue extension and Fulton street to pass over them.

Wherever the tracks change from tunnel to viaduct, the change shall be so made as to occupy or obstruct the surface of the street or bridge approach to the least possible extent consistent with the proper gradient for the tracks.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Viaducts shall be built with a width of twelve and one-half feet for each track and with an additional width of three feet on each side for outside footways. Viaducts may be built of metal, or of masonry, or both.

The tracks may at any point of the said route or of the spur therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one quarter of a mile for each mile of roadway.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under or, if the position of the tracks so require, over the streets and immediately adjoining private abutting property, or through private property to be acquired for the purpose, or both under or over streets and through private property as aforesaid. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction under the Flatbush avenue extension shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation. Upon or along the Manhattan Bridge and the approaches thereto all work of construction shall be subject to the requirements of the Commissioner of Bridges.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced, under the direction and to the satisfaction of said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street," wherever used herein, shall include an avenue or public place. The words "Rapid Transit Act," wherever used herein, shall be taken and held to mean chapter 4 of the Laws of 1891, as amended by chapter 752 of the Laws of 1894, and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 5, Borough of Manhattan"; one drawing being marked "Manhattan No. 5," sheet No. 5; one drawing being marked "Key Map No. 1, Borough of Brooklyn," and one drawing being marked "Brooklyn No. 1," sheet No. 1, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and not voting—The President of the Borough of Queens—1.

Eastern Parkway Route.

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway as adopted by said Commission on June 1, 1905, known as the Eastern Parkway Route.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of June 1, 1905, adopt such route or routes and general plan, being more particularly described as the Eastern Parkway Route; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from the consideration of such plans and conclusions; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and Whereas, Said Board of Estimate and Apportionment, on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions; and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted June 1, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, JUNE 1, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property, in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein, as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises, and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York, and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does, in such general plan hereby adopted, show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract, or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may, in the judgment of this Board, require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder, or any part of the remainder, of said road, as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Routes.

A route lying wholly within the Borough of Brooklyn and consisting of several sections, as hereinafter described. The said sections are as follows:

Section 12O—A route the centre line of which shall begin at or near the intersection of the centre line of the Eastern parkway with the easterly side of Underhill avenue produced, and running thence easterly under and along the Eastern parkway to points between Classon avenue and Franklin avenue, where two spurs turning southerly to a connection with the Brooklyn and Brighton Beach Railroad shall begin, as hereinafter provided; thence still easterly under and along the Eastern parkway to points near its intersection with Bedford avenue, where two spurs turning northerly into Bedford avenue shall begin as hereinafter provided; thence still easterly under and along the Eastern parkway to a point at or near its intersection with Ralph avenue; and thence still easterly to a point at or near the intersection of Howard avenue, East New York avenue and Pitkin avenue.

The spurs or connection above mentioned between Classon and Franklin avenues shall be two in number—an easterly and a westerly spur. The easterly of said spurs shall begin at a convenient point under the Eastern parkway near its intersection with Franklin avenue, and shall run thence southwesterly and southerly under the Eastern parkway and private property to a point about three hundred feet southerly from the southerly line of the Eastern parkway, where a convenient connection may be made with the said Brooklyn and Brighton Beach Railroad. The westerly one of said spurs shall begin at a point in the Eastern parkway about three hundred feet easterly from the easterly line produced of Classon avenue, and shall run thence southeasterly and southerly under the Eastern parkway and private property to a point about three hundred feet southerly from the southerly line of the Eastern parkway, where a convenient connection may be made with the said Brooklyn and Brighton Beach Railroad.

The spurs or connections above mentioned near Bedford avenue shall be two in number—an easterly and a westerly spur. The westerly one of said spurs shall begin at a convenient point under the Eastern parkway near its intersection with Franklin avenue; and shall run thence easterly and northeasterly under the Eastern parkway and private property near the intersection of the northerly line of the Eastern parkway with the westerly line of Bedford avenue and curving into Bedford avenue to a point distant about one hundred and fifty feet northerly from the Eastern parkway. The easterly one of the said spurs or connections shall begin at a convenient point under the Eastern parkway, between Rogers avenue and Nostrand avenue, and shall run thence westerly and northwesterly under the Eastern parkway and private property near the intersection of the northerly side of the Eastern parkway with the easterly side of Bedford avenue, and curving into Bedford avenue and uniting with the westerly spur above described in Bedford avenue at a point about one hundred and fifty feet northerly from the Eastern parkway.

The said section shall also include a spur, the centre line of which shall begin at or near the intersection of the centre line of the Eastern parkway with the easterly side of Underhill avenue produced, the point of beginning of Section 12O above described; running thence westerly under the Eastern parkway to a point under the Prospect Park plaza or circle at which a convenient connection can be made with a subway to be hereafter constructed, extending along Flatbush avenue and past Prospect Park, as authorized by resolutions of this Board, adopted March 24, 1904.

Section 12A—A route the centre line of which shall begin at or near the intersection of Howard avenue, East New York avenue and Pitkin avenue, at the easterly end of Section 12O above described; running thence easterly under and along Pitkin avenue to a point at or near the intersection of the centre line of Pitkin avenue with the westerly side of Alabama avenue.

Section 12B—A route the centre line of which shall begin at a point at or near the intersection of the centre line of Pitkin avenue with the westerly side of Alabama avenue at the easterly end of Section 12A above described; running thence in a curve northeasterly under Pitkin avenue and Alabama avenue to a point near the intersection of the northerly side of Pitkin avenue with the easterly side of Alabama avenue; thence curving under private property to Georgia avenue at a point about half way between Pitkin avenue and Glenmore avenue; thence running northerly under and along Georgia avenue to a point about half way between Atlantic avenue and Fulton street; thence curving northwesterly under Georgia avenue, private property and Fulton street and private property again to a point near the intersection of Fulton street, Broadway and Jamaica avenue, at which a connection can conveniently be made with a subway or subways to be hereafter constructed under Broadway and Jamaica avenue.

Section 12C—A route the centre line of which shall begin at a point at or near the intersection of Howard avenue, East New York avenue and Pitkin avenue, at the easterly end of Section 12O above described; and curving thence easterly and southerly under Pitkin avenue and private property to a point in Grafton street about two hundred feet southerly from the intersection of the centre line of Grafton street with the southerly line of Pitkin avenue; running thence southerly under Grafton street to a point about three hundred feet northerly from the intersection of the centre line of Grafton street with the northerly line of Sutter avenue; thence curving southeasterly under Grafton street and private property to a point near the intersection of the northerly side of Sutter avenue with the westerly side of Barrett avenue; thence running southeasterly under and across Sutter avenue and under and along Hunterfly road to a point near the intersection of the northeasterly side of Hunterfly road with the easterly side of Amboy street; and thence curving under private property into Blake avenue, and running easterly under and along Blake avenue to a point near the intersection of the centre line of Blake avenue with the easterly side of Alabama avenue; thence curving northeasterly under Alabama avenue and private property to a point in Georgia avenue about one hundred and fifty feet northerly from the intersection of the centre line of Georgia avenue with the northerly side of Blake avenue; and running thence northerly under Georgia avenue to a point at or near the intersection of Georgia avenue and Glenmore avenue, at which a connection can conveniently be made with Section 12B above described.

Section 12D—A route the centre line of which shall begin at or near the intersection of the centre line of the Eastern parkway with the easterly side of Underhill avenue produced at the point of beginning of Section 12O above described; running thence westerly under the Eastern parkway and then curving and running northwesterly under the Prospect Park Plaza or circle and Flatbush avenue to a point about half way between Bergen street and Dean street at which point the said route shall diverge and form two branches. One of the said branches shall curve under Flatbush avenue into Dean street, and thence proceed westerly under Dean street to a point near the intersection of Dean street and Fourth avenue at which a connection can conveniently be made with a subway to be hereafter constructed under and along Fourth avenue. The second of the said branches shall proceed under and along Flatbush avenue from the said point between Bergen street and Dean street and curve under Flatbush avenue into Pacific street; and thence westerly under and along Pacific street to a point at which a connection can conveniently be made with a subway to be hereafter constructed under Fourth avenue.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing routes is as follows:

For the whole route hereinbefore described and in all the sections thereof there shall be two tracks. There shall be additional tracks where necessary in making connections with other lines at the western end of the Eastern parkway, in Eastern parkway between Classon and Franklin avenues, near the intersection of the Eastern parkway and Bedford avenue, near the intersection of Howard avenue, East New York avenue and Pitkin avenue, and near the intersection of Fulton street, Broadway and Jamaica avenue. The spurs or connections from Flatbush avenue into Dean street and Pacific street shall have one track each.

All of the above-mentioned tracks shall be placed in subway or tunnel. Where there are two or more tracks, they shall be placed substantially parallel with each other and substantially on the same level; except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and except for the purpose of avoiding grade crossings at junctions under Prospect circle, at the western extremity of the Eastern parkway, in the Eastern parkway between Classon and Franklin avenues, near the intersection of the Eastern parkway and Bedford avenue, near the intersection of Howard avenue, East New York avenue and Pitkin avenue, near the intersection of Georgia avenue and Glenmore avenue, and near the intersection of Fulton street, Broadway and Jamaica avenue, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall in general be placed under the central part of the longitudinal streets of the route so far as may be practicable and convenient; except that in Flatbush avenue, between the Prospect Park Plaza or circle and Pacific street, as described in Section 12D above, they shall be placed as near as practicable to the northeasterly side of Flatbush avenue; and wherever else required by special or local necessities, or for curves, the tracks or any one or more of them may be diverted so far as necessary to one side or the other of the longitudinal streets of the routes or any of them; but in the Eastern parkway no wall of the tunnel or part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures as hereinafter provided) shall be within a distance of five feet of the exterior line or side of the said Eastern parkway. In all other longitudinal streets of the route any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels when under a street shall be as near the surface of the street as street conditions and grades will conveniently permit; except that in the Eastern parkway, between Classon avenue and Franklin avenue, the tunnel shall be depressed to a depth sufficient to pass under the line of the Brooklyn and Brighton Beach Railroad. And except also that in Flatbush avenue the spurs turning into Dean street and Pacific street shall be depressed sufficiently to pass under the subway authorized by resolutions of this Board of March 24, 1904.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel, with brick or concrete arches, supported when necessary by iron or steel or masonry columns, and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections, and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spur or loops therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall in general be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to the Eastern parkway shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or open excavation. In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed shall be replaced under the direction and to the satisfaction of the said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein, shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, as amended by chapter 752 of the Laws of 1894, and other acts of the Legislature.

Maps and Drawings.

It is further Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 1, Borough of Brooklyn," and four of the said drawings being marked "Brooklyn No. 1," sheets Nos. 9 to 12, inclusive, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.
Present and not voting—The President of the Borough of Queens—1.

Brooklyn, Manhattan and Long Island City Route.

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway as adopted by said Commission on May 25, 1905, known as the Brooklyn, Manhattan and Long Island City Route.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of May 25, 1905, adopt such route or routes and general plan, being more particularly described as the Brooklyn, Manhattan and Long Island City Route; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting did appoint a day not less than one week nor more than ten days after the receipt thereof for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from the consideration of such plans and conclusions; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and Whereas, Said Board of Estimate and Apportionment on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions, and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners adopted May 25, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, MAY 25, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property, in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York, and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board in adopting the said route or routes and general plans expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may in the judgment of this Board require.

Routes.

A route lying within the boroughs of Brooklyn, Manhattan and Queens and made up of several sections as hereinafter described. The said sections are as follows:

Section 10O—A route the centre line of which shall begin at a point in the Borough of Brooklyn under North Seventh street, distant about two hundred feet northwesterly from the intersection of the centre line of Union avenue with the centre line of Metropolitan avenue at the northwesterly end of Section 10D hereinafter described; thence running northwesterly under and along North Seventh street to a point about half way between Driggs avenue and Bedford avenue, at which point spurs running northerly and southerly to a connection with the subway to be constructed under Driggs avenue, known as Section 10C hereinafter described, will begin; thence still northwesterly under North Seventh street and private property to the East river, and under the East river to the Borough of Manhattan and to a point on the westerly side of the East river between Thirteenth and Fourteenth streets; thence passing under private property to a point at or near the intersection of East Fourteenth street and Avenue D; and thence westerly under East Fourteenth street to a point about half way between Avenue B and Avenue C, where a connection can conveniently be made with a subway to be hereafter constructed under East Fourteenth street.

Section 10A—A route the centre line of which shall begin at a point in the Borough of Brooklyn in Stuyvesant avenue at or near the intersection of the centre line of said avenue with the southerly line of Kosciuszko street; running thence northerly under Stuyvesant avenue to its intersection with Broadway; thence continuing northwesterly under Broadway and private property to Myrtle avenue; thence still northerly under Myrtle avenue and private property, Jefferson street and private property, Melrose street and private property to a point at or near the intersection of the southeasterly side of Arion place and the southwesterly side of Bushwick avenue; thence northwesterly and northerly under and along Bushwick avenue to a point about half way between Devoe street and Metropolitan avenue; thence curving northwesterly and westerly under Bushwick avenue and private property into Metropolitan avenue; thence westerly under and along Metropolitan avenue to a point near its intersection with Union avenue, and thence curving westerly under Metropolitan avenue and Union avenue into North Seventh street and under North seventh street to the easterly end of Section 10O above described.

And also a spur beginning at or near the intersection of the centre line of Stuyvesant avenue and Kosciuszko street, the place of beginning of Section 10A above described, and curving thence southwesterly under Stuyvesant avenue and private property to Lafayette avenue, and thence under Lafayette avenue to a point about one hundred and fifty feet westerly from the westerly side of Stuyvesant avenue at the point of beginning of Section 10B, hereinafter described.

Section 10B—A route the centre line of which shall begin in the Borough of Brooklyn at a point in the centre line of Lafayette avenue distant about one hundred and fifty feet westerly from the intersection of the centre line of said Lafayette avenue with the westerly side of Stuyvesant avenue, being at the terminus of the spur running from Section 10A above described; running thence easterly under

Lafayette avenue to Patchen avenue, at which point a spur shall begin curving southeasterly under and along Broadway to a point about seventy-five feet southerly from the intersection of Lafayette avenue and Broadway where a connection can conveniently be made with another subway to be built under Broadway. The main line of Section 10B, from the above-mentioned point near the intersection of Broadway, Lafayette avenue and Patchen avenue, shall curve northeasterly under and across Broadway to Kossuth street; running thence northeasterly along Kossuth street to a point about one hundred feet southwesterly from the intersection of Kossuth street and Bushwick avenue; thence curving northerly under Kossuth street and private property to Bushwick avenue; thence under and across Bushwick avenue to Stanhope street; thence northeasterly under and along Stanhope street to a point about one hundred and fifty feet northerly from the intersection of the centre line of Stanhope street with the northerly line of St. Nicholas avenue thence curving easterly and southeasterly under Stanhope street and private property to Cypress avenue at a point near the intersection of the southwesterly side of Cypress avenue with the northwesterly line of Himrod street, and thence southeasterly under and along Cypress avenue to a point at or near the intersection of the centre line of Cypress avenue with the centre line of Palmetto street.

Section 10C—A route the centre line of which shall begin at a point in the Borough of Brooklyn near the intersection of the southerly side of Broadway with the easterly side of Havemeyer street, at which a connection can conveniently be made with a railway to be hereafter constructed under Bedford avenue and Bedford avenue extended or under and over private property and the Williamsburg Bridge; running thence northeasterly under Broadway and the Williamsburg Bridge plaza to a point at or near the intersection of the centre line of Driggs avenue with the northerly line of South Fourth street; thence running northerly under Driggs avenue and crossing under Section 10O at the intersection of North Seventh street and Driggs avenue, and with spurs or connections near that point to unite with the said Section 10O on North Seventh street; and still northerly under Driggs avenue and Williamsburg Park to a point in the southwesterly side of Lorimer street distant about four hundred and ninety feet from the intersection of the said southwesterly side of Lorimer street with the southeasterly side of Nassau street; thence running under and across Lorimer street and curving under private property to a point in Manhattan avenue about half way between Nassau street and Driggs avenue; thence curving and running westerly and northwesterly under Manhattan avenue to a point about half way between Dupont street and Clay street; thence curving and running under private property, Clay street, private property, Box street, and private property to Ash street at a point about one hundred and fifty feet easterly from the intersection of the southerly side of Ash street with the easterly side of Manhattan avenue; thence still northerly and under Ash street and private property to Newtown creek; thence under Newtown creek to the Borough of Queens and to a point on the northerly side of said Newtown creek distant about one hundred and eighty feet easterly from the intersection of the said northerly side of Newtown creek with the northerly side of Manhattan avenue; thence still northerly and parallel, or nearly so, with Manhattan avenue, under private property, Borden avenue and private property again to a point in the southerly side of Third street about twenty-five feet easterly from the intersection of the southerly side of Third street with the southeasterly side of Jackson avenue; thence curving northeasterly under Third street and Jackson avenue and running northeasterly under and along Jackson avenue to a point in Jackson avenue about half way between Rogers street and Skillman avenue, where a connection can conveniently be made with a railway to be hereafter constructed over the Blackwell's Island Bridge.

Connecting Spurs—The spurs connecting Sections 10O and 10C, above described, shall be two in number, diverging from a point in the centre line of North Seventh street, about half way between Driggs avenue and Bedford avenue. The centre line of the southerly one of such spurs shall curve from said point easterly and southerly under North Seventh street and private property to a point on the westerly side of Driggs avenue, about seventy-five feet southerly from the intersection of the said westerly side of Driggs avenue with the southerly side of North Seventh street, and thence still southerly under Driggs avenue to a convenient point of connection with Section 10C, above described, between North Seventh street and North Second street.

The centre line of the northerly one of such spurs shall curve from the point of beginning above described under North Seventh street and private property to a point in the westerly side of Driggs avenue, about half way between North Seventh street and North Eighth street, and thence under and along Driggs avenue to a convenient point of connection with Section 10C, above described, between North Seventh street and North Twelfth street.

Section 10D—A route the centre line of which shall begin at a point in the Borough of Brooklyn, near the intersection of Union avenue and Broadway, at which a connection can conveniently be made with a subway to be hereafter constructed under Broadway; running thence northerly through Union avenue to a point about half way between Devoe street and Metropolitan avenue; thence curving northwesterly under Metropolitan avenue into North Seventh street, and thence running northwesterly under and along North Seventh street to the easterly end of Section 10O, hereinbefore described.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing routes is as follows:

For the whole of Section 10O there shall be four tracks. For the whole of Section 10A, including the spur or connection from Stuyvesant avenue into Lafayette avenue, there shall be four tracks. For the whole of Section 10B, under Stuyvesant avenue, Kossuth street, Stanhope street and Cypress avenue, there shall be two tracks, with a third track between Reid avenue and Broadway, to permit of convenient connection with the spur near that point. For section 10C, under Williamsburg Bridge plaza and Driggs avenue to a point between North Seventh street and North Twelfth street, where the northerly spur above described, connecting with Section 10O, unites with the main portion of Section 10C, there shall be four tracks, and from the said point northerly to the terminus of Section 10C, in the Borough of Queens, there shall be two tracks. For the whole of Section 10D, under Union avenue and other streets, there shall be four tracks. There may also be in Section 10O, between Driggs avenue and the East river, two additional tracks, if required, for making convenient connections between Sections 10O and 10C, above described. There may also be in Section 10O, between Union avenue and Driggs avenue, two additional tracks, if required, for making convenient connections between said Section 10O and Sections 10A and 10D, above described.

All of the above-mentioned tracks shall be placed in subway or tunnel substantially parallel with each other and substantially on the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities and except for the purposes of avoiding grade crossings near the intersection of Stuyvesant avenue and Lafayette avenue, Lafayette avenue and Broadway, and Driggs avenue and North Seventh street, all in the Borough of Brooklyn, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet, but the limitation as to the level of the tracks shall not apply to the portion of the route under the East river.

The tracks shall be placed in general under the central part of the longitudinal streets of the route, so far as may be practicable and convenient; but wherever required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such longitudinal streets or any of them.

The roof of the tunnels, when under a street, shall be as near the surface as street conditions and grades will conveniently permit, except that Section 10C, along Driggs avenue, shall be depressed so as to pass under the line of Section 10O, running under North Seventh street; and said Section 10C may be depressed under the Williamsburg Bridge plaza, in the Borough of Brooklyn, so as to permit another rapid transit railway or other rapid transit railways to be constructed over it.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel, with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spur or loops therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose.

The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein, shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An act to provide for Rapid Transit Railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plans," one of the said drawings being marked "Key Map No. 5, Borough of Manhattan," one drawing being marked "Manhattan No. 5, sheet No. 7," one drawing being marked "Key Map No. 2, Borough of Brooklyn," and six drawings being marked "Brooklyn No. 2" sheets Nos. 1 to 6, inclusive, be and they are hereby adopted as showing the foregoing routes and general plans, for conveniences merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions, and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

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

Fourteenth Street, University Place (Manhattan).

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway as adopted by said Commission on May 25, 1905, known as the Fourteenth Street, University Place (Manhattan).

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of May 25, 1905, adopt such route or routes and general plan, being more particularly described as Fourteenth Street, University Place, Greenwich Street, etc. (Manhattan); and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York, a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment, on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from the consideration of such plans and conclusions; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and Whereas, Said Board of Estimate and Apportionment, on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions, and has proceeded with such consideration; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted May 25, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, MAY 25, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads, or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Routes.

A route lying wholly within the Borough of Manhattan and made up of several sections as hereinafter described. The said sections are as follows:

Section 8O—A route the centre line of which shall begin at or near the intersection of the centre line of West Fourteenth street with the marginal wharf on the North or Hudson river; running thence easterly under and along West Fourteenth street to a point at or near the intersection of the centre line of West Fourteenth street with the westerly side of Ninth avenue.

Section 8A—A route the centre line of which shall begin at a point at or near the intersection of the centre line of West Fourteenth street with the westerly line of Ninth avenue at the easterly end of Section 8O, above described; running thence easterly under and along West Fourteenth street and East Fourteenth street to a point at or near the intersection of the centre line of East Fourteenth street with the westerly side or line of University place.

Section 8B—A route the centre line of which shall begin at a point at or near the intersection of the centre line of East Fourteenth street with the westerly side or line of University place, at the easterly end of Section 8A, above described; running thence easterly under and along East Fourteenth street to a point about half way between Avenue B and Avenue C, at which a connection can conveniently be made with a subway hereafter to be constructed under the East river, connecting the boroughs of Brooklyn and Manhattan.

Section 8D—A route the centre line of which shall begin at a point in the centre line of West Fourteenth street, between Eighth and Ninth avenues, at which a connection can conveniently be made with Route 8A, above described; running thence westerly and southwesterly and curving under West Fourteenth street and under Hudson street and private property to a point in Ninth avenue, between West Thirteenth street and West Fourteenth street; and running thence southerly under and along Ninth avenue and turning into Greenwich street and running southerly under and along Greenwich street to a point at or near the intersection of Greenwich street with the southerly line of Charlton street; thence curving southwesterly under Greenwich street and private property to a point in Washington street near the intersection of the centre line of Washington street with the northerly line of Spring street; thence running southerly under and along Washington street to a point about half way between Cortlandt street and Liberty street; thence curving easterly under Washington street and private property to a point in Liberty street about half way between Washington street and Greenwich street; and thence running easterly under and along Liberty street to a point at or near the intersection of Liberty street and William street, at which a connection can conveniently be made with a subway running under Liberty street, Maiden lane and the East river, to be hereafter constructed to connect the boroughs of Brooklyn and Manhattan.

And also a spur or connection to unite the said last mentioned route, known as Section 8D, with a subway to be hereafter constructed under William street. The centre line of the said spur shall begin at a point in Liberty street, between Nassau street and William street, at which a connection can conveniently be made with Section 8D, above described; and shall run thence easterly and southeasterly under Liberty street and private property to William street, near Cedar street, at a point where a connection can conveniently be made with a subway to be constructed as aforesaid under and along William street.

Section 8E—A route the centre line of which shall begin at a point on the centre line of Section 8B, above described, in East Fourteenth street, between University place and Fourth avenue, at which a connection can conveniently be made with said Section 8B; running thence westerly and southwesterly and curving under East Fourteenth street and private property into University place, at a point between East Thirteenth street and East Fourteenth street; and running thence southerly under University place, Washington square, East, and Wooster street to a point about one hundred and fifty feet northerly from the intersection of the centre line of Wooster street with the northerly line of Canal street; thence curving under Wooster street and private property into Canal street at a point between Wooster street and Green street; running thence easterly under Canal street to a point at or near the intersection of the centre line of Canal street with the westerly side or line of Elm street; and thence curving southeasterly under Canal street and private property to a point in Centre street south of Canal street, at which a connection can conveniently be made with a subway hereafter to be constructed running through and under Centre street.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For all of Sections 8O and 8A above described there shall be two tracks; for all of Section 8B above described there shall be four tracks; for all of Section 8D above described there shall be two tracks; and for the spur or connection near the intersection of Liberty street and William street there shall be one track. For all of Section 8E above described there shall be two tracks.

All of the above-mentioned tracks shall be placed in subway or tunnel substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures, or other special or local necessities, and except for the purpose of avoiding grade crossings at or near the intersection of East Fourteenth street and University place, West Fourteenth street and Ninth avenue, and Liberty street and William street, or elsewhere, any one or more of the tracks may be depressed below the street level of the other track or tracks of the route by a depth of not more than twenty feet.

The tracks shall be placed, in general, under the central part of the longitudinal streets of the route so far as may be practicable and convenient, except that in Ninth avenue they shall be placed as near as practicable to the easterly side or line of the said avenue; and wherever else required by special or local necessities, or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such longitudinal streets or any of them; but in West Fourteenth street and East Fourteenth street, University place and Canal street, no wall of the tunnel or part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures as hereinafter provided) shall be within a distance of five feet from the exterior line or side of the said longitudinal streets of the route. In all other longitudinal streets of the routes any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels when under streets shall be as near the surface as street conditions and grades will conveniently permit; except that under East Fourteenth street, between Avenue B and Avenue C, the tunnel shall be depressed to such point

as will permit easy connection with another tunnel to be hereafter constructed under the East river; and except that near the intersections of Fourteenth street with First avenue, Second avenue, Third avenue, Fourth avenue, Broadway, Fifth avenue, Sixth avenue, Seventh avenue and Ninth avenue the roof of the tunnel shall be depressed to such a depth, not less than twenty feet, as may be sufficient to allow other tunnels or subways constructed or to be constructed to pass over and across it; and except that near the intersection of Canal street and Elm or Lafayette streets, the roof of the tunnel shall be depressed to such a depth as may be sufficient to pass under the subway constructed under resolutions of this Board, adopted January 14 and February 4, 1897, and to avoid grade crossings in Centre street; and except that at the intersection of West Fourteenth street and Eighth avenue the roof of the tunnel may be depressed to a depth of not less than thirty-five feet; and except that near the intersection of Liberty street and William street the tunnel shall be depressed to a depth sufficient to permit of an easy connection with a subway or tunnel to be hereafter constructed from the Borough of Brooklyn.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel, with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections, and an additional track for siding accommodations may be constructed, not to exceed in length one quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spurs therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks, as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries, to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for Rapid Transit Railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 6, Borough of Manhattan," and also five of the said drawings being marked "Manhattan No. 6," sheets Nos. 1, 2, 3, 4 and 5, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and the Acting President of the Borough of Richmond—15.

Present and Not Voting—The President of the Borough of Queens—1.

Brooklyn and Jamaica Route.

Consideration of the communication of the Board of Rapid Transit Railroad Commissioners, dated June 5, 1905, requesting the approval and consent of the Board of Estimate and Apportionment to the route and general plans for an additional rapid transit railway, as adopted by said Commission June 1, 1905, known as the Brooklyn and Jamaica Route.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined upon a route or routes and general plan of construction of a rapid transit railway, for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did by resolution of June 1, 1905, adopt such route or routes and general plan, being more particularly described as the Brooklyn and Jamaica Route; and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 9th day of June, 1905, at a meeting of said Board of Estimate and Apportionment duly held on such day; and

Whereas, Said Board of Estimate and Apportionment, by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such plans and conclusions, to wit, the 16th day of June, 1905, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on the 16th day of June, 1905, was enjoined by an order of the Supreme Court from the consideration of such plans and conclusions; and

Whereas, On the 29th day of June, 1905, said order was vacated and set aside; and

Whereas, Said Board of Estimate and Apportionment on the 30th day of June, 1905, appointed the 7th day of July for the consideration of such plans and conclusions and has proceeded with such consideration and adjourned the same until this day; and

Whereas, The plans and conclusions are duly set forth in the resolutions of said Board of Rapid Transit Railroad Commissioners, adopted June 1, 1905, and which resolutions are as follows:

RESOLUTIONS ADOPTED BY THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, JUNE 1, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Route.

A route the centre line of which shall begin in the Borough of Brooklyn at a point at or near the intersection of Broadway, Fulton street and Jamaica avenue, at which connections can conveniently be made with another subway or other subways to be hereafter constructed running southerly under Georgia avenue and northwesterly under Broadway; and shall run thence northeasterly under and along Jamaica avenue, partly in the Borough of Brooklyn and partly in the Borough of Queens, to a point at or near the intersection of Jamaica avenue and Grand street in the former Village of Jamaica.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For the whole of the route above described there shall be four tracks.

All of the above mentioned tracks shall be placed in subway or tunnel substantially parallel with each other and on substantially the same level except that wherever required by special necessities of surface or subsurface structures or other special or local necessities and except for the purpose of avoiding grade crossings in making connections with other subways to be hereafter constructed near the point of beginning above described, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall be placed in general under the central part of Jamaica avenue so far as may be practicable and convenient, but wherever required by special or local necessities or for curves the tracks or any one or more of them may be diverted as far as necessary to one side or the other of said street.

The roof of the tunnel or subway shall be as near the surface as street conditions and grades will conveniently permit.

The tunnel above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnel shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed, not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route be placed in the same tunnel, or there may be separate tunnels for one or more tracks, as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodations for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subway, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by open excavation.

In parks, parkways and public places, under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

The general mode of operation of the route or routes above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein shall include an avenue or public place.

The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for Rapid Transit Railroads in Cities of over one million Inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one drawing being marked "Key Map No. 1, Borough of Brooklyn," and four drawings being marked "Brooklyn No. 1," sheets Nos. 13, 14, 15 and 16, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

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

New York, Westchester and Boston Railway Company.

The application of the New York, Westchester and Boston Railway Company for the consent of the Board of Estimate and Apportionment to a change of the line of its route, pursuant to the provisions of the ordinance approved August 2, 1904, granting said company a franchise, was taken up for consideration.

The Secretary presented the following:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX,
MUNICIPAL BUILDING, CROTONA PARK,
July 13, 1905.

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

DEAR SIR—At the meeting of the Board of Estimate and Apportionment held June 23, 1905, the matter of the proposed laying out of an extension to Bronx Park east of the Bronx river was referred to a committee—the Comptroller and the President of the Borough of The Bronx—for examination and report.

I am in receipt of a communication from the Chief Engineer of this borough under this date in which he says:

"I have received a general map from the Chief Engineer of the New York, Westchester and Boston Railroad showing approximately the changed position of the railroad line within the area proposed to be taken into Bronx Park, and it appears that the line as shown is on the line of the drive which was proposed to be constructed within the park area. I think it would have been better if the railroad could have been moved still further eastwardly, but the change which they have proposed will make it somewhat better than where the line formerly was laid out."

Yours truly,

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

P. S.—Since writing the above I have been informed by Mr. Pratt, Chief Engineer of the New York, Westchester and Boston Railroad, that an arrangement has been made between said railroad and the Park Commissioner of this borough for a shifting of the line of the drive westerly so as to make the layout satisfactory.—L. F. H.

July 11, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—At a meeting of the Board of Estimate and Apportionment, held July 7, 1905, when the application of the New York, Westchester and Boston Railway Company for the consent of the Board to change its route was up for consideration, the company presented a proposition agreeing to modify this route to a certain extent in order to leave as much land as possible to the west of its line for an extension to Bronx Park.

The company submitted a tentative plan showing such proposed change, which was accepted by the Board, and resolutions adopted favoring the acceptance of this modified line as submitted by the railway company.

In accordance with its proposition the New York, Westchester and Boston Railway Company has formally modified its line, a meeting of the Board of Directors having been held on July 8, a new map adopted and the same having been filed in the County Clerk's office on July 10 and a copy of same also filed in this office.

I see no reason therefore why the petition of the company for a change of its route should not be granted. I submit herewith proposed resolutions for adoption by the Board.

Respectfully,

HARRY P. NICHOLS, Principal Assistant Engineer.

The following was offered:

Whereas, The City of New York, by ordinance approved by the Mayor on August 2, 1904, granted to the New York, Westchester and Boston Railway Company the right to cross certain streets and highways, and the privilege to construct and operate a four-track railway upon certain routes particularly set forth in section 1 of said ordinance, and as shown on certain maps and profiles therein referred to and filed in the office of the County Clerk of the City and County of New York, on the 23d day of June, 1904, or any lawful amendment thereof consented to by the Board of Estimate and Apportionment; and

Whereas, The said railway company has petitioned the Board, under dated of June 15, 1905, to consent to a modification of the said route as is fully set forth in said petition; and

Whereas, The Board of Directors of said railway company has, in accordance with the provisions of section 13 of the Railroad Law, adopted an amended map of its route; and

Whereas, A map entitled "Map and Profile of the Amended Route of the New York, Westchester and Boston Railway Company, Section 2," adopted by the Board of Directors of said company on July 8, 1905, and signed by William L. Bull, President; William A. Pratt, Chief Engineer, and R. C. Colman, Secretary, was filed in the County Clerk's office of the City and County of New York, on July 10, 1905; therefore be it

Resolved, That the Board of Estimate and Apportionment hereby consents, upon the conditions hereinafter set forth, to the change in route, and that the changed or modified route shall be as follows:

First—Main Line: Beginning at a point on the Harlem river, between Lincoln avenue and Third avenue, and then running northerly substantially parallel to Lincoln avenue and crossing the Southern Boulevard, One Hundred and Thirty-fourth street, One Hundred and Thirty-fifth street and One Hundred and Thirty-sixth street, between Lincoln avenue and Third avenue; then crossing One Hundred and Thirty-seventh street at or near its intersection with Lincoln avenue; then crossing Lincoln avenue, between One Hundred and Thirty-seventh street and One Hundred and Thirty-eighth street; then crossing One Hundred and Thirty-eighth street and One Hundred and Thirty-ninth street, between Alexander avenue and Third avenue; then crossing Alexander avenue, between One Hundred and Thirty-ninth street and One Hundred and Fortieth street; then running substantially parallel to One Hundred and Thirty-ninth street and crossing Willis avenue, Brook avenue and St. Ann's avenue, between One Hundred and Thirty-ninth street and One Hundred and Fortieth street; then crossing One Hundred and Fortieth street, between St. Ann's avenue and Cypress avenue; then crossing Cypress avenue and One Hundred and Forty-first street at or near their intersection; then crossing Powers avenue, between One Hundred and Forty-first street and One Hundred and Forty-second street; then crossing Robbins avenue and One Hundred and Forty-second street at or near their intersection; then crossing St. Mary's street, between Robbins and Concord avenues; then crossing Concord avenue, between St. Mary's and St. Joseph's streets; then crossing St. Joseph's street, between Concord and Wales avenues, crossing Wales avenue and Crane street at or near their intersection, and crossing Beach avenue and Dater street at or near their intersection; then crossing Union avenue, between One Hundred and Forty-ninth street and Southern Boulevard; then crossing One Hundred and Forty-ninth street, between Union avenue and the Southern Boulevard; then crossing Prospect avenue and St. John's avenue, between Fox street and the Southern Boulevard; then crossing Leggett avenue and Fox street at or near their intersection; then running substantially parallel with Fox street and crossing Craven street, Longwood avenue, Intervale avenue, Tiffany street and Barretto street, between Fox street and the Southern Boulevard; then crossing Dongan street at or near the intersection of Fox street; then crossing Southern Boulevard and Aldus street at or near their intersection; then crossing Hoe street and Guttenberg street at or near their intersection; then crossing Westchester avenue, between Faile street and Hoe street; then crossing One Hundred and Sixty-seventh street, between Bryant street and West Farms road; then crossing Bryant street, between One Hundred and Sixty-seventh street and West Farms road; then crossing West Farms road at or near its intersection with Longfellow street, Home street and Freeman street; then crossing Jennings street, between Longfellow street and Boone street; then running substantially parallel with Longfellow street and crossing One Hundred and Seventy-second street, One Hundred and Seventy-third street, One Hundred and Seventy-fourth street and One Hundred and Seventy-sixth street, between Longfellow and Boone street; then crossing Rodman place, between Longfellow street and West Farms road; then crossing West Farms road, between Rodman place and Boston road; then crossing the Bronx river, southerly from Tremont avenue or West Farms road, and running substantially parallel with West Farms road or Tremont avenue to or near the point of crossing the West Farms road, and crossing that road and Bronx Park avenue at or near their intersection; then crossing Lebanon street and One Hundred and Eightieth street, between Bronx Park avenue and Morris Park avenue; then running between Bronx Park avenue and Morris Park avenue and crossing old West Farms road, and then crossing Unionport road between Mianna street and Birchall avenue; then crossing Oakley street, between Mianna and Sagamore streets; then crossing White Plains road at or near the intersection of Sagamore street; then crossing Brown avenue and Sagamore street at or near their intersection; then crossing Hunt avenue and Bear Swamp road at or near their intersection; then crossing Lincoln street, Jefferson street, Madison street and Bear Swamp road—Bronxdale avenue—or any extension thereof, and crossing Bronx and Pelham parkway and Williamsbridge road at or near their intersection; then crossing Saw Mill lane, between Williamsbridge road and Eastchester road; then crossing Eastchester road near its intersection with Syracuse avenue; then crossing Birch street at or near its intersection with Syracuse avenue; then crossing Cedar street, Oak street and Walnut street, between Kingston avenue and Syracuse avenue; then crossing Chestnut street at or near its intersection with Kingston avenue; then crossing Kingston avenue, at or near its intersection with Chestnut street; then crossing Ash street; then crossing Boston road and running approximately parallel with Boston road and crossing Schieffelin's lane, Fifth avenue, and continuing to a point in the northerly line of The City of New York between the road to White Plains and Fifth avenue.

All as shown on maps entitled: "Maps and Profile of the Amended Route of the New York, Westchester and Boston Railway Company, Section 1," adopted by the Board of Directors of said company on the twentieth day of May, 1904, and signed by William L. Bull, President; John Bogart, Engineer, and H. C. Winchester, Secretary, under seal, which map and profile were filed in the office of the County Clerk of the City and County of New York on the 23d day of June, 1904, and "Map and Profile of the Amended Route of the New York, Westchester and Boston Railway Company, Section 2, from the Bronx River to the City Line," adopted by the Board of Directors of said company on the 8th day of July, 1905, and signed by William L. Bull, President; William A. Pratt, Chief Engineer, and R. C. Colman, Secretary, under seal, which map and profile was filed in the office of the County Clerk of the City and County of New York, on the 10th day of July, 1905, or any lawful amendment thereof consented to by the Board of Estimate and Apportionment; which route shall be in substitution for the route designated as "First Main Line" in section 1 of the ordinance approved by the Mayor August 2, 1904; and be it further

Resolved, That this consent shall not become operative until said railway company shall duly execute under its corporate seal an instrument in writing to be first approved by the Corporation Counsel, and file the same in the office of the Comptroller within thirty days from passage of this resolution, wherein said company shall promise, covenant and agree that the consent of the Board of Estimate and Apportionment so given to the change of route shall not in any wise change, alter or amend any of the

terms, conditions and requirements in the said ordinance fixed and contained, and heretofore duly accepted by said company, by an instrument filed with the Comptroller on August 11, 1904, which said ordinance shall remain in full force and effect except as herein expressly stated.

Which was adopted by the following vote:

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

The Secretary presented the following:

LAW DEPARTMENT,
NEW YORK, July 14, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—I am in receipt of your communication of the 11th inst., which reads as follows:

Referring to your communication, dated June 23, 1905, in reply to mine bearing date of June 15, in relation to the subject of "Franchises," as such, within the meaning of the Charter, I beg to submit herewith two applications which have been made to the Board of Estimate and Apportionment for the right to construct tunnels across the street and connecting the property of the applicant on either side of such streets. The purpose of the tunnels in each case is to carry pipes and other conductors of steam, gas and electricity, to be used exclusively by the individual or corporation applying therefor.

The first application is from the Trustees of the Pratt Institute, in the Borough of Brooklyn, and the second from McKim, Mead & White on behalf of Columbia University.

It would appear to me that the provisions of section 242 of the Charter, as amended by chapter 629 of the Laws of 1905, gave the Board of Estimate and Apportionment ample authority to grant such permission, under proper conditions, which permission shall be solely at the pleasure of the Board of Estimate and Apportionment; thereby creating no vested right in the street.

I can see, therefore, no reason why the provisions of sections 72, 73 and 74 of the Charter, as amended by chapters 629 and 630 of the Laws of 1905, should in any way be brought into play. If, however, it is your opinion that such permit creates a vested right in the street or that for any reason the provisions of sections 72, 73 and 74 of the Charter, before referred to, should be applied and that such applications should be duly advertised, I will be obliged if you will advise me at your earliest convenience, as these matters are on the calendar for the Board of Estimate and Apportionment on Friday.

I desire also to call your attention to the order of Judge Truax, dated June 24, in the case of Pettit vs. The Mayor, and to the modifying order of Judge Blanchard, dated June 29, in the same action, and request that you advise me whether such orders apply to the two applications submitted herewith, and if the Board of Estimate and Apportionment is restrained from acting upon the two applications in question.

P. S.—I submit herewith a form of resolution which it was my intention to present to the Board on Friday, and, should you decide that the resolution is in proper form, I will be obliged if you will approve the same.

As I stated in my opinion of June 23, 1905, to which you refer, there may be cases which, while technically embraced within the meaning of the word "franchise," are of such a trivial or temporary character as to make it unwise to attempt to apply to them the complicated provisions of the Charter in relation to granting franchises. Whether or not an application to build a private tunnel or pipe line through public property is a franchise or a permit, must depend very largely upon the consideration mentioned in that opinion and to which I call your special attention.

It seems from the applications you submit to me and which are now before the Board of Estimate and Apportionment, presented respectively by Columbia University and the Pratt Institute of Brooklyn, to construct under the surface of the streets a tunnel connecting one building of the institution with another across the street, for the purpose of conveying across said street, at the point and in the manner more particularly set forth in the diagram attached to each application, from the central point or power house, pipes and other conductors of steam, gas and electricity, to be used exclusively by the institution applying, that no other purpose than this is to be subserved by the construction of said tunnel. It is not, therefore, a matter for competition, as it is not intended to use the tunnel in either case for business purposes or for profit. The tunnel in each case is to be used solely for the convenience and accommodation of the applicant in providing light, heat, etc., for its students and others.

I am, therefore, of the opinion that sections 72, 73 and 74 of the Charter, as amended by chapters 629 and 630 of the Laws of 1905, do not apply to these applications, and that such tunnels may be constructed under a license or permit issued by the Board of Estimate and Apportionment, revocable at will, containing proper conditions to safeguard the rights of the City.

The resolution annexed to your letter and to which you call my attention is approved, as requested.

As to the order of Judge Truax, dated June 24, in the case of Pettit vs. The Mayor, and the modifying order of Judge Blanchard, dated June 29, in the same action, to which you refer, I am of the opinion that these applications, not being construed as applications for a franchise, but for a mere license or permit, do not come under the inhibition or restraint imposed by the said orders.

I return herewith the resolution, petitions, diagrams and other papers forwarded with your communication.

Respectfully yours,

WM. P. BURR, Acting Corporation Counsel.

Which was ordered printed in the Minutes.

Columbia University.

Application of the Columbia University for the right to run a tunnel under West One Hundred and Sixteenth street, between Amsterdam avenue and Broadway, in the Borough of Manhattan, for the purpose of conducting water, steam and electricity from its power plant to the buildings on the opposite side of the street, was taken up for consideration.

The Secretary presented the following:

McKIM, MEAD & WHITE,
No. 160 FIFTH AVENUE, NEW YORK,
June 20, 1905.

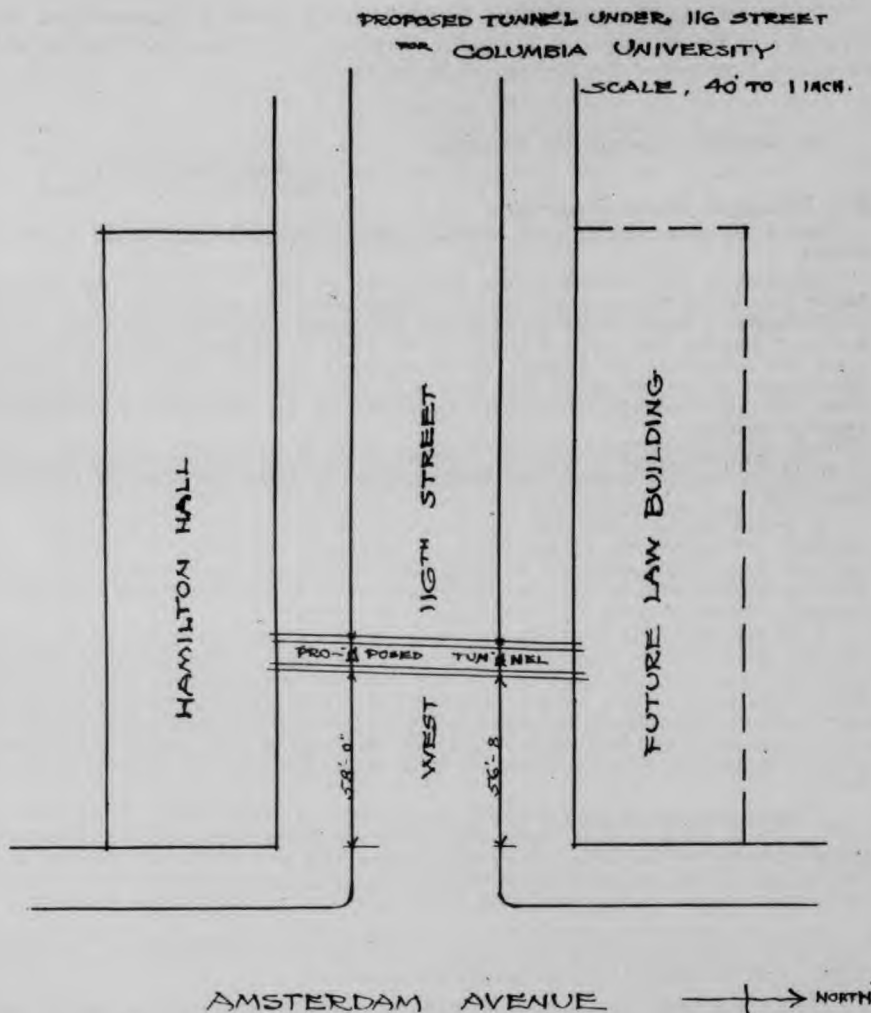
To the Honorable the Board of Estimate and Apportionment of The City of New York:

GENTLEMEN—On behalf of the trustees of Columbia College, in The City of New York, we beg to petition your Honorable Board for permission to construct a tunnel across West One Hundred and Sixteenth street at a point about fifty-eight feet west of the building line of Amsterdam avenue, as indicated upon the diagram hereto attached.

The present buildings of the University, located on the block bounded by West One Hundred and Sixteenth street, Broadway, West One Hundred and Twentieth street and Amsterdam avenue, are connected with each other and with the central power-house by a tunnel in which are carried all the steam, water, gas and electric pipes and conduits, and it is the wish of the university that this system of tunnels be extended to the plot known as "South Field," which is bounded by West One Hundred and Sixteenth street, Amsterdam avenue, West One Hundred and Fourteenth street and Broadway.

It is proposed to commence work immediately upon the new building on the southwest corner of One Hundred and Sixteenth street and Amsterdam avenue, to be known as Hamilton Hall.

Trusting that this petition will meet with your favorable consideration, we are
Very respectfully,
McKIM, MEAD & WHITE.



McKIM, MEAD & WHITE,
No. 160 FIFTH AVENUE, NEW YORK,
July 11, 1905.

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

GENTLEMEN—We beg to make the following statements in connection with our application dated June 20, 1905, for permission to construct a tunnel across One Hundred and Sixteenth street, connecting the buildings of Columbia University.

The existing sewer is a private one, constructed by Columbia University for its own use. The easterly portion of the sewer, which we propose to cut off, is unused, either for house or street drainage, as there are no catch basins on the corners.

The university will also waive all claim or right to the use of a sewer east of the tunnel at any future time.

We would also state that in constructing this tunnel the top will be kept at least five (5) feet below the grade of the street, and all water mains or other pipes will be properly supported.

Very respectfully,
McKIM, MEAD & WHITE.

July 13, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—McKim, Mead & White, architects of the Columbia University buildings, on behalf of the Trustees of said University, in a communication dated June 20, 1905, make application to the Board of Estimate and Apportionment for the right to construct a tunnel under and across the roadway of West One Hundred and Sixteenth street at a point about 58 feet west of the westerly line of Amsterdam avenue.

The interior dimensions of the tunnel are 7 feet by 7 feet, and its width over all is about 12 feet.

The central power plant for the entire group of University buildings is located on the block north of One Hundred and Sixteenth street, and the tunnel would be the means of conducting power from water, steam or electricity from the power plant to the new buildings now under construction on the block south of One Hundred and Sixteenth street.

The architects have submitted a plan or diagram of the proposed tunnel and the position which it will occupy under the surface of the street, and this plan has been submitted to the President of the Borough of Manhattan and tentatively approved by the Bureau of Sewers.

As will be seen from the plan, the proposed tunnel will cut the existing sewer on the southerly side of West One Hundred and Sixteenth street. This sewer is a private sewer, and was constructed, I am informed, by the University authorities. As the University owns all the property on both the north and south sides of One Hundred and Sixteenth street, there seems to be no objection to the cutting of the sewer provided the University shall waive all rights to a public sewer in the streets.

Messrs. McKim, Mead & White, in a communication to the Board dated July 11, state as follows:

"The existing sewer is a private one, constructed by Columbia University for its own use. The easterly portion of the sewer, which we propose to cut off, is unused, either for house or street drainage, as there are no catch basins on the corners.

"The University will also waive all claim or right to the use of a sewer east of the tunnel at any future time."

The proper charge for a tunnel of the size proposed, based upon the assessed valuation of the abutting property, would be \$138 per annum, and I would recommend that such sum be increased each five years by 5 per cent., making the yearly rental for a permit of 25 years as follows:

During the first five years.....	\$138 00
During the second five years.....	145 00
During the third five years.....	152 00
During the fourth five years.....	160 00
During the fifth five years.....	168 00

Fee for opening the street to be paid to the Bureau of Highways should be fixed at the sum of \$35.

The University should be obliged to deposit with the Comptroller of The City of New York the sum of \$500 for the faithful performance of the conditions of the permit and as a guarantee of the removal of the tunnel at any time when such permission is revoked.

The permission sought should be revocable by the Board of Estimate and Apportionment or its successors in authority upon six months notice in writing to the Trustees of the University.

I have prepared a form of resolution for adoption granting the said permission with the usual conditions imposed by the Board in like cases.

Respectfully,
HARRY P. NICHOLS, Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the consent of the Corporation of The City of New York be and the same is hereby given to the Trustees of Columbia College of The City of New York, to construct, maintain and operate a tunnel under and across the roadway of West One Hundred and Sixteenth street, Borough of Manhattan, at a point about fifty-eight (58) feet west of the building line of Amsterdam avenue, as shown and indicated in red upon the map or plan showing the proposed tunnel under and across the roadway of West One Hundred and Sixteenth street connecting the buildings of Columbia College of The City of New York, drawn by McKim, Mead & White, architects, to accompany the petition addressed to the Board of Estimate and Apportionment, dated June 20, 1905, a copy of which is annexed hereto and which is made a part hereof, upon the following terms and conditions:

First—Said consent shall be for a term not exceeding twenty-five years from the granting of this consent; provided, however, that the same may be canceled and annulled upon six months' notice in writing to the Trustees of Columbia College of The City of New York, their successors or assigns, by the Board of Estimate and Apportionment, or its successor in authority, and thereupon all the rights of the said Trustees, their successors or assigns, in, under and upon the said street shall cease and determine.

Second—The Trustees of Columbia College of The City of New York, their successors or assigns, shall pay into the Treasury of The City of New York the following sums of money:

- During the first five years the annual sum of \$138;
- During the second five years the annual sum of \$145;
- During the third five years the annual sum of \$152;
- During the fourth five years the annual sum of \$160;
- During the fifth five years the annual sum of \$170;

—after which the consent, unless sooner revoked, shall expire by limitation, and said tunnel shall thereupon become the property of The City of New York, without any proceedings either at law or otherwise.

Third—Upon the revocation or termination by limitation of this consent the said Trustees of Columbia College of The City of New York, their successors or assigns, shall, at their own cost, cause all that portion of West One Hundred and Sixteenth street affected by this permission to be restored to its proper and original condition, if required so to do by The City of New York or its duly authorized representative. In default of the performance of this condition by the said Trustees of Columbia College of The City of New York, their successors or assigns, the proper local authorities may cause such tunnel to be removed from beneath the street aforesaid and the street to be restored in the manner above described, at the expense of the said Trustees, their successors or assigns, and such expense shall be recoverable by The City of New York by action at law or otherwise from said Trustees. If the tunnel to be constructed by the said Trustees under this permit shall not be required to be removed, it is agreed that the said Trustees, their successors or assigns, shall allow The City of New York to use said tunnel, if the City so desire, for any purpose whatsoever.

Fourth—The consent hereby given shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall title thereto, or right, interest, or property therein pass to or vest in any other person or corporation whatsoever either by the acts of said Trustees, their 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 of New York, acting by the Board of Estimate and Apportionment, or its successor in authority, evidenced by an instrument under seal, anything herein contained to the contrary thereof in any-wise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

Fifth—The tunnel constructed under this consent shall be maintained and operated solely for the purpose of conducting water, steam and electricity from the power plant of Columbia College to its buildings on the opposite side of the street.

Sixth—The tunnel shall be constructed in the latest improved manner and solely upon the terms and conditions hereafter to be approved by the President of the Borough of Manhattan. The said Trustees of Columbia College of The City of New York shall submit a working plan of construction to the said President of the Borough of Manhattan, which shall include and show in detail the method of construction of said tunnel and the mode of protection of all subsurface constructions now in West One Hundred and Sixteenth street.

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

Eighth—The Trustees of Columbia College of The City of New York, their successors or assigns, shall allow a right of way through any part of the tunnel constructed under the permission hereby granted, to be used by The City of New York for any and all subsurface constructions now or hereafter placed by it in that portion of One Hundred and Sixteenth street occupied by said tunnel, and agrees to reimburse the City for any expense other than the ordinary which it may incur in any subsurface construction, including the laying of pipes, conduits, sewers or like structures in any street or avenue by reason of the presence of the tunnel to be constructed under this permit.

Ninth—Said Trustees shall be liable for all damages to persons or property, including the street and the sewers therein, by reason of the construction, maintenance or operation of said tunnel, and it is a condition of this consent that The City of New York assumes no liability to either person or property on account of this consent.

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

Eleventh—Said Trustees of Columbia College of The City of New York, their successors or assigns, shall commence the construction of said tunnel under this consent and complete the same within ninety days from the approval of this consent by the Mayor, otherwise this consent shall be forfeited forthwith, and without any proceedings, either at law or otherwise, for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding sixty days.

Twelfth—This consent is upon the express condition that the said Trustees, within thirty days after its approval by the Mayor and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of five hundred dollars (\$500), either in money or in securities to be

approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the payment of the annual charge for the consent and the repairs of the street pavement. In case default in the performance by said Trustees of such terms and conditions The City of New York 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 such fund after ten days' notice in writing to the said Trustees.

In case of any drafts so made upon the security fund, the said Trustees shall, upon thirty days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of five hundred dollars (\$500); and in default thereof the consent hereby given may be canceled and annulled at the option of the Comptroller of The City of New York, acting on behalf of said City. No action or proceedings or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

Thirteenth—This consent shall not become operative until said Trustees shall duly execute under the corporate seal of said Columbia College of The City of New York, an instrument in writing wherein said Trustees, their successors or assigns, shall promise, covenant and agree on their part and behalf to conform to and abide by and perform all the terms and conditions and requirements in this consent fixed and contained, and shall further agree to waive all claim or right to the use of a sewer east of the tunnel at any future time, and file the same in the office of the Comptroller of The City of New York within thirty days after the approval of this consent by the Mayor.

Fourteenth—The compensation herein reserved shall commence from the date of the approval of this resolution by the Mayor.

Fifteenth—Said Trustees shall pay to the Department of Highways the sum of \$35 as the fee for the privilege of opening said West One Hundred and Sixteenth street.

Sixteenth—Said Trustees of Columbia College shall give notice in writing to the Comptroller of The City of New York when work shall be actually begun under this permit and also when the tunnel shall be completed.

Which was adopted by the following vote:

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

The Pratt Institute.

Application of the Trustees of the Pratt Institute for the right to run a tunnel under Grand avenue, south of Willoughby avenue, in the Borough of Brooklyn, for the purpose of conducting water, steam and electricity from its power plant to the buildings on the opposite side of the street was taken up for consideration.

The Secretary presented the following:

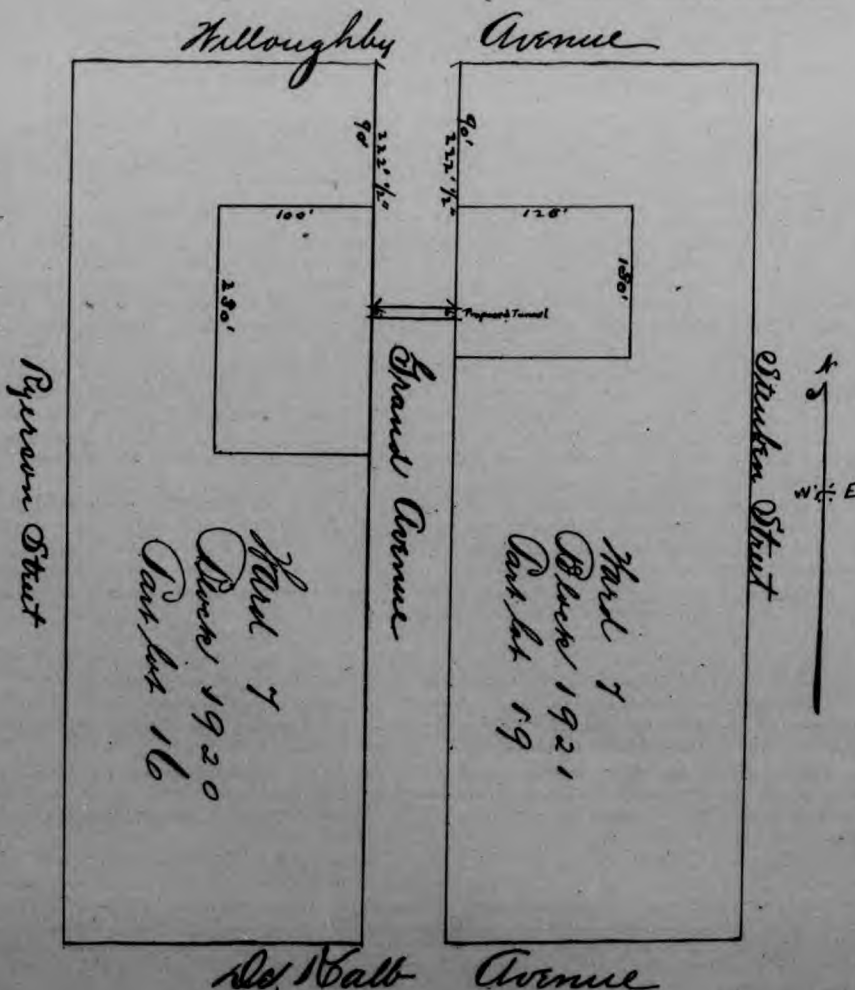
JUNE 8, 1905.

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

GENTLEMEN—Pratt Institute, a Corporation organized and existing under the Laws of the State of New York, with its principal office at No. 215 Ryerson street, Borough of Brooklyn, New York City, the owner of certain land on the easterly and westerly sides of Grand avenue to the centre line of said avenue, and more fully shown on the following diagram, respectfully requests permission to construct a tunnel under the said Grand avenue beginning at a point 222 feet ½ inch southerly from Willoughby avenue, from the building line on the easterly side to the building line on the westerly side of Grand avenue, in accordance with the plans and specifications attached hereto.

The said tunnel to be used by the said Pratt Institute for their exclusive use in carrying steam pipes, water pipes, and electric conduits, from the engine room of the said Institute on the westerly side of Grand avenue to their Chemical Building now in course of construction on the easterly side of said avenue, and more particularly set forth on the aforementioned plan.

Respectfully,
PRATT INSTITUTE,
By FREDERIC B. PRATT, Treasurer.



Hon. EDWARD M. GROUT, Comptroller:

JULY 13, 1905.

SIR—Frederic B. Pratt, as Treasurer of the Pratt Institute of the Borough of Brooklyn, in behalf of that Institution, has made application, under date of June 8, 1905, to the Board of Estimate and Apportionment for the right to construct a tunnel under and across the roadway of Grand avenue at a point about 225 feet south of Willoughby avenue.

The tunnel applied for is to be about 9 feet wide and 9½ feet high and is to be used for the purpose of conducting water, steam and electricity between the power plant of the Institute on one side of Grand avenue to the Chemistry Building now under construction on the other side of Grand avenue.

I am informed by the Chief Engineer of the Bureau of Sewers, Borough of Brooklyn, that if the tunnel is built in accordance with the plans presented, it would rest upon a 48-inch sewer in Grand avenue, and in consequence special construction would be necessary in order to protect the sewer, and therefore I would advise that Pratt Institute be required to submit a detailed plan of such construction to the Borough President before a permit is granted for the opening of the street.

I am of the opinion that no privilege of this kind should be granted by The City of New York for a less sum than \$100 per annum, and that the Board should adopt such a minimum, except in cases of hospitals, institutions of public learning and eleemosynary institutions. In this case the annual sum to be charged would be \$60 per annum, and I would advise that such sum be fixed for the rental during the first five years, to be increased each five years by 5 per cent., making the annual rental during the first 25 years as follows:

During the first five years.....	\$60 00
During the second five years.....	63 00
During the third five years.....	66 00
During the fourth five years.....	70 00
During the fifth five years.....	73 00

Fee for opening the street, to be paid to the Bureau of Highways, should be fixed at \$15.

The institute should be obliged to deposit with the Comptroller of The City of New York the sum of \$250 for the faithful performance of the conditions of the permit and as a guarantee of the removal of the tunnel at any time when such permission is revoked.

The permission sought should be revocable by the Board of Estimate and Apportionment or its successor in authority upon six months notice in writing to the trustees of the institute.

I have prepared a form of resolution for adoption granting the said permission with the usual conditions imposed by the Board in like cases.

Respectfully,

HARRY P. NICHOLS,
Principal Assistant Engineer.

The following resolution was offered:

Resolved, That the consent of the Corporation of The City of New York be and the same is hereby given to Pratt Institute, a corporation organized and existing under the Laws of the State of New York, the owner of certain land on the easterly and westerly sides of Grand avenue, Borough of Brooklyn, City of New York, to construct a tunnel under and across the roadway of said Grand avenue, beginning at a point 225 feet and ½ inch southerly from Willoughby avenue, in accordance with the plans marked:

"Map or plan showing proposed tunnel under Grand avenue, connecting the buildings of Pratt Institute, Borough of Brooklyn, City of New York, to accompany petition to the Board of Estimate and Apportionment, dated June 8, 1905, signed F. B. Pratt, Secretary."

—a copy of which is annexed hereto and made a part hereof, the portion of Grand avenue granted by the permit being shown in red thereon, upon the following terms and conditions:

First—Said consent shall be for a term not exceeding twenty-five years from the granting of said consent, provided, however, that the same may be canceled and annulled upon six months' notice in writing to Pratt Institute, its successor or assigns, by the Board of Estimate and Apportionment, or its successor in authority, and thereupon all the rights of said Pratt Institute, its successor or assigns, in and upon the said streets and avenues shall cease and determine.

Second—Pratt Institute, its successor or assigns, shall pay into the Treasury of The City of New York the following sums of money:

During the first five years the annual sum of \$60.
During the second five years the annual sum of \$63.
During the third five years the annual sum of \$66.
During the fourth five years the annual sum of \$70.
During the fifth five years the annual sum of \$73.

Such sums shall be paid into the Treasury of The City of New York on November 1 in each year, provided, however, that the first payment shall be only that proportion of \$60 as the time between the approval of this consent and November 1 following shall bear to the whole year.

Third—Upon the revocation or termination by limitation of this consent the said Pratt Institute, its successor or assigns, shall at its cost cause all that portion of Grand avenue affected by this permission to be restored to its proper and original condition, if required so to do by The City of New York or its duly authorized representative. If the tunnel to be constructed by Pratt Institute under this permit shall not be required to be removed, it is agreed that the said Pratt Institute, its successor or assigns, shall allow the City to use said tunnel, if the City so desire, for any purpose whatsoever.

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

Fifth—The tunnel constructed under this consent shall be maintained and operated solely for the purpose of carrying steam pipes, water pipes and electrical conduits from the engine room of the said Pratt Institute on the west side of Grand avenue to their chemical building now in the course of construction on the easterly side of said avenue, and for no other purpose.

Sixth—The tunnel shall be constructed in the latest improved manner, and solely upon the terms and conditions hereafter to be approved by the President of the Borough of Brooklyn. The said Pratt Institute shall submit a working plan of construction to the said President of the Borough of Brooklyn, which shall include and show in detail the method of construction of said tunnel and the mode of protection of all subsurface constructions now in Grand avenue.

Seventh—Said tunnel and all pipes and conduits laid therein shall be constructed, maintained and operated subject to the supervision and control of the proper authorities of The City of New York; and said tunnel shall be open at all times to the inspection of all the authorities who have jurisdiction in such matters under the Charter of The City of New York.

Eighth—Pratt Institute, its successor or assigns, shall allow a right of way through any part of the tunnel constructed under the permission hereby granted to be used by The City of New York for any and all subsurface constructions now or hereafter placed by it in that portion of Grand avenue occupied by said tunnel, and agrees to reimburse the City for any expense other than the ordinary which it may incur in any subsurface construction, including the laying of pipes, conduits, sewers or like structures, in any street or avenue by reason of the presence of the tunnel to be constructed under this permit.

Ninth—Said Pratt Institute shall be liable for all damages to persons or property, including the street and the sewers therein, by the reason of the construction or operation of said tunnel, and it is a condition of this consent that The City of New York assumes no liability to either person or property on account of this consent.

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

Eleventh—Said Pratt Institute, its successor or assigns, shall commence the construction of said tunnel under this consent and complete the same within ninety days from the day of the approval of this consent by the Mayor, otherwise this consent shall be forfeited forthwith, and without any proceedings, either at law or otherwise, for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding sixty days.

Twelfth—This consent is upon the express condition that the said Pratt Institute, within thirty days after its approval by the Mayor and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of two hundred and fifty dollars (\$250), either in money or in securities to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the payment of the annual charge for the consent and the repairs of the street pavement. In case default in the performance by said Pratt Institute of such terms and conditions, The City of New York 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 such fund after ten days' notice in writing to the said Pratt Institute.

In case of any drafts so made upon the security fund, the said Pratt Institute shall, upon thirty days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of two hundred and fifty dollars (\$250); and in default thereof the consent hereby given may be canceled and annulled at the option of the Comptroller of The City of New York, acting on behalf of said City. No action or proceedings or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

Thirteenth—This consent shall not become operative until said Pratt Institute shall duly execute, under its corporate seal, an instrument in writing wherein said Pratt Institute shall promise, covenant and agree on its part and behalf to conform to and abide by and perform all the terms and conditions and requirements in this consent fixed and contained, and file the same in the office of the Comptroller of The City of New York within thirty days after the approval of this consent by the Mayor.

Fourteenth—The compensation herein reserved shall commence from the date of the approval of this resolution by the Mayor.

Fifteenth—Said Pratt Institute shall pay to the Department of Highways a fee of twenty-five dollars (\$25) for opening Grand avenue.

Sixteenth—Said Pratt Institute shall give notice in writing to the Comptroller of The City of New York when work shall be actually begun, under this permit, and also when the tunnel shall be completed.

Which was adopted by the following vote:

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

Merchants' Refrigerating Company.

The Secretary presented the following:

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

The petition of the Merchants' Refrigerating Company respectfully shows:

1. That your petitioner is a domestic corporation, duly incorporated under the laws of the State of New York, with principal place of business at Nos. 161 and 163 Chambers street, in the Borough of Manhattan, City of New York.

2. Your petitioner desires to obtain from The City of New York, and hereby respectfully applies for, its consent to and a grant of franchise or right to construct, maintain and operate a pipe line, consisting of two 3-inch wrought-iron pipes, to be incased in a box 18 inches square, filled with insulating material, for the purpose of conveying brine for refrigerating purposes from the premises of your petitioner at No. 291 Greenwich street, in the Borough of Manhattan, in The City of New York, to premises No. 104 Warren street and No. 271 Washington street, in said Borough of Manhattan, in The City of New York, as more particularly shown by diagram hereto annexed, which is made part of this petition.

Wherefore, Your petitioner prays that your Honorable Board will set a date or dates for a public hearing thereon, as provided by section 74 of the Greater New York Charter, as amended by chapter 630 of the Laws of 1905, and as may be required or provided by all other laws applicable thereto, and that the desired consent or grant be embodied in the form of a contract, with all the terms and conditions as to compensation and otherwise, in accordance with the provisions of the Greater New York Charter.

Dated New York, July 8, 1905.

MERCHANTS' REFRIGERATING COMPANY OF NEW YORK,
JAMES WILLS, Secretary.

City and County of New York, ss.:

James Wills, being duly sworn, says that he is the Secretary of the Merchants' Refrigerating Company, the petitioner herein. The foregoing petition is true of his 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.

That the reason why this verification is made by deponent and not by the petitioner is because the petitioner is a domestic corporation of the State of New York, and the deponent is Secretary of said corporation.

MERCHANTS' REFRIGERATING COMPANY OF NEW YORK,
JAMES WILLS, Secretary.

Sworn to before me this 12th day of July, 1905.

[SEAL] ERNEST V. CONNOLLY, Notary Public, New York County.

The following was offered:

Whereas, The foregoing petition from Merchants' Refrigerating Company, dated July 12, 1905, was presented to the Board of Estimate and Apportionment at a meeting held July 14, 1905;

Resolved, That, in pursuance of law, this Board sets Friday, the 29th day of September, 1905, 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 two (2) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the CITY RECORD, immediately prior to such date of public hearing, the expense of such publication to be borne by the petitioner.

Which was adopted by the following vote:

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

Kings County Refrigerating Company.

The Secretary presented the following:

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

In response to the general demand of the market merchants doing business in the Wallabout Market and vicinity, the Kings County Refrigerating Company, a Corporation duly organized and incorporated under the Laws of the State of New York, now doing business at No. 30 Hall street, in the Borough of Brooklyn, does hereby petition your Honorable Board to lay pipes under and across certain streets and avenues in the above Borough for the purpose of supplying cold air to the Wallabout Market. Such pipes are to be laid under and across the following streets and avenues:

Park avenue from Washington avenue to Hall street, under Hall street from Park avenue, under and across Flushing avenue from Ryerson street to Washington avenue, under Washington avenue from Park avenue, under and across Flushing avenue to a point on Washington avenue opposite Pier 1 of the Wallabout basin with connecting pipes to the different market streets of the Wallabout Market.

Said pipe lines shall not be laid more than three feet below the surface of the street, and not to exceed twelve inches in diameter.

Said Kings County Refrigerating Company will enter into an undertaking to save The City of New York harmless from any loss or damage that may be occasioned by the construction of the said pipe line.

The work of said construction to be done under the direction of the President of the Borough of Brooklyn.

Dated, New York, July 13, 1905.

KINGS COUNTY REFRIGERATING CO.
By JAMES J. PHELAN, Secretary.

City and County of New York, ss.:

James J. Phelan, being duly sworn, says that he is the Secretary of the Kings County Refrigerating Company, the petitioner herein. That the foregoing petition 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 the same to be true.

That the reason why this verification is made by deponent and not by the petitioner is because the petitioner is a domestic corporation of the State of New York and the deponent is Secretary of said corporation.

(Signed) KINGS COUNTY REFRIGERATING CO.
By JAMES J. PHELAN, Secretary.

Sworn to before me this 13th day of July, 1905.

JOHN O. HUMPHREYS, Commissioner of Deeds, City of New York.

The following was offered:

Whereas, The foregoing petition from Kings County Refrigerating Company, dated July 13, 1905, was presented to the Board of Estimate and Apportionment at a meeting held July 14, 1905;

Resolved, That, in pursuance of law, this Board sets Friday, the 29th day of September, 1905, 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 two (2) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the CITY RECORD, immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Principal Assistant Engineer, Department of Finance, and the President of the Borough of Brooklyn, relative to an appropriation of \$2,000,000 for the construction of relief sewers:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 14, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—In communication of July 12, the Hon. Martin W. Littleton, President of the Borough of Brooklyn, requests the Board of Estimate and Apportionment to authorize the issue of, 1st—Corporate Stock of The City of New York to the amount of \$2,000,000, the proceeds of which shall constitute a "Relief Sewer Construction Fund," to be expended for such general purpose in the Borough of Brooklyn; and, 2d—The issue of \$25,000 in Revenue Bonds, to provide "for observation and research in connection with the sewer problem" in the said borough.

The importance of this sewer relief problem, the rapid flooding of the present sewers in the increased storm water discharge, due to impermeability of modern pavements and to heavy street gradients, is referred to by President Littleton as well as the disaffection of property-owners in the low-lying flooded districts and the heavy litigation directed against the City Treasury for damages claimed as due from the inadequacy of the existing sewers.

The entire project for the relief system, so far as now developed, is estimated to require an expenditure of \$7,500,000, of which this \$2,000,000 is requested as a first annual appropriation, applicable to work of construction at certain locations in four divisions or districts, described in detail.

Property in these drainage districts is not to bear any portion of the cost of such improvements in the systems already installed and assessed, following precedent, said to be established in the issue of Corporate Stock by the Board of Estimate and Apportionment to the amount of \$300,000, under authority of sections 169 and 176 of the Greater New York Charter, as interpreted by the Law Department in opinion of December 23, 1903.

The suggested relief sewers are, I understand, located and designed with special reference to the proposed location of rapid transit subways as projected in report of the Plans Committee of that Commission.

The necessity for relief sewers in certain districts in Brooklyn is imperative, and work should be progressed as rapidly as possible after perfected plans providing for the most scientific and economical solution of the several problems can be prepared and contracted for.

The original designs for the Brooklyn system of sewers, while prepared by some of the ablest engineers of this country, have proven lamentably inadequate in layout and capacity, irrespective of the present quicker runoff of storm water on concreted pavements, and I believe that President Littleton will, in view of the magnitude of the work attempted, seek outside professional advice on the general plans to make more certain the economy and accuracy of the schemes recommended through the able efforts of his engineers.

The appropriation for engineering investigation is also of importance, and its proper expenditure should result in ultimate economy for the balance of the work intended.

I beg to recommend favorable action in the allowance of appropriations as requested.

Respectfully,
R. W. CREUZBAUR, Principal Assistant Engineer.

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,
BROOKLYN, July 12, 1905.

To the Honorable Board of Estimate and Apportionment:

SIRS—The remarkable increase in the mileage of concrete bedded pavement in this borough within the last few years has added to the gravity of the sewer problem, which was never very simple in Brooklyn. This difficulty was due to the extensive area and the undulating surface of the borough, and it was sufficiently pronounced in the days of permeable cobble stone pavement to even then be a fruitful cause of complaint. The fact that since that time Brooklyn's pavements have been almost entirely relaid and the loose cobble stones replaced by asphalt and granite bedded on concrete has added enormously to the strain upon the sewer system, and the result has been a succession of dangerous and damaging floods in every low lying section in the borough. For nearly a year and a half I have been receiving pleas from property owners who have suffered financial loss and illness as a result of this unfortunate condition. Not only that, but the City itself, as a chartered corporation, is made the defendant in thousands of suits for damages due to the inadequacy of the sewer system. For more than a year the engineers of my office have been engaged in the preparation of plans for relief sewers, and they have devised a comprehensive scheme of sewer relief, the estimated aggregate cost of which is something in the neighborhood of seven and a half millions of dollars. It is suggested by the Commissioner of Public Works, and the proposition meets with my approval, that the work of construction and reconstruction contemplated in this scheme of sewer relief be done at the expense of the City at large and along the same line as was the work of repaving the streets; in other words, that Corporate Stock be issued for the creation of the sewer relief construction fund. I might call attention to the fact that the City has already taken a step in this direction which established a precedent, having on February 19, 1904, provided for the issue of \$300,000 worth of Corporate Stock, under sections 169 and 176 of the Greater New York Charter for the construction of relief sewers in Fourth avenue, Degraw street and several other streets in this borough. This action was taken by the Board of Estimate and Apportionment under the advice of the Corporation Counsel in an opinion dated December 23, 1903, in which he held that the right of the City to pay for the construction of relief sewers by means of an issue of Corporate Stock under the authority of sections 169 and 176 of the Greater New York Charter was absolute and indisputable. Although the total cost of the proposed improvement is very large, it, of course, cannot be all expended in one year, and it would be a physical impossibility, even if the financial drain upon the City were not so heavy, to accomplish within twelve months all the construction work contemplated in the plan submitted by the Commissioner of Public Works. Following the custom established in the case of repaving, I would suggest to your Honorable Board that appropriations for this sewer relief work be made in annual installments, and I therefore request that your Honorable Board authorize the issue of Corporate Stock to the amount of \$2,000,000, the proceeds of which shall form a fund to be known as the "Relief Sewer Construction Fund" of the Borough of Brooklyn, and which shall be expended by the President of the Borough of Brooklyn for the construction of the following relief sewers in said borough:

No. I.

Chauncey Street.

From Broadway to Hopkinson avenue, 42 inches.
From Hopkinson avenue to Saratoga avenue, 48 inches.
From Saratoga avenue to Ralph avenue, 84 inches.
From Ralph avenue to Patchen avenue, 96 inches.
From Patchen avenue to Lewis avenue, 102 inches.
From Lewis avenue to Troy avenue, 108 inches.

Fulton Street.

From Troy avenue to Brooklyn avenue, 126 inches.
From Brooklyn avenue to New York avenue, 138 inches.
From New York avenue to Nostrand avenue, 144 inches.
From Nostrand avenue to Bedford avenue, 156 inches.
From Bedford avenue to Grand avenue, 168 inches.

Grand Avenue.

From Fulton street to Greene avenue, 168 inches.

Classon Avenue.

From Park avenue to the head of Wallabout canal, 180 inches.
The estimated cost for which is \$1,300,000.

No. II.

Park avenue, from Classon avenue to Skillman street, 102 inches.
Skillman street, from Park avenue to Myrtle avenue, 102 inches.
Myrtle avenue, from Skillman street to Bedford avenue, 102 inches.
Myrtle avenue, from Bedford avenue to Nostrand avenue, 90 inches.
Myrtle avenue, from Nostrand avenue to Marcy avenue, 78 inches.
Myrtle avenue, from Marcy avenue to Tompkins avenue, 54 inches.
Tompkins avenue, from Myrtle avenue to Stockton street, 54 inches.
Tompkins avenue, from Stockton street to Floyd street, 48 inches.
Tompkins avenue, from Floyd street to Park avenue, 42 inches.
Park avenue, from Tompkins avenue to Throop avenue, 36 inches.
Kosciusko street, from Marcy avenue to Tompkins avenue, 72 inches.
Kosciusko street, from Tompkins avenue to Throop avenue, 66 inches.
Throop avenue, from Kosciusko street to Lafayette avenue, 60 inches.
Lafayette avenue, from Throop street to Sumner avenue, 48 inches.
Lafayette avenue, from Sumner avenue to Lewis avenue, 36 inches.
Hewes street, from Kent avenue to Classon avenue, 84 inches.
Taylor street, from Kent avenue to the canal, 78 inches.
The estimated cost for which is \$315,000.

No. III.

Carroll street, from Third avenue to Gowanus canal, 42 inches.
The estimated cost for which is \$11,000.

IV.

Gold street, from East river to 150 feet south, 126 inches.
Gold street, latter point to Tillary street, 120 inches.
Gold street, from Tillary street to Myrtle avenue, 114 inches.
Myrtle avenue, from Gold street to Hudson avenue, 108 inches.
Myrtle avenue, from Hudson avenue to Navy street, 72 inches.
Myrtle avenue, from Navy street to Raymond street, 66 inches.
Myrtle avenue, from Raymond street to North Portland avenue, 54 inches.
Myrtle avenue, from North Portland avenue to Cumberland street, 48 inches.
Myrtle avenue, from Cumberland street to Carlton avenue, 36 inches.
The estimated cost for which is \$365,000.

In connection with the appropriation for the construction of these sewers, I would ask for the issue of \$25,000 worth of Revenue Bonds, proceeds of which shall form a fund to pay for observation and research in connection with the sewer problem in the Borough of Brooklyn. The data which can be collected for this expenditure will be extremely valuable in determining the size and form of construction of future relief sewer work, which is to cost upward of five millions of dollars, and will give the engineers of the Sewer Bureau a scientific and proved basis for their future calculations. I forward with this communication report upon this matter addressed to me on June 27, 1905, by the Commissioner of Public Works, and plans prepared by his engineers, which show in detail the scope and purpose of the proposed construction.

Yours very truly,
MARTIN W. LITTLETON,
President, Borough of Brooklyn.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby determines that the whole cost and expense of the construction of relief sewers in the following streets in the Borough of Brooklyn, shall be borne and paid by The City of New York:

No. I.

Chauncey Street.

From Broadway to Hopkinson avenue, 42 inches.
From Hopkinson avenue to Saratoga avenue, 48 inches.
From Saratoga avenue to Ralph avenue, 84 inches.
From Ralph avenue to Patchen avenue, 96 inches.
From Patchen avenue to Lewis avenue, 102 inches.
From Lewis avenue to Troy avenue, 108 inches.

Fulton Street.

From Troy avenue to Brooklyn avenue, 126 inches.
From Brooklyn avenue to New York avenue, 138 inches.
From New York avenue to Nostrand avenue, 144 inches.
From Nostrand avenue to Bedford avenue, 156 inches.
From Bedford avenue to Grand avenue, 168 inches.

Grand Avenue.

From Fulton street to Greene avenue, 168 inches.

Classon Avenue.

From Park avenue to the head of Wallabout canal, 180 inches.

No. II.

Park avenue, from Classon avenue to Skillman street, 102 inches.
Skillman street, from Park avenue to Myrtle avenue, 102 inches.
Myrtle avenue, from Skillman street to Bedford avenue, 102 inches.
Myrtle avenue, from Bedford avenue to Nostrand avenue, 90 inches.
Myrtle avenue from Nostrand avenue to Marcy avenue, 78 inches.
Myrtle avenue, from Marcy avenue to Tompkins avenue, 54 inches.
Tompkins avenue, from Myrtle avenue to Stockton street, 54 inches.
Tompkins avenue, from Stockton street to Floyd street, 48 inches.
Tompkins avenue, from Floyd street to Park avenue, 42 inches.
Park avenue, from Tompkins avenue to Throop avenue, 36 inches.
Kosciusko street, from Marcy avenue to Tompkins avenue, 72 inches.
Kosciusko street, from Tompkins avenue to Throop avenue, 66 inches.
Throop avenue, from Kosciusko street to Lafayette avenue, 60 inches.
Lafayette avenue, from Throop avenue to Sumner avenue, 48 inches.
Lafayette avenue, from Sumner avenue to Lewis avenue, 36 inches.
Hewes street, from Kent avenue to Classon avenue, 84 inches.
Taylor street, from Kent avenue to the canal, 78 inches.

No. III.

Carroll street, from Third avenue to Gowanus canal, 42 inches.

No. IV.

Gold street, from East river to 150 feet south, 126 inches.
Gold street, latter point to Tillary street, 120 inches.
Gold street, from Tillary street to Myrtle avenue, 114 inches.
Myrtle avenue, from Gold street to Hudson avenue, 108 inches.
Myrtle avenue, from Hudson avenue to Navy street, 72 inches.
Myrtle avenue, from Navy street to Raymond street, 66 inches.
Myrtle avenue, from Raymond street to North Portland avenue, 54 inches.
Myrtle avenue, from North Portland avenue to Cumberland street, 48 inches.
Myrtle avenue, from Cumberland street to Carlton avenue, 36 inches.

—and be it further

Resolved, That, pursuant to the provisions of sections 169 and 176 of the Greater New York Charter, the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York, to an amount not exceeding two million dollars (\$2,000,000) for the purpose of providing the necessary means for the construction of such relief sewers in the above-named streets.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Appraiser of Real Estate, Department of Finance, relative to the selection of school sites located on Oliver, Oak and James streets, Borough of Manhattan:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
June 17, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—At a recent meeting of the Board of Estimate and Apportionment, papers were presented in the matter of a public school on Oliver, James and Oak streets, adjoining Public School 114, in Local School Board District No. 1, Borough of Manhattan, on which the Board of Education desired the approval of the Board of Estimate and Apportionment for the acquisition of property mentioned and described in the resolution of the Board of Education.

A substitute site on Cherry and Roosevelt streets was submitted by Mr. Cohalan, and the matter was referred by the Board of Estimate and Apportionment to you and to the President of the Borough of Manhattan. A visit was made to the proposed site and to the substitute site, and this office was directed to submit information as to the relative values of the two parcels. The site desired by the Board of Education and the substitute site on Cherry and Roosevelt streets are shown on the diagrams hereto annexed, marked "Diagrams 1 and 2."

A very serious condition of affairs was found in the school adjoining the site selected by the Board of Education, and the Board of Health was requested to make a report, and in that report, it was shown that the present school was a menace to the health of the pupils, unless certain alterations and improvements were made.

As to the relative cost of the two sites and the area in square feet:

Oliver, Oak and James streets has about 30,000 square feet. The substitute site on Cherry and Roosevelt streets has about 22,000 square feet.

The site on Oliver, Oak and James streets will cost 33 per cent. more than the site on Cherry and Roosevelt streets, but the Board of Education has already about 5,000 square feet in the rear of the school on Cherry and Roosevelt streets, which can still be utilized for additional school buildings, and when so utilized, will fully meet the demands for sittings in that location. The site on Oliver, Oak and James streets, however, is at present utilized, with the exception of one lot, and no additional school facilities can be had on that property without the acquisition of additional land.

The Board of Education has clearly shown that additional school sittings are absolutely necessary at Oliver, Oak and James streets, and it is also clearly shown that additional school sittings are not necessary on Cherry and Roosevelt streets. The Cherry and Roosevelt streets site is very nearly under the Brooklyn Bridge. The property in that vicinity is largely devoted to manufacturing lofts, and the residence section is being swept away to meet the demands of the manufacturing interests of the City, and the school population will be less and not greater in the school on Roosevelt street within the next few years, and, as above stated, the Board of Education has sufficient room, if they choose to build upon it, to meet the demands.

At the time the Committee visited these two sites, the question was brought up as to the sewerage condition, and as to whether Oliver, Oak and James streets could be properly sewered. On the diagrams hereto annexed, you will find in red ink the height in feet above high-water mark, which has been submitted to this office unofficially by the Topographical Bureau of the borough.

At Oliver and James streets on the corner, it is 8.67 feet. At Oak and Oliver streets, 8.58 feet. At Cherry and James streets, 5.33 feet, the average being 7 feet at the school. On the corner of Oak and Roosevelt streets it is 9 feet, and on the corner of Cherry and Roosevelt streets it is 5.92 feet, the average opposite the school being 7.46 feet, so that from the unofficial figures submitted, one school is as high above high-water mark as the other.

I do not think that at the present time the matter of cost should enter into the question at all. I am of the opinion that the site selected by the Board of Education is necessary under the present conditions, and I would respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition of the property at Oliver, Oak and James streets by condemnation proceedings, as it will be impossible to acquire this property at private sale, for the reason that the owners are asking a price 15 per cent. or 20 per cent. beyond the actual market value of the property.

Respectfully submitted for approval,

MORTIMER J. BROWN,
Appraiser of Real Estate in Charge of Bureau.

Approved:

EDWARD M. GROUT, Comptroller.

DEPARTMENT OF EDUCATION,
LOCAL SCHOOL BOARD DISTRICT NO. 1, BOROUGH OF MANHATTAN,
NEW YORK, June 14, 1905.

Hon. EDWARD M. GROUT, Comptroller of The City of New York:

DEAR SIR—At a special meeting of the Local School Board for District No. 1, held on Wednesday, June 7, four members of the Local School Board voted to reconsider the resolution by which was recommended the acquisition for school purposes of a site on Oak street, from James to Oliver. The recommendation of this site was unanimously made in five of the semi-annual reports of the Local School Board.

At a meeting of the Local School Board referred to, Mr. Daniel C. Oliver, one of the members, gave notice that he would file a minority report, as he had been recorded in the negative in the vote on the reconsideration of the resolution above referred to. In his views of the situation the member of the Local School Board is sustained by the Hon. Joseph N. Francolini, the member of the Board of Education assigned to the First District, and by John H. Haaren, the District Superintendent in charge. No reason adduced by the four members of the Local School Board voting for the reconsideration of the resolution appeared convincing to the maker of the minority report.

At a hearing before the Board of Estimate on Friday, June 3, objection was made to the site five times recommended by the Local School Board and approved by the Board of Education in a resolution dated July 11, 1904. The objection was made by an attorney who represented the owners of property which had never been presented for the consideration of the Local Board. In fact the maker of the minority report is unaware of any definite statement of the limits of the site proposed by the makers of the objection referred to. The following spoke in favor of the resolution of the Board of Education recommending the acquisition of the Oak street site: Hon. J. N. Francolini, District Superintendent Haaren, and Mrs. Rudolph Heig, Chairman of the Local School Board. The matter was referred to the Comptroller of The City of New York and he invited the members to accompany him in order to view the respective sites, namely, the one approved by the Board of Education and the one offered by certain property owners. The Comptroller directed the Appraiser of Real Estate to report values and announced that he would take both sites into earnest consideration. In the meantime a special meeting of the Local School Board was called, and without any advice from the Comptroller's office as to the values of property, the motion was made to reconsider the former recommendation of the Local School Board, and carried by a vote of four to one.

The maker of the minority report believes that this action of the Local School Board is unwise, for the following reasons:

First—It seems that a recommendation made five times by the Local School Board, thoroughly canvassed by several members of the Board of Education and carefully considered by the Committee on Sites for over a year, should not be summarily reconsidered with no more definite reason than that the value of the site was thought to be more than should be paid.

Second—The Comptroller, in speaking to the several members concerning the site, asking that the matter of the cost be eliminated.

Third—The Local School Board reconsidered the resolution without awaiting the report from the Comptroller as to the value of the property on Oak street and the value of the property on Roosevelt and Cherry streets.

Fourth—No statement of the dimensions of the property on Roosevelt and Cherry streets has been presented.

Fifth—School 112 is so situated that it can accommodate all the children in the first three years of the school who live south of New Chambers street in this part of the City.

At present these children are attending Public Schools 112 and 180. School 112 is on a block which is very nearly under the bridge. On Oak street is a police station; in the rear are tenements of all kinds, and on Pearl street are factories and stables. This would be a most undesirable site for a school. The view from a large building such as a modern public school is, would be anything but inspiring. At present such a view is not possible, because Public School 112 is a low building, and the yard in the back makes a view difficult. Statistics show that the school population in this section has been decreasing during the year ending May 31, 1905. In all the grades of Public School 180 and School 112, there were on register May 31, 1904, 1,270 pupils; May 31, 1905, the register was 1,164, a decrease of nearly ten per cent.

If the new school were erected on the site proposed by the Board of Education, Public Schools 180 and 114 could be abandoned, making it possible for the property now occupied by Public School 180 to be turned over to the City. The pupils above the third year in Public Schools 180 and 112 and all the pupils in Public School 114, together with the pupils on part time in Public Schools 1, boys, and 1, girls, could be housed in the new building on Oak street.

The maker of the minority report, together with the Local School Commissioner and the District Superintendent, believes that the Oak street site, although but two blocks from the site on Roosevelt and Cherry streets, is the more desirable:

First—Because it would be unwise to compel a number of young children to cross New Chambers and Roosevelt streets on account of the horse-car line and the heavy traffic of wagons going to the two ferries, namely, Roosevelt and James slip. These ferries are used to a considerable extent for freight purposes.

Second—The Oak street site is considered more desirable because the congestion in the district is further north. Catharine street is the dividing line between Districts 1 and 2, and Oliver street, as you know, is but one block from Catharine street.

Third—It is not thought desirable to interfere with the premises now occupied by Public School 112, for the reason that after considerable time and at a great expense an open play space, the only one in this part of the City, has been set apart for the use of the pupils. There is a garden for the boys and one for the girls, and vegetables and flowers are cultivated by the pupils. Further, this has been set apart for use this summer as a vacation playground. If the neighborhood increased in population it would be possible to erect two small wings, increasing the number of classes by four or eight, and without interfering materially with the open space.

The maker of the minority report has stated that all the pupils of the first three years at present attending Public Schools 180 and 112 can be accommodated in Public School 112, with no change in the present number of sittings. The number of pupils on register in these grades in the schools mentioned on May 31, 1905, was 477. There are 462 sittings, and allowing for ten per cent. absence or less all the children could be accommodated without any crowding, and in comfortable and well-lighted classrooms.

A statement of the conditions attending the schools in this part of the City will aid in understanding why this minority report is made. It has been discovered by a careful canvass that of a register of nearly five thousand children in Public Schools 1, boys, 1, girls, 112, 114 and 180, over twenty-two hundred pupils live north of the boundary line of the First School District. In other words, if the Second School District were to take care of all the children living within its boundaries, there would

be vacant sittings in the schools of the First District in this part of the City; but it might work some hardship to draw this line too rigidly, as Public School 1 is on Catharine street, the boundary line between Districts 1 and 2, and as the distance from Catharine to Market streets is a very long block. However, this emphasizes all the more the necessity for locating a new school as near as possible to Catharine street. Every block increases the distance the pupils have to travel, and affords a greater reason for truancy on the part of the pupils and failure on the part of the parents to comply with the Compulsory Education Law. It furthermore subjects the girls to dangers which might be avoided if the school were located near where the congestion of population exists.

In making a canvass of the district it was divided into three sections, namely, south of New Chambers street, south side of Catharine street to north side of New Chambers street, inclusive; north side of Catharine street and north. Public School 134, which is a small school, having a register of less than one hundred, and appealing to a special class of pupils, has been left out of consideration. The following table gives the results of this canvass, carefully made by the Principals of the various schools, and correct on May 1:

South of New Chambers Street.

Grades 5A to 8B—	
Public School 1, boys.....	34
Public School 1, girls.....	34
Public School 112.....	...
Public School 114.....	...
Public School 180.....	95
Total.....	162

Grades Kindergarten to 4B—	
Public School 1, boys.....	11
Public School 1, girls.....	5
Public School 112.....	304
Public School 114.....	2
Public School 180.....	227
Total.....	549

Total for All Grades—	
Public School 1, boys.....	45
Public School 1, girls.....	39
Public School 112.....	304
Public School 114.....	2
Public School 180.....	322
Total.....	712

South of Catharine Street to North Side of New Chambers Street, Inclusive.

Grades 5A to 8B—	
Public School 1, boys.....	147
Public School 1, girls.....	201
Public School 112.....	...
Public School 114.....	...
Public School 180.....	124
Total.....	472

Grades Kindergarten to 4B—	
Public School 1, boys.....	218
Public School 1, girls.....	213
Public School 112.....	154
Public School 114.....	654
Public School 180.....	305
Total.....	1,544

Total for All Grades—	
Public School 1, boys.....	365
Public School 1, girls.....	414
Public School 112.....	154
Public School 114.....	654
Public School 180.....	429
Total.....	2,016

North Side of Catharine Street and North.

Grades 5A to 8B—	
Public School 1, boys.....	370
Public School 1, girls.....	331
Public School 112.....	...
Public School 114.....	...
Public School 180.....	11
Total.....	712

Grades Kindergarten to 4B—	
Public School 1, boys.....	624
Public School 1, girls.....	586
Public School 112.....	7
Public School 114.....	257
Public School 180.....	19
Total.....	1,493

Total for All Grades—	
Public School 1, boys.....	994
Public School 1, girls.....	917
Public School 112.....	7
Public School 114.....	257
Public School 180.....	30
Total.....	2,205

The comparative study of the registers of the schools for this section for the month of May, 1904 and 1905, reveals the fact that there has been a falling off in the register of 284 and in the average attendance of 216. The registers in all of the schools, except Public School 1, boys, are less than they were a year ago. This will appear from the following table:

Register May 31, 1905.

Public School 1, boys.....	1,427
Public School 1, girls.....	1,308
Public School 112.....	461
Public School 114.....	850
Public School 180.....	703
Total.....	4,749

Register May 31, 1904.

Public School 1, boys.....	1,357
Public School 1, girls.....	1,411
Public School 112.....	478
Public School 114.....	995
Public School 180.....	792
Total.....	5,033

The total number of sittings with desks in the schools is as follows:

Public School 1, boys.....	1,249
Public School 1, girls.....	1,312
Public School 112.....	462
Public School 114.....	689
Public School 180.....	849
Total.....	4,522

Average Attendance for May, 1904.

Public School 1, boys.....	1,249
Public School 1, girls.....	1,779
Public School 112.....	440
Public School 114.....	897
Public School 180.....	677

Average Attendance for May, 1905.

Public School 1, boys.....	1,345
Public School 1, girls.....	1,224
Public School 112.....	410
Public School 114.....	763
Public School 180.....	584

The maker of the minority report trusts that a consideration of the facts as stated above will make it apparent that this minority report is in the interests of the school population in the lower part of the City, and therefore trusts that it will aid in preventing the rescinding of the resolution passed by the Board of Education on July 11, 1904.

Respectfully submitted,

DANIEL C. OLIVER,
Member of Local School Board for District No. 1.

I concur with the views stated in the foregoing report.

JOSEPH N. FRANCOLINI,

Member of the Board of Education, Assigned to the First School District.

The foregoing correctly reports my views with regard to the selection of a school site on the lower east side of School District No. 1.

J. H. HAAREN,

District Superintendent of Schools.

To the Board of Education:

The Committee on Sites respectfully reports that it has given careful consideration to the matter of selecting a site in the vicinity of Public School 114, in Local School Board District No. 1, upon which to erect a large building to replace Public Schools 112, 114, 162 and 180, all of which are old-fashioned buildings, and not suitable for school purposes. Such a building is needed badly in this district, in which there are over 3,000 children on part time, with no property in course of acquisition to provide for continued growth of the population.

Your Committee recommends that property on Oak, James and Oliver streets, adjoining Public School 114, be selected for this purpose. The Board of Education intends to erect a suitable building as soon as title to the property mentioned shall have been acquired by The City of New York.

The following resolutions are submitted for adoption:

Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following-described lands and premises on Oliver, James and Oak streets, adjoining Public School 114, in Local School Board District No. 1, Borough of Manhattan, the assessed valuation of which, as shown by the books of record on file in the Department of Taxes and Assessments, is \$264,500:

Beginning at a point formed by the intersection of the southerly line of Oak street with the easterly line of James street, and running thence southerly along the easterly line of James street one hundred and seventy-eight (178) feet five (5) inches; thence easterly and parallel, or nearly so, with Oak street one hundred (100) feet nine (9) inches to the westerly line of lands of Public School 114; thence northerly along the westerly line of said lands of Public School 114 forty-nine (49) feet four (4) inches (more or less); thence again easterly and along the northerly line of the lands of said Public School 114 one hundred (100) feet five (5) inches to the westerly line of Oliver street; thence northerly along the westerly line of Oliver street one hundred and nineteen (119) feet eight (8) inches to the southerly line of Oak street; thence westerly along the southerly line of Oak street two hundred and one (201) feet four (4) inches to the easterly line of James street, the point or place of beginning.

Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to take such action as may be necessary and proper for the acquisition of the lands and premises above described.

A true copy of report and resolution adopted by the Board of Education on July 11, 1904.

FRED H. JOHNSON, Assistant Secretary, Board of Education.

Whereas, The Board of Education on July 11, 1904, selected and determined as a site for school purposes certain lands and premises on Oliver, Oak and James streets, adjoining Public School 114, Borough of Manhattan, and the matter was forwarded to the Board of Estimate and Apportionment on July 13, 1904; and

Whereas, A new school building is urgently needed to provide accommodations for the school children of that locality; therefore be it

Resolved, That the Board of Estimate and Apportionment be and it is hereby respectfully requested to take such action as may be necessary and proper to insure the speedy acquisition of title by The City of New York to the lands and premises above mentioned.

A true copy of preamble and resolution adopted by the Board of Education July 10, 1905.

A. EMERSON PALMER, Secretary, Board of Education.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Board of Education in the matter of the selection of the following-described premises for school purposes, in the Borough of Manhattan:

Beginning at a point formed by the intersection of the southerly line of Oak street with the easterly line of James street, and running thence southerly along the easterly line of James street 178 feet 5 inches; thence easterly and parallel or nearly so with Oak street 100 feet 9 inches to the westerly line of lands of Public School 114; thence northerly along the westerly line of said lands of Public School 114, 49 feet 4 inches, more or less; thence again easterly and along the northerly line of the lands of said Public School 114, one hundred (100) feet 5 inches to the westerly line of Oliver street; thence northerly along the westerly line of Oliver street 119 feet 8 inches to the southerly line of Oak street; thence westerly along the southerly line of Oak street 201 feet 4 inches to the easterly line of James street, the point or place of beginning.

Assessed valuation of the above-described premises, as shown by the books of record on file in the Department of Taxes and Assessments, is \$264,500.

—and the Corporation Counsel be and he hereby is authorized to institute condemnation proceedings for the acquisition of all of the parcels of land within the area of the above-described premises.

Nothing in this resolution contained shall be construed as preventing the Comptroller of The City of New York from entering into contracts for the acquisition of any portion of the above-described property at private sale, subject to the approval of this Board.

Which was adopted by the following vote:

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

The Secretary presented the following report of the Engineer of the Department of Finance, relative to the request of Mr. John Peirce for a certificate for the work performed by him on the Hall of Records Building:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 14, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—John Peirce, contractor for the completion of the Hall of Records Building, has requested that a certificate shall be given him for the work performed by him before other contractors for the furnishing, etc., for the building be permitted to do any work. His contention is, that they may, in cutting for their work, destroy or deface his work. Although Mr. Peirce's contract clearly states that other contractors are to be allowed in the building, his contract is so near completion that I would suggest that the Board of Estimate and Apportionment request and authorize the President of the Borough of Manhattan to direct the architects, Horgan & Slattery, and all the Consulting Engineers, to make an examination of the present condition of the building, and give full detailed report to the President of the Borough.

I see no reason why Mr. Peirce should not be furnished with a copy of this report. This, I think, will relieve the present condition of affairs, and give Mr. Peirce all the protection he needs, and the City can give other contractors permission to do work without any opposition from Mr. Peirce.

I offer this suggestion in place of Mr. Peirce's request for a certificate, which the architects cannot give until the contract is fully completed.

Respectfully,

EUG. E. McLEAN, Engineer.

The following was offered:

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Manhattan to direct the architects, Horgan & Slattery, in conjunction with all the Consulting Engineers, to cause an examination to be made of the present condition of all work performed by John Peirce, under Contract No. 4095, for the completion of the New Hall of Records Building, in the Borough of Manhattan, known as Contract No. 2, and to submit a detailed report of their findings to the President of the Borough of Manhattan.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Board of Health and report of the Appraiser of Real Estate, Department of Finance, relative to the acquisition of a tract of land in Orange County as a site for the erection of a Sanitarium for tuberculosis patients:

DEPARTMENT OF HEALTH,
SOUTHWEST CORNER FIFTY-FIFTH STREET AND SIXTH AVENUE,
NEW YORK, July 14, 1905.

At a meeting of the Board of Health of the Department of Health of The City of New York, held July 12, 1905, the following preambles and resolution were adopted:

Whereas, The rapidly increasing number of persons living in The City of New York who are suffering from tuberculosis makes it incumbent upon the Board of Health to provide a place and means for their proper care and treatment and isolation; and

Whereas, Options on certain pieces of property, located in the Town of Mount Hope, Orange County, State of New York, amounting to twelve hundred acres of land, more or less, have been obtained by the Board of Health; be it

Resolved, That, pursuant to the provisions of chapter 409 of the Laws of 1904, the Board of Estimate and Apportionment be and is hereby respectfully requested to approve the issue of Corporate Stock, as shall be provided by the Board of Aldermen by ordinance, to the amount of two hundred and fifty thousand dollars (\$250,000) for the purpose of defraying the necessary expenses required to be incurred by the Board of Health of the Department of Health of The City of New York for the preservation of the public health, in purchasing a site, options for which have been secured by the President of the Board of Health, on certain parcels of land located in the Town of Mount Hope, Orange County, State of New York, containing twelve hundred acres, more or less, and for the erection of proper and suitable buildings to be used for the care and treatment of persons living in The City of New York who are suffering from tuberculosis, and to authorize the Comptroller to enter into contracts for the acquisition of the property desired by the Board of Health, and shown on the maps at the Town of Mount Hope, County of Orange, State of New York, aforesaid, at a price not exceeding ninety-six thousand dollars (\$96,000); said contracts to be approved as to form by the Corporation Counsel of The City of New York.

A true copy.

EUGENE W. SCHEFFER, Secretary.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 13, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—At a meeting of the Board of Health held on the 12th day of July, 1905, a resolution was adopted requesting the approval of the Board of Estimate and Apportionment to the acquisition of a tract of land situated in the Township of Mount Hope, County of Orange, State of New York, as a site for the erection of a sanitarium for tuberculosis patients.

The site desired by the Department of Health comprises approximately 1,200 acres, and the City can acquire the same at \$96,000. This price would include all farm buildings and tenant houses.

I have been informed by Dr. Darlington, of the Board of Health, that he has options on all of the property desired to be acquired for the Department of Health.

Inasmuch as it is absolutely necessary that some action should be taken by the Board of Estimate and Apportionment at the meeting to be held July 14, I would respectfully recommend that the Board of Estimate and Apportionment approve of the action of the Board of Health, and authorize the Comptroller to enter into contracts for the acquisition of the property desired by the Board of Health, and shown on the maps at Mount Hope, in the County of Orange, State of New York, at a price not exceeding \$96,000; said contracts to be approved as to form by the Corporation Counsel.

Respectfully submitted for approval,

MORTIMER J. BROWN,
Appraiser of Real Estate in Charge of Bureau.

Approved:

EDWARD M. GROUT, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Board of Health of a tract of land in the Township of Mount Hope, in the County of Orange, State of New York, as a site for the erection of proper and suitable buildings to be used for the care and treatment of persons living in The City of New York who are suffering from tuberculosis, and that when the proper surveys are made and filed in the Finance Department, the Comptroller of The City of New York is hereby authorized to enter into contracts and agreements for the acquisition of about twelve hundred (1,200) acres, at a price not exceeding ninety-six thousand dollars (\$96,000), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended by chapter 409 of the Laws of 1904, the Board of Estimate and Apportionment hereby approves of the issue of Corporate Stock of The City of New York, to an amount not exceeding two hundred and fifty thousand dollars (\$250,000), for the purpose of providing means to purchase a site located in the Town of Mount Hope, Orange County, State of New York, and for the erection of proper and suitable buildings to be used for the care and treatment of persons living in The City of New York who are suffering from tuberculosis, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding two hundred and fifty thousand dollars (\$250,000), the proceeds whereof to be applied to the purposes aforesaid.

Which was adopted by the following vote:

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

The Secretary presented the following resolution of the Board of Aldermen, communication from the Superintendent of Public Buildings and Offices to the President of the Borough of Manhattan, and report of the Investigations Division, Department of Finance, relative to an appropriation of \$50,000 for repairs and furnishing supplies to public buildings and offices under the jurisdiction of the President of the Borough of Manhattan:

In the Board of Aldermen.

Resolved, That, in pursuance of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment is hereby requested to authorize the Comptroller to issue Special Revenue Bonds in the amount of fifty thousand dollars (\$50,000) for the purpose of making repairs and furnishing supplies to public buildings and offices under the jurisdiction of the President of the Borough of Manhattan.

Adopted by the Board of Aldermen June 20, 1905, three-fourths of all the members elected voting in favor thereof.

Approved by the Mayor June 27, 1905.

P. J. SCULLY, Clerk.

CITY OF NEW YORK—PRESIDENT OF THE BOROUGH OF MANHATTAN,
OFFICES OF THE COMMISSIONER OF PUBLIC WORKS,
BUREAU OF PUBLIC BUILDINGS AND OFFICES,
SUPERINTENDENT'S OFFICE, NOS. 13 TO 21 PARK ROW,
NEW YORK, June 12, 1905.

Hon. JOHN F. AHEARN, President of the Borough:

DEAR SIR—I beg to submit for your consideration the following statement showing the condition of the appropriation for supplies and repairs, and setting forth the causes that have reduced the balance remaining such a material extent that it will be necessary to request an additional appropriation from the Board of Estimate and Apportionment of at least \$50,000 for the maintenance of the public buildings during the remainder of the year:

Statement.	
Amount requested for year 1905.....	\$282,100 00
Amount received	210,300 00
Deficit	\$71,880 00
Fixed Charges Against Appropriation.	
Amount appropriated for 1905, supplies and repairs.....	\$210,300 00
Amount appropriated for 1905, coal for public baths, resolution of Board of Aldermen, April 18.....	30,000 00
	\$240,300 00
Coal contract, including increase of 20 per cent.....	\$81,144 00
Window-cleaning contract	6,504 66
Monthly orders, estimated cost for year.....	96,000 00
20 per cent. increase over estimated cost.....	19,200 00
	202,848 66
Balance	\$37,451 34

The above figures show an available balance of only \$37,451.34 for special orders, which is one of the most important items in the care and maintenance of plumbing, steam, lighting system and other mechanical work of this nature and the administration of the Bureau. Owing to the extreme severity of the winter and to the fact that the buildings and the machinery therein are growing older and subject to the hardest tests, the cost for repairs to the heating systems, machinery, roofs and plumbing work was considerably more than was anticipated. The needs of the various courts, both civil and criminal, were given careful attention in the past year; the Justices of the various courts appealed to this Bureau for numerous supplies of office furniture, such as desks, chairs, carpets and linoleum and other articles needed to give the offices and courtrooms a decent appearance, as they had no contingency appropriation for the purchase of such articles, their appeals were complied with and the articles furnished as requested. The offices of the Bureau of Weights and Measures, recently created, were entirely fitted up so that their business could be properly transacted. This work was done from our appropriation, as no special fund was set aside for the purpose. No appropriation was asked nor received for any of the above-mentioned courts and offices. Over ten thousand dollars were expended in this way.

It will require, at the lowest estimate, at least \$10,000 a month to defray the expenses of the Bureau. This will include \$10,000 for each month to cover the monthly orders which cover the emergency work required, and \$2,000 to cover the special work which may arise from day to day.

In connection with the public bath system, a great deal of the appropriation asked will be required for the maintenance of the bath buildings and comfort stations. Five thousand dollars have already been expended on the permanent baths and comfort stations to cover necessary supplies and repairs.

We have at present under our control the following bath buildings: West Forty-first street, East One Hundred and Ninth street and the old Rivington street bath, which is provided for in the annual appropriation. Also the following comfort stations, which are all new: One Hundred and Twenty-fifth street and Park avenue, Sheriff and Delancey streets, Battery Park, Chatham square, Hanover square, Long Acre and Greeley squares. The East Seventy-sixth street bath, East Eleventh street and Allen street will be ready for opening before August 1. No moneys have been appropriated to cover the expense of maintaining the various buildings mentioned. The bath buildings are subject to severe usage, composed, as they are, of a mass of intricate plumbing fixtures, and it necessarily follows that they require constant care and attention.

I wish to assure you that the amount asked for is extremely modest when consideration is given to the large number of buildings under our supervision, and that this appropriation will enable us to give the buildings the proper care and attention they require.

Very respectfully yours,
(Signed) WILLIAM H. WALKER,
Superintendent, Public Buildings and Offices.

CITY OF NEW YORK—PRESIDENT OF THE BOROUGH OF MANHATTAN,
OFFICES OF THE COMMISSIONER OF PUBLIC WORKS,
BUREAU OF PUBLIC BUILDINGS AND OFFICES,
SUPERINTENDENT'S OFFICE, NOS. 13 TO 21 PARK ROW,
NEW YORK, July 12, 1905.

Hon. EDWARD M. GROUT, Comptroller:

DEAR SIR—I beg to submit herewith in accordance with request of your Engineers a statement showing the urgent necessity for the appropriation of fifty thousand dollars to reimburse the usual amount appropriated for the year 1905 for supplies and repairs, including public baths and comfort stations. A resolution was passed by the Board of Aldermen granting the request and appeared on the calendar of the Board of Estimate and Apportionment, and was referred to your Engineers for investigation and report. The following is a comparative statement of the amounts allowed the President of the Borough of Manhattan during the years 1902, 1903, 1904 and 1905:

1902.	
Appropriation for supplies, repairs, etc., including transfers.....	\$154,469 39
Alterations and repairs to building northwest corner Eleventh street and Third avenue	9,050 00
Public Bath Fund.....	83,000 00
Repairs to City Hall, etc.....	55,000 00
Preparation of plans and specifications for reconstructing and modernizing the County Court-house.....	3,000 00
For completion of construction of the Criminal Courts Building.....	105,000 00
Preparation of plans and specifications for plumbing work in the County Court-house	1,357 70
Total for 1902.....	\$410,877 09

1903.	
Supplies and repairs, including Rivington Street Bath.....	\$164,300 00
Completion of construction of Criminal Courts Building.....	52,000 00
Refurnishing and redecorating interior of City Hall.....	20,000 00
Repairing, painting and refurnishing County Court-house.....	15,000 00
Construction and equipment of public comfort stations.....	225,000 00
Repairing unsafe public markets.....	3,000 00
Equipping and furnishing Twelfth and Thirteenth District Municipal Courts	7,000 00
Total for 1903.....	\$486,300 00

1904.	
Improving and permanently bettering and equipping brownstone building. For repairing and redecorating City Hall.....	\$20,000 00
Making improvements and permanently bettering and equipping the City Hall	15,000 00
Repairs to County Court-house.....	45,000 00
Supplies and repairs, including baths and comfort stations.....	100,000 00
	277,709 16
Total for 1904.....	\$457,709 16

1905.	
Supplies and repairs, including public baths and comfort stations.....	\$210,300 00
Repairs to free floating baths.....	15,000 00
Total for 1905.....	\$225,300 00

Recapitulation.	
Moneys available in 1902.....	\$410,877 09
Moneys available in 1903.....	486,300 00
Moneys available in 1904.....	457,709 16
Moneys available in 1905.....	225,300 00

You have received from the President of the Borough a statement setting forth in detail the charges against the appropriation for 1905 and showing a balance of \$37,451.34, from which it will be necessary to keep the buildings in proper repair, to have fixed charges of about \$12,000 per month. The following bath buildings were provided for, so far as construction, acquisition of sites, etc., were concerned, during the year 1902-03, and have been completed, and are a charge against our appropriation for maintenance: West Forty-first street; East One Hundred and Ninth street, and Allen street; West Sixtieth street, East Eleventh street, East Seventy-sixth street which will be completed on August 1. The following comfort stations have become a charge since the first of June: Battery, Hanover square, Chatham square, Sheriff and Delancey streets, Greeley square and Long Acre square, and the One Hundred and Twenty-fifth street station has been a charge since the early part of the year. During the years 1902 and 1903 you will observe there were many special appropriations, against which a great many items of alterations and repairs were chargeable. This Bureau availed itself of this advantage, and thus economized on the supply and repair appropriation to a considerable extent. The baths and comfort stations are composed of a system of complex fixtures and are subject to the severest test from constant usage, situated as they are in congested districts, and therefore subject to large patronage, making the charges for maintenance and repairs considerable.

The buildings are new and in an experimental stage of their existence, and require a great many alterations to perfect them during the remainder of the year.

The various courts and offices throughout the Borough of Manhattan received no attention whatever during the years 1902 and 1903, because the Charter did not place the responsibility of providing furniture and supplies for them with the Borough President, but the demands from the heads of the Departments and the Justices of the courts for supplies and furniture were so urgent that during the past few years they have received constant attention, and almost \$25,000 has been expended in this way from our appropriation, ten thousand of which has been spent in the Finance Department, and for which no provision was made in the appropriation. The courts and offices received no moneys for this purpose, simply receiving a small contingency for postage, etc.

Hoping this explanation will give all the information required in regard to this matter, I am,

Yours respectfully,
WILLIAM H. WALKER,
Superintendent Public Buildings and Offices.

Recapitulation.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 13, 1905.

In the Matter
of

The request of the President of the Borough of Manhattan for an issue of \$50,000 of Special Revenue Bonds for Repairs and Supplies, Public Buildings.

Hon. EDWARD M. GROUT, Comptroller:

SIR—In the matter of the resolution of the Board of Aldermen, adopted June 20, 1905, as follows:

"Resolved, That, in pursuance of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment is hereby requested to authorize the Comptroller to issue Special Revenue Bonds in the amount of fifty thousand dollars (\$50,000) for the purpose of making repairs and furnishing supplies to public buildings and offices under the jurisdiction of the President of the Borough of Manhattan."

—which resolution was referred to the Investigations Division for examination, I beg to submit the following report:

The reasons for this request are explained at length in a communication of William H. Walker, Superintendent of Public Buildings and Offices, addressed to Borough President John F. Ahearn, under date of June 12, 1905, and also in a communication from Superintendent Walker to the Comptroller under date of July 12, 1905, both of said communications being transmitted with this report.

I endeavored to obtain from Superintendent Walker an analysis of the disbursements of his office in the matter of supplies and repairs for 1902, 1903 and 1904, in order that comparison might be made with the disbursements of the present year, but found that this would be impossible to prepare within the short time allowed for this examination. This is especially true because of the fact that buildings under construction or newly completed in one year naturally do not require repairs for that year, but in the year following make demands upon the appropriations of this Bureau. There are also special appropriations made for special purposes, which make still more difficult any fair comparison of the experience of any one year with another or of any series of years consecutively.

The fact remains that, as noted in both of Mr. Walker's communications, the demands upon his appropriation have been largely increased this year. It is true, also, that in the preparation of his budget for the current year Mr. Walker foresaw the conditions which would develop during the year and, had his budget been passed, as requested by the Borough President, he would have had sufficient money to have completed his year's work without recourse to the issue of Special Revenue Bonds.

The following paragraphs from Superintendent Walker's communication to the Comptroller, under date of July 12, 1905, indicate to some degree the character of the demands made upon his appropriation:

"The following bath buildings were provided for, so far as construction, acquisition of sites, etc., were concerned, during the year 1902-03, and have been completed, and are a charge against our appropriation for maintenance: West Forty-first street, East One Hundred and Ninth street, and Allen street, West Sixtieth street, East Eleventh street, East Seventy-sixth street, which will be completed on August 1. The following comfort stations have become a charge since the 1st of June: Battery, Hanover square, Chatham square, Sheriff and Delancey streets, Greeley square and Long Acre square, and the One Hundred and Twenty-fifth street station has been a charge since the early part of the year. During the years 1902 and 1903 you will observe there were many special appropriations, against which a great many items of alterations and repairs were chargeable. This Bureau availed itself of this advantage, and thus economized on the supply and repair appropriation to a considerable extent. The baths and comfort stations are composed of a system of complex fixtures and subject to the severest test from constant usage, situated as they are in congested districts, and therefore subject to large patronage, making the charges for maintenance and repairs considerable.

"The buildings are new and in an experimental stage of their existence, and require a great many alterations to perfect them during the remainder of the year.

"The various courts and offices throughout the Borough of Manhattan received no attention whatever during the years 1902 and 1903, because the Charter did not place the responsibility of providing furniture and supplies for them with the Borough President, but the demands from the heads of the departments and the Justices of the Courts for supplies and furniture were so urgent that during the past few years they have received constant attention, and almost \$25,000 has been expended in this way from our appropriation, ten thousand of which has been spent in the Finance Department, and for which no provision was made in the appropriation. The courts and offices received no moneys for this purpose, simply receiving a small contingency for postage, etc."

From such examination as I have been able to make, which has included a conference with Superintendent Walker, I am of the opinion that the request of the Borough President of Manhattan on behalf of the Bureau of Public Buildings and Offices is reasonable, and I would respectfully recommend that the Board of Estimate and Apportionment concur with the Board of Aldermen by the adoption of a resolution approving the issue of Special Revenue Bonds in the amount of \$50,000 "for the purpose of making repairs and furnishing supplies to public buildings and offices under the jurisdiction of the President of the Borough of Manhattan."

Yours respectfully,
CHARLES S. HERVEY,
Auditor of Accounts, Investigations Division.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Aldermen, adopted June 20, 1905, and approved by the Mayor June 27, 1905, in relation to an appropriation of fifty thousand dollars (\$50,000), for making repairs and furnishing supplies to public buildings and offices under the jurisdiction of the President of the Borough of Manhattan, and that for the purpose of providing means therefor the Comptroller be and is hereby authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds of The City of New York, to the amount of fifty thousand dollars (\$50,000), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

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

The Secretary presented the following resolution, approving of the establishment of an additional grade of the position of Topographical Draughtsman in the office of the Board of Estimate and Apportionment, with salary at the rate of \$1,500 per annum, from July 15, 1905:

Resolved, That the Board of Estimate and Apportionment hereby approves of the establishment of an additional grade of the position of Topographical Draughtsman in the office of the Board of Estimate and Apportionment, and recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the salary of said additional grade be fixed at the rate of fifteen hundred dollars (\$1,500) per annum, as of date July 15, 1905.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Secretary is hereby directed to employ a Topographical Draughtsman, with salary not to exceed fifteen hundred dollars (\$1,500) per annum.

Which was adopted by the following vote:

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

The Secretary presented the following communications from the Commissioner of Street Cleaning and Engineer of the Department of Finance, relative to the approval of the terms and conditions of the form of contract submitted by the Commissioner of Street Cleaning, for the final disposition of garbage in the Borough of Manhattan:

DEPARTMENT OF STREET CLEANING,
NEW YORK, July 13, 1905.

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

SIR—I transmit herewith for your approval of the terms and conditions thereof a proposed form of contract for the final disposition of garbage in the Borough of Manhattan for a term of five years, beginning August 1, 1906, pursuant to section 544 of the Charter.

I need not dwell on the great importance of this contract except to say that the only means of procuring a fair competition by the persons or corporations capable of carrying on this great sanitary work is to advertise the opening of the bids, if possible, at least nine months in advance of beginning the work.

Respectfully,

JOHN McG. WOODBURY, Commissioner.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 13, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—Hon. John McGaw Woodbury, Commissioner, Department of Street Cleaning, in communication to the Board of Estimate and Apportionment, under date of July 13, 1905, transmits form of contract approved as to form by the Corporation Counsel, for the final disposition of garbage in the Borough of Manhattan for a term of five (5) years, beginning August 1, 1906, for approval, pursuant to section 544 of the Greater New York Charter. I would report:

The contract proposed contains the following terms and conditions:

1. The average daily amount of garbage to be handled is estimated at 600 tons.
2. The period of the work under this contract will be for a term of five (5) years from August 1, 1906.

3. The amount of security required is \$100,000.

4. The person or persons to whom the contract may be awarded will be required to build and put in operation and working order a plant of a capacity able to dispose of at least one thousand tons of garbage each twenty-four hours, and to begin work on the location and erection or construction of said plant within sixty days after the contract has been executed, and the Comptroller has indorsed thereon his certificate as provided by law, and to complete the same by the time that the work is to begin under this contract.

5. The compensation to be paid to the contractor must be stated at a price per annum for each of the five years of the period to which the contract is limited, and this price must be written in full and also be given in figures, and all garbage whether more or less than the quantity above estimated, shall be received and properly disposed of by the contractor without any extra or other compensation than said prices per annum for the whole amount actually received, and these sums shall cover all and every cost and expense of transportation, however incurred, from the time that the garbage is delivered to the contractor.

6. The said Commissioner reserves the right to select from the proposals that proposal the acceptance of which will, in his judgment, best secure the efficient performance of the work.

7. The contractor will perform the work under this contract so as to comply with all the laws of the State of New York, the Sanitary Code of The City of New York, the laws of the United States, the orders, rules and regulations of the State Board of Health, the ordinances of the Common Council of The City of New York, as constituted prior to January 1, 1898, and to do the work hereinbefore mentioned in strict conformity to the following specifications:

8. Definition of garbage to mean the refuse of an organic nature consisting of swill, every accumulation that attends the preparation, decay, dealing in or storage of meats, fish, fowls, birds or vegetables, including all food wastes, and not including street sweepings, that shall be collected by the carts of the Department of Street Cleaning, containing not more than 5 per cent. by weight of other refuse.

9. All the garbage is to be disposed of in a manner not prejudicial to the public health and the process employed by the contractor is to be not only not noisome in its operations, but also to be effective as to final results.

10. All receptacles, scows or conveyances of what kind soever used by the contractor, are to be so constructed and loaded as to prevent the garbage or any part thereof from falling into or defiling the water of New York Harbor or the waters adjacent thereto, and the said receptacles, scows or conveyances and each of them is to be kept and maintained in a clean and sanitary condition to the satisfaction of the Commissioner.

11. Payments to be paid by the City in twelve equal monthly payments during such time of each and every year that the contractor has performed the work under this contract.

12. The termination of this contract or any time within three months thereafter upon the part of the party of the first part, giving to the contractor thirty days notice of its intention so to do, the party of the first part shall have the right to purchase, and the contractor shall in such case sell and convey to the party of the first part, all the right, title and interest in and to the plant, and other means of transportation and final disposition of garbage as hereinbefore referred to. The price to be paid by the party of the first part therefor, shall be the fair and reasonable value thereof, to be agreed upon by and between the Commissioner and the contractor, subject to the approval of the Board of Estimate and Apportionment of The City of New York.

The contract and specifications are drawn with care, and in my opinion, may be properly approved by the Board of Estimate and Apportionment, in compliance with section 544 of the Greater New York Charter, as requested by the Commissioner.

Respectfully,

EUG. E. McLEAN, Engineer.

The following resolution was offered:

Resolved, That pursuant to the provisions of section 544 of the Greater New York Charter, the Board of Estimate and Apportionment hereby approves of the terms and conditions contained in the form of contract submitted by the Commissioner of Street Cleaning, under date of July 13, 1905, for the final disposition of garbage in the Borough of Manhattan, for a term of five (5) years, beginning August 1, 1906.

Which was adopted by the following vote:

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

The President of the Borough of Manhattan called up the matter of the application of Richard J. Garland, Messenger in the office of the Board of Estimate and Apportionment, for the fixing of his salary at the rate of \$1,200 per annum.

The Secretary presented the following application of Mr. Garland, together with communications from the Assistant Secretary of said Board relative thereto:

BOARD OF ESTIMATE AND APPORTIONMENT,
PUBLIC IMPROVEMENTS,
NEW YORK, April 18, 1905.

JAMES W. STEVENSON, Esq., Secretary, Board of Estimate and Apportionment:

DEAR SIR—I beg herewith to make application for an increase of salary from \$900 to \$1,200. I entered the employ of the City in May, 1899, as Messenger to the Board of Public Improvements, at a salary of \$900 per year, and have been constantly in the employ of the City since that time at the same salary.

While the work of this office has been constantly increasing, there has been no change in my salary, and I therefore hope that you will submit this application to the Board of Estimate and Apportionment with a favorable recommendation.

Respectfully,

RICHARD J. GARLAND.

BOARD OF ESTIMATE AND APPORTIONMENT,
PUBLIC IMPROVEMENTS,
May 4, 1905.

Hon. J. W. STEVENSON, Deputy Comptroller, and Secretary, Board of Estimate and Apportionment:

DEAR SIR—I cheerfully endorse Mr. Garland's application for the increase of salary he has petitioned for. Mr. Garland has been in my office for over six years and has not had any increase of salary during that time.

Mr. Garland acts as Messenger, Clerk, or any other duty he is asked to perform. I think Mr. Garland justly entitled to the increase he asks for. This is in reply to your letter of date the 3d inst.

Very respectfully,

JOHN H. MOONEY, Assistant Secretary.

BOARD OF ESTIMATE AND APPORTIONMENT,
PUBLIC IMPROVEMENTS,
NEW YORK, May 26, 1905.

Hon. J. W. STEVENSON, Deputy Comptroller, Secretary, Board of Estimate and Apportionment:

DEAR SIR—Supplementing my communication to you of the 4th inst., in relation to the application of Richard J. Garland, Messenger, for an increase of salary, I would call your attention to the fact that in addition to his duties, Mr. Garland acts as Messenger for the Board at every meeting.

I wish further to add that, as the maps approved by this Board have to be filed in the offices of the Register, or County Clerk, and the President of the Borough in which the change is made, the duties of the Messenger keep him traveling pretty constantly to the various boroughs.

Respectfully,

JOHN H. MOONEY, Assistant Secretary.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the establishment of an additional grade of the position of Messenger in the Office of the Board of Estimate and Apportionment, and recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the salary of said additional grade be fixed at the rate of twelve hundred dollars (\$1,200) per annum.

Which was adopted by the following vote:

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

The Secretary presented the following resolution rejecting the site selected and recommended by the majority report of the Court-house Board, appointed pursuant to the provisions of chapter 336 of the Laws of 1903:

Resolved, That the site selected and recommended by the majority report of the Court-house Board, appointed pursuant to the provisions of chapter 336 of the Laws of 1903, be rejected.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Chief Engineer of the Borough of Manhattan, relative to the repaving with asphalt of Clinton street, from East Broadway to South street, and Water street, from Maiden lane to Burling slip, Borough of Manhattan:

PRESIDENT OF THE BOROUGH OF MANHATTAN,
OFFICES, COMMISSIONER OF PUBLIC WORKS,
BUREAU OF HIGHWAYS, CHIEF ENGINEER, NOS. 13 TO 21 PARK ROW,
NEW YORK, July 14, 1905.

Hon. JOHN F. AHEARN, President, Borough of Manhattan:

DEAR SIR—In regard to the proposed repaving with asphalt the roadway of Clinton street, from East Broadway to South street; also Water street, from Maiden lane to Burling slip, I beg to say that upon thorough examination of the records in this Bureau, I have been unable to find the date of the confirmation of original assessment list for paving said streets. At present the pavement upon each of said streets consists of granite blocks.

I would recommend that the matter be brought to the attention of the Board of Estimate and Apportionment, and said Board be requested to authorize the repaving of said streets with asphalt, without assessment against property-owners for the cost of such repaving.

Respectfully,

GEORGE R. OLNEY, Chief Engineer.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby authorizes the repaving with asphalt of Clinton street, from East Broadway to South street, under the direction of the President of the Borough of Manhattan, the cost of such repaving to be charged to the Bond Account for Repaving Streets in the Borough of Manhattan.

Which was adopted by the following vote:

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

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby authorizes the repaving with asphalt of Water street, from Maiden lane to Burling slip, under the direction of the President of the Borough of Manhattan, the cost of such repaving to be charged to the Bond Account for Repaving Streets in the Borough of Manhattan.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Appraiser of Real Estate, Department of Finance, relative to the acquisition of property on Avenue G, between East Twenty-third and East Twenty-fourth streets, Borough of Brooklyn, as a school site:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
July 13, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—At a meeting of the Board of Estimate and Apportionment, held on the 30th day of June, 1905, a report and resolution was presented to said Board requesting the approval of the action of the Board of Education in selecting a site on Avenue G, between East Twenty-third and East Twenty-fourth streets, Borough of Brooklyn, and authorizing the institution of condemnation proceedings for the acquisition of the same, and requesting that the Corporation Counsel take immediate proceedings to acquire the property, for the reason that if there was any delay the value of the property (as all values in this neighborhood are liable to do in the next two or three months) would increase to such an extent as to make the price at which the Commissioners would award on the property more than the price at which the City could

acquire the same to-day, for the reason that we were unable to estimate the value of the property to-day at the price which the owner would dispose of the same to the City.

Since that time two outside appraisals have been had on the property, each one of which would seem to indicate that it would be better for the City to acquire the property at private sale than to go to condemnation proceedings.

I would therefore respectfully recommend that the resolution adopted by the Board of Estimate and Apportionment at a meeting held June 30, 1905, be rescinded, and that the Comptroller be authorized to acquire the property at private sale at a price not exceeding \$27,500.

Respectfully submitted for approval,

MORTIMER J. BROWN,
Appraiser of Real Estate in Charge of Bureau.

To the Board of Education:

The Committee on Sites respectfully reports that it has given careful consideration to sundry recommendations of the City Superintendent of Schools and the Local School Board of District No. 38 that a site for a new school building be acquired in the immediate vicinity of Ocean avenue, East Twenty-third street and Avenue G, Borough of Brooklyn. The erection of a building in this locality will accommodate a large section to the south, through Ocean avenue, where grade crossings will be ultimately eliminated, as well as a large territory to the north, east and west not now adequately served. This entire section is developing rapidly, and your Committee recommends the selection of a plot of land, 200 feet by 200 feet, on Avenue G, East Twenty-third and East Twenty-fourth streets. It is the intention of the Board of Education to erect a new building, as indicated, as soon as title to a suitable site is acquired by The City of New York, provided sufficient funds are available therefor.

The following resolutions are submitted for adoption:

Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following-described lands and premises on Avenue G, East Twenty-third and East Twenty-fourth streets, in Local School Board District No. 38, Borough of Brooklyn, the assessed valuation of which, as shown by the books of record on file in the Department of Taxes and Assessments, is \$8,200:

Beginning at a point formed by the intersection of the easterly line of East Twenty-third street with the southerly line of Avenue G, and running thence easterly along the southerly line of Avenue G two hundred (200) feet to the westerly line of East Twenty-fourth street; thence southerly along the westerly line of East Twenty-fourth street two hundred (200) feet; thence westerly and parallel with Avenue G two hundred (200) feet to the easterly line of East Twenty-third street; thence northerly along the easterly line of East Twenty-third street two hundred (200) feet to the southerly line of Avenue G, the point or place of beginning.

Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to take such action as may be necessary and proper for the acquisition of the lands and premises above described.

A true copy of report and resolutions adopted by the Board of Education June 14, 1905.

A. EMERSON PALMER, Secretary, Board of Education.

The following was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment on June 30, 1905, authorizing the institution of condemnation proceedings for the acquisition of property on the southerly side of Avenue G, between East Twenty-third and East Twenty-fourth streets, Borough of Brooklyn, be and the same is hereby rescinded; and be it further

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection by the Board of Education for school purposes of all the land situate, lying and being in the Borough of Brooklyn, bounded and described as follows:

Beginning at the point of intersection of the southerly line of Avenue G with the easterly line of East Twenty-third street; running thence southerly along the easterly line of East Twenty-third street 200 feet; running thence easterly parallel with Avenue G 200 feet to the westerly side of East Twenty-fourth street; running thence northerly along the westerly side of East Twenty-fourth street 200 feet to the intersection of the westerly line of East Twenty-fourth street with the southerly line of Avenue G, and running thence westerly along the southerly line of Avenue G 200 feet to the point or place of beginning, together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof.

—and the Comptroller be and he hereby is authorized to enter into contracts for the purchase of the above-described premises at private sale at a price not exceeding twenty-seven thousand five hundred dollars (\$27,500), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which were adopted by the following vote:

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

The Secretary presented a communication from the President of the Borough of The Bronx submitting copy of communication from the Engineer in charge of sewers, in the matter of improvements and erection of suitable buildings and structures on the property recently acquired by the City for corporation yard purposes, located between Webster and Park avenues and East One Hundred and Eighty-first street, giving an approximate estimate of the cost of these improvements, amounting to \$159,000. The President requests an appropriation of this amount for the purposes as set forth; also transmits a blue print of the plan showing the general arrangement of the buildings and structures.

Referred to the Comptroller.

The Secretary presented a report of the Investigations Division, Department of Finance, relative to the request of the Surrogate of Kings County, for the fixing of the salaries and the establishment of the grades of certain positions in his office.

Laid over for September meeting.

The following resolution was offered by the President of the Borough of Manhattan:

Resolved, That the Board of Estimate and Apportionment hereby fixes the salary of Richard J. Garland, Messenger in the office of said Board, at the rate of twelve hundred dollars (\$1,200) per annum, upon the certification by the City Clerk that favorable action has been taken on the resolution fixing the salary of the grade of Messenger in the office of said Board at twelve hundred dollars (\$1,200) per annum, and that the matter has been duly considered by the Mayor.

Which was adopted by the following vote:

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

The Board adjourned to meet Friday, September 15, 1905, unless otherwise called together by the Chair.

J. W. STEVENSON, Secretary.

DEPARTMENT OF FINANCE.

DEPARTMENT OF FINANCE.

Abstract of transactions of the Department of Finance for the week ending April 1, 1905.

Deposited in the City Treasury.

To the Credit of the City Treasury.....	\$16,915,255 69
To the Credit of the Sinking Funds.....	277,806 07
Total.....	\$17,193,061 76

Stock and Bonds Issued.

Three per cent. Stock.....	\$115,000 00
Three and One-quarter per cent. Bonds.....	1,300 000 00
Three and One-half per cent. Bonds.....	14,071,275 00
Three and Three-quarters per cent. Bonds.....	735,000 00
"Average Rate" Bonds.....	150,000 00
Total.....	\$16,371,275 00

Warrants Registered for Payment.

Appropriation Accounts—"A" Warrants.....	\$4,411,126 60
Special and Trust Accounts—"B" Warrants.....	2,359,510 09
Additional Water Fund—"C" Warrants.....	19,023 09
Total.....	\$6,789,659 78

Summary Statement of the Bonded Indebtedness of The City of New York on March 31, 1905, as recorded in the books of the Department of Finance.

	AMOUNTS OUTSTANDING DECEMBER 31, 1904.	ISSUED.	REDEEMED.	AMOUNTS HELD AS INVESTMENTS BY THE SINKING FUNDS.	AMOUNTS OUTSTANDING.
I.					
FUNDED DEBT.					
A.—FUNDED DEBT OF THE CITY OF NEW YORK, AS NOW CONSTITUTED, ISSUED SUBSEQUENT TO JANUARY 1, 1898.					
(1) Payable from the Sinking Fund of The City of New York, under the provisions of section 206 of the Greater New York Charter, as amended.....	\$191,216,684 58	\$1,100,000 00	.....	\$51,325,109 96	\$192,316,684 58
(2) Payable from the Water Sinking Fund of The City of New York, under the provisions of section 10, article 8, of the Constitution of the State of New York, and section 208 of the Greater New York Charter, as amended.....	29,554,343 00	.....	.....	8,184,343 00	29,554,343 00
(3) Payable from the Rapid Transit Sinking Fund, under the provisions of chapter 4 of the Laws of 1891, as amended.....	43,616,000 00	.....	.....	1,166,050 00	43,616,000 00
(4) Payable from Taxation, under the provisions of the Greater New York Charter, as amended by chapter 103 of the Laws of 1903.....	18,000,000 00	.....	.....	18,000,000 00	18,000,000 00
(5) Payable from Assessments.....	15,078,227 03	250,000 00	.....	9,838,227 03	15,338,227 03
(6) Payable from Taxation.....	5,408,640 31	3,525,000 00	\$4,296,390 61	.....	4,637,249 70
B.—FUNDED DEBT OF THE CITY OF NEW YORK, AS CONSTITUTED PRIOR TO JANUARY 1, 1898, ISSUED PRIOR TO SAID DATE.					
Boroughs of Manhattan and The Bronx, City of New York.					
(1) Payable from the Sinking Fund for the Redemption of the City Debt (1st Lien), under Ordinances of the Common Council.....	21,000 00	.....	.....	.....	21,000 00
(2) Payable from the Sinking Fund for the Redemption of the City Debt (2d Lien), under the provisions of section 213 of the Greater New York Charter, as amended.....	9,700,000 00	.....	.....	.....	9,700,000 00
(3) Payable from the Sinking Fund for the Redemption of the City Debt, under the provisions of section 229 of the Greater New York Charter, as amended.....	104,186,342 23	.....	.....	40,468,080 96	104,186,342 23
(4) Payable from the Sinking Fund for the Redemption of the City Debt, under the provisions of section 1 of chapter 79 of the Laws of 1889.....	9,823,100 00	.....	.....	4,716,100 00	9,823,100 00
(5) Payable from the Sinking Fund for the Redemption of the City Debt, No. 2, under the provisions of the Constitutional Amendment adopted November 4, 1894, and of section 10, article 8, of the Constitution of the State of New York.....	31,592,000 00	.....	10,000 00	12,309,000 00	31,582,000 00
(6) Payable from Taxation.....	7,004,216 42	17,854 33	34,897 53	3,709,850 00	6,987,173 22
(7) Payable from Assessments.....	1,210,536 21	.....	.....	1,210,536 21	1,210,536 21
County of New York.					
(8) Payable from Taxation.....	8,707,000 00	.....	8,000 00	.....	8,699,000 00
C.—FUNDED DEBTS OF CORPORATIONS IN THE BOROUGH OF BROOKLYN, INCLUDING KINGS COUNTY, ISSUED PRIOR TO JANUARY 1, 1898 (EXCEPTING \$300,000 OF BONDS OF TOWN OF GRAVESEND, ISSUED IN 1898 UNDER AN ORDER OF COURT).					
City of Brooklyn, including Annexed Towns.					
(1) Payable from the Sinking Fund of the City of Brooklyn, under the provisions of chapter 488 of the Laws of 1860 and amendments thereof.....	8,697,000 00	.....	.....	.....	8,697,000 00
(2) Payable from the Sinking Fund of the City of Brooklyn, under the provisions of chapter 572 of the Laws of 1880, and chapter 443 of the Laws of 1881.....	850,000 00	.....	.....	150,000 00	850,000 00
(3) Payable from the Sinking Fund of the City of Brooklyn, under the provisions of chapter 648 of the Laws of 1895.....	7,041,567 41	.....	.....	1,227,500 00	7,041,567 41
(4) Payable from the Water Sinking Fund of the City of Brooklyn, under the provisions of chapter 396 of the Laws of 1859, and acts amendatory thereof and supplementary thereto.....	12,313,249 76	.....	500,000 00	1,441,394 76	11,813,249 76
(5) Payable from Taxation.....	23,163,932 93	.....	185,068 00	3,529,160 93	23,383,864 93
(6) Payable from Assessments.....	5,983,000 00	.....	10,000 00	514,000 00	5,973,000 00
County of Kings.					
(7) Payable from Taxation.....	10,548,000 00	.....	78,000 00	.....	10,470,000 00
D.—FUNDED DEBTS OF CORPORATIONS IN THE BOROUGH OF QUEENS, INCLUDING THE PROPORTION OF THE DEBT OF THE COUNTY OF QUEENS IMPOSED UPON THE CITY OF NEW YORK, ISSUED PRIOR TO JANUARY 1, 1898.					
Corporations other than Queens County.					
(1) Payable from the Sinking Fund of Long Island City for the redemption of Revenue Bonds, under the provisions of chapter 782 of the Laws of 1895.....	427,000 00	.....	.....	300,000 00	427,000 00
(2) Payable from the Sinking Fund of Long Island City for the redemption of Fire Bonds, under the provisions of chapter 122 of the Laws of 1894.....	35,000 00	.....	.....	.....	35,000 00
(3) Payable from the Sinking Fund of Long Island City for the redemption of Water Bonds, under the provisions of section 10, article 8, of the Constitution of the State of New York.....	19,000 00	.....	.....	19,000 00	19,000 00
(4) Payable from Water Revenue.....	466,000 00	.....	.....	.....	466,000 00
(5) Payable from Taxation.....	6,008,800 00	.....	35,500 00	.....	5,975,300 00
(6) Payable from Assessments.....	945,965 31	.....	.....	11,000 00	945,965 31
County of Queens.					
(7) Payable from Taxation.....	3,681,551 12	.....	.....	.....	3,681,551 12
Amount to be borne by The City of New York.					
E.—FUNDED DEBTS OF CORPORATIONS IN THE BOROUGH OF RICHMOND, INCLUDING RICHMOND COUNTY, ISSUED PRIOR TO JANUARY 1, 1898.					
Corporations other than Richmond County.					
(1) Payable from Taxation.....	1,076,361 29	.....	5,900 00	.....	1,070,461 29
County of Richmond.					
(2) Payable from Taxation.....	1,476,000 00	.....	.....	.....	1,476,000 00
Total Funded Debt.....	\$558,265,517 60	\$4,892,854 33	\$5,161,756 14	\$158,319,352 85	\$557,996,615 79
II.					
TEMPORARY DEBT.					
Issued in Anticipation of Taxes of 1902.....	7,050,000 00	.....	3,400,000 00	.....	3,650,000 00
Issued in Anticipation of Taxes of 1903.....	7,575,000 00	.....	5,075,000 00	.....	2,500,000 00
Issued in Anticipation of Taxes of 1904.....	19,832,000 00	.....	11,882,000 00	.....	7,950,000 00
Issued in Anticipation of Taxes of 1905.....	.....	42,966,156 16	22,881 16	.....	42,943,275 00
Total Bonded Debt.....	\$592,722,517 60	\$47,859,010 49	\$25,541,637 30	\$158,319,352 85	\$615,139,890 79

SUMMARY.

Total Gross Funded Debt.....	\$557,996,615 79
Less Amounts held by the Commissioners of the Sinking Fund:	
For Account of the Sinking Fund of The City of New York.....	\$9,158,601 01
For Account of the Water Sinking Fund of The City of New York.....	2,670,999 54
For Account of the Sinking Fund for the Redemption of the City Debt, No. 1.....	114,648,896 91
For Account of the Sinking Fund for the Redemption of the City Debt, No. 2.....	80,954,074 56
For Account of the Sinking Fund of the City of Brooklyn.....	8,340,734 42
For Account of the Water Sinking Fund of the City of Brooklyn.....	2,198,046 41
For Account of the Sinking Fund of Long Island City, for the Redemption of Revenue Bonds.....	330,000 00
For Account of the Sinking Fund of Long Island City, for the Redemption of Water Bonds.....	7,000 00
For Account of the Sinking Fund of Long Island City, for the Redemption of Fire Bonds.....	11,000 00
	158,319,352 85
Net Funded Debt.....	\$399,677,262 94
Temporary Debt (Revenue Bonds issued in Anticipation of Taxes).....	57,041,275 00
Net Bonded Debt.....	\$456,720,537 94

Suits, Orders of Court, Judgments, etc.

Court.	Name of Plaintiff.	Amount.	Nature of Suit.	Attorney.
Supreme, N. Y. Co.	People ex rel. Concetta Mar- rone .....	.....	Copy of petition, affidavit and notice of motion to be made at Special Term of Supreme Court, Part I., in County of New York, at County Court-house, Manhattan, on April 4, 1905, for the issue of a peremptory writ of mandamus in matter against Edward M. Grout, Comptroller of City of New York	Hays & Hershfield.
Supreme, N. Y. Co.	Thomas S. Bass- ford .....	.....	Certified copy of order entered at Special Term of Supreme Court, Part III., in County of New York, at County Court-house, Manhattan, on March 23, 1905, directing City of New York to pay an extra allowance of 3 per cent. in matter of Worth and Elm streets, Manhattan	Thos. S. Bassford.
Supreme, Albany County....	People ex rel. Richmond County Gas Light Com- pany .....	.....	Certified copy of judgment entered at Special Term of Supreme Court, in County of Albany, at City Hall, Albany, on March 22, 1905, relative to taxes for 1901, in mat- ter against George E. Priest and others	Boardman, Platt & Soley.
Supreme, N. Y. Co.	Horatio A. Tie- man and Bes- sie J. Tieman.	.....	Certified copy of order entered at Special Term of Supreme Court, Part I., in County of New York, at County Court-house, Manhat- tan, on March 15, 1905, directing Comptroller to pay amount of interest on award in matter of Harlem River Bridge at Third avenue	Reeves, Todd & Swain.
Supreme, N. Y. Co.	People ex rel. Charles A. Cof- fin .....	.....	Certified copy of order entered at Special Term of Supreme Court, Part III., in County of New York, at County Court-house, Manhattan, on March 24, 1905, vacating assessment for 1904, in matter against Frank A. O'Donnel and others	Moen & Kilbreth.
U. S. Dist., Southern District of New York.	City of New York	.....	Certified copy of decree entered at Stated Term of District Court of United States for Southern Dis- trict of New York, at Court- house, Postoffice Building, Man- hattan, on March 3, 1905, in mat- ter against steam tug "Ash- bourne," etc.	
Municipal, Brooklyn, 1st Dist....	.....	.....	Transcript of judgments, docketed March 27, 1905, as follows:	William O. Miles.
	Mildred Adams.	\$275 40	.....	"
	Conrad Miller (No. 1).....	380 40	.....	"
	Conrad Miller (No. 2).....	180 40	.....	"
	Joseph Sarnek.	380 40	.....	"
	Anthony Schied- ler (No. 2)...	145 40	.....	"
	Anthony Schied- ler (No. 3)...	80 40	.....	"
	Joseph Siegmund	225 40	.....	"
	Michael Schuh- mann (No. 1)...	105 40	.....	"
	Michael Schuh- mann	225 40	.....	"
	Margaret Treu- big	145 00	.....	"
Supreme, Kings Co.	.....	.....	Transcript of judgments, filed March 27, 1905, as follows:	Lucius H. Prendergast.
	Charles A. Brow- er	202 59	.....	"
	Daniel J. Brower	202 59	.....	"
	Edward O'Neil..	252 59	.....	"
	Peter C. Peter- son	252 59	.....	"
	Julia Rosenstock and another...	602 59	.....	"
Supreme, Kings Co.	Charles H. Prof- fen .....	.....	Application for refund of \$440.56, assessment, Third avenue paving, Twenty-third Ward line to One Hundred and Seventy-seventh street (confirmed June 15, 1900), on Lot No. 31 of 31, Block 2924..	John C. Shaw.
Supreme, Kings Co.	Henry M. Day..	.....	Application for remission of interest on \$218.40, taxes 1893, on Lot No. 13, Block 608, Twelfth Ward, now Lot No. 51, Block 1721, Sec- tion 6, Manhattan.....	
Supreme, Kings Co.	George Rensens.	.....	Application for remission of interest on \$41.50, water charges, 1891, on Lot No. 53, Block 1008, Sec- tion 4, Manhattan.....	
Supreme, Kings Co.	Standard Gas Light Com- pany .....	.....	Application for reduction of assess- ment and remission of taxes, 1904, on Lot No. 69, Block 1713, Manhattan	Shearman & Sterling.
Supreme, Kings Co.	Matthew O'Far- rell et al....	.....	Copy of petition, affidavit and notice of motion to be made at Special Term of Supreme Court, in County of Kings, at County Court-house, Brooklyn, on April 6, 1905, for an order directing the issue of a peremptory writ of mandamus in matter against Ed- ward M. Grout, as Comptroller of City of New York.....	Nelson Smith.
Supreme, Kings Co.	People ex rel. Peter L. Bowes et al.....	.....	Copy of peremptory writ of man- damus, returnable at Special Term of Supreme Court, in County of Kings, at County Court-house, Brooklyn, on April 6, 1905, directing payment of judgment in matter against Ed- ward M. Grout, as Comptroller of City of New York.....	"

Court.	Name of Plaintiff.	Amount.	Nature of Suit.	Attorney.
Supreme, Kings Co.	.....	.....	Transcript of judgments, filed March 29, 1904, as follows:	
	Isaac Parmer, in- fant	2,771 15	.....	William O. Miles.
	Louis Parmer...	916 40	.....	"
Supreme, N. Y. Co.	City of New York	.....	Certified copy of order entered at Special Term of Supreme Court, Part I., in County of New York, at County Court-house, Manhat- tan, on March 27, 1905, direct- ing Comptroller to pay Rufus R. Randall amount of award for Parcels Nos. 25 and 26, in mat- ter of opening Crotona avenue...	James C. Brady.
Supreme, Kings Co.	People ex rel. John F. Foley and another, as executors, etc. ....	.....	Certified copy of order entered at Special Term of Supreme Court, in County of Kings, at County Court-house, Brooklyn, on March 15, 1905, reducing assessment in matter against Frank A. O'Don- nel and others.....	John J. Delany.
General Sessions...	People of State of New York.	.....	Copy of affidavit and order assigning Morris Cukor and Thomas P. Dinnean as counsel in matter against Antonio Mancini.....	Morris Cukor & Thos. P. Dinnean.
Supreme, N. Y. Co.	People of State of New York.	.....	Copy of affidavit and order allowing Morris Cukor and Thomas P. Dinnean \$250 each as compensa- tion in matter against Antonio Mancini	"
Supreme, Queens Co.	.....	.....	Transcript of judgments, filed March 27, 1905, as follows:	
	Gustave A. Roul- lier	189 42	.....	Clinton T. Roe.
	Gustave A. Roul- lier	111 82	.....	"
	Gustave A. Roul- lier	73 08	.....	"
	Gustave A. Roul- lier	52 66	.....	"
	Gustave A. Roul- lier	50 37	.....	"
County, Kings Co.	.....	.....	Transcript of judgments, filed March 28, 1905, as follows:	
	Mary A. Connol- ly	221 01	.....	George S. Billings.
	Mary A. Connol- ly	221 01	.....	"
County, Kings Co.	Esther Lemelson.	246 26	Transcript of judgment, filed March 25, 1905	William H. Good.
Supreme, Kings Co.	Edward P. Soper	7,686 35	Transcript of judgment, filed Decem- ber 13, 1904	L. Victor Freckles.
Supreme, Kings Co.	Title Guarantee and Trust Company .....	.....	Application for remission of interest on \$148, taxes 1892, on Lot No. 26, Block 257, Twenty-second Ward, New York City, now Lot No. 62, Block 1185, Section 4, Manhattan	
Supreme, Kings Co.	Mos. Owen.....	.....	Application for remission of interest on taxes 1900 to 1903, on Lot No. 31, Block 101, Twenty- fourth Ward, Brooklyn	H. B. Davenport.
Supreme, Kings Co.	Ferdinand Ho- mann .....	.....	Application for adjustment of assess- ment, opening One Hundred and Seventy-eighth street, from South- ern Boulevard to Prospect ave- nue, on Lot No. 29, Block 3107, The Bronx	
Supreme, N. Y. Co.	City of New York	.....	Certified copy of order entered at Special Term of Supreme Court, Part III., in County of New York, at County Court-house, Manhattan, on March 20, 1905, directing Comptroller to pay Timothy Collins amount of award for Parcel No. 23, in matter of opening Davidson avenue.....	
Supreme, N. Y. Co.	City of New York	.....	Copy of petition and notice of motion to be made at Special Term of Supreme Court, Part I., in County of New York, at County Court-house, Manhattan, on April 3, 1905, for an order directing payment of award for Parcel No. 39, in matter of opening Broad- way	Samuel Greenbaum.
Supreme, N. Y. Co.	City of New York	.....	Certified copy of order entered at Special Term of Supreme Court, Part I., in County of New York, at County Court-house, Manhat- tan, on March 27, 1905, direct- ing Comptroller to pay Esther Herts amount of award for Par- cel No. 62, in matter of opening Weeks street	Myers & Goldsmith.
Supreme, N. Y. Co.	City of New York	.....	Certified copy of order entered at Special Term of Supreme Court, Part I., in County of New York, at County Court-house, Manhat- tan, on March 27, 1905, direct- ing Comptroller to pay Esther Herts amount of award for Par- cel No. 7, in matter of opening East One Hundred and Seventy- fifth street	"
Supreme, N. Y. Co.	Elizabeth Seriven Potter .....	.....	Certified copy of order entered at Special Term of Supreme Court, Part I., in County of New York, at County Court-house, Manhat- tan, on February 27, 1905, direct- ing City of New York to pay costs, etc., in matter of Parcel No. 1, Broadway, between One Hundred and Twenty-second and One Hundred and Thirty-fifth streets	Young, Ver Planck & Prince.
Supreme, Kings Co.	.....	.....	Transcript of judgment, filed March 25, 1905, as follows:	
	Elizabeth Fisher.	393 18	.....	Towns & McCrossin.
	John Grieger....	293 18	.....	"
	Henry Heinbokel	243 18	.....	"
Supreme, Kings Co.	Vogele & Lack- man	1,051 65	Transcript of judgment, filed March 28, 1905	Morris & Whitehouse.

Court.	Plaintiff.	Amount.	Nature of Suit.	Attorney.	Court.	Plaintiff.	Amount.	Nature of Suit.	Attorney.		
Municipal, Brooklyn, 1st Dist.	Transcript of judgment, docketed March 24, 1905, as follows:				Timothy J. Gay- nor against City of New York				Weed, Henry & Meyers.		
	Agnes Veronica Driscoll (No. 1)	173 40		Towns & McCrossin.	Harry J. Galla- gher against City of New York				"		
	Agnes Veronica Driscoll (No. 2)	179 40		"	William Githens against City of New York				"		
Municipal, Brooklyn, 1st Dist.	Coney Island Fire Depart- ment	282 90	Transcript of judgment, rendered March 27, 1905.	H. M. Cummings.	Edward Henning, Jr., against City of New York				"		
Municipal, Manhat'n, 6th Dist.	Catherine W. Mitchell	50 00	Transcript and notice of judgment, rendered March 27, 1905.	Frank Herwig.	Michael J. How- ell against City of New York				"		
Supreme, N. Y. Co.	Elizabeth Bailey.	300 00	Certified copy of judgment, filed March 28, 1905.	Cornelius J. Earley.	Moe Isaacs against City of New York				"		
Supreme, Kings Co.	City of New York		Notice of motion to confirm report to be made at Special Term of Supreme Court, in County of Kings, at County Court-house, Brooklyn, on June 19, 1905, in matter of public park, bounded by Fulton street, Chauncey street, Lewis avenue and Stuyvesant avenue, Twenty-fifth Ward, Brooklyn	John J. Delany.	James T. Keeling against City of New York				"		
Supreme, Kings Co.	City of New York		Notice of motion to confirm report to be made at Special Term of Supreme Court, in County of Kings, at County Court-house, Brooklyn, on June 19, 1905, in matter of East Thirteenth street, from Avenue T to Gravesend Neck road, Thirty-first Ward, Brooklyn	"	Frank J. Mauser against City of New York				"		
Supreme, Kings Co.	Mary E. Bird and Denis W. Moran		Application for compromise of assess- ment, One Hundred and Fifty- third street, re regulating, etc., Morris avenue to Railroad ave- nue; and Morris avenue, re reg- ulating, etc., between One Hun- dred and Fifty-third and One Hundred and Fifty-sixth streets, and Lots Nos. 22 and 23, Block 1618, now Lots Nos. 53 and 54, Block 2442, Section 9, The Bronx	James Kearney.	Thomas McPar- lan against City of New York				"		
Supreme, Kings Co.	Epworth M. E. Church of Whitestone		Application for cancellation of taxes 1901, and assessments on Lot No. 1, Block 33, Volume 6, Third Ward, Queens		John J. McCall, Jr., against City of New York				"		
Supreme, Kings Co.	St. Joseph's R. C. Church, As- toria		Application for cancellation (chapter 689, Laws of 1904) of assess- ments for public improvement, on Lot No. 39, Block 209, Volume 14, First Ward, Queens		Thomas O'Fla- herty against City of New York				"		
Supreme, N. Y. Co.	Egbert Winkler, Jr., and others		Certified copy of order entered at Special Term of Supreme Court, Part I, in County of New York, at County Court-house, Manhat- tan, on March 27, 1905, directing Comptroller to pay amount of award for Parcel No. —, in mat- ter of Washington avenue	Richmond Weed.	Hannah M. Ben- son	2,231 82	Transcript of judgment, filed January 24, 1905	Ayres & Walker.			
Supreme, N. Y. Co.	Agnes L. Fitzger- ald		Certified copy of order entered at Special Term of Supreme Court, Part I, in County of New York, at County Court-house, Manhat- tan, on March 21, 1905, direct- ing Comptroller to pay amount of award, Parcel No. —, in mat- ter of Washington avenue	Henry Cooper.	Hannah C. Tyr- rell		Application for refund of 1904 taxes, on "A" of Plot 202, map of Unionport, The Bronx				
Supreme, Westch'r County	E. W. Addis and others		Certified copy of order entered in Supreme Court, Westchester County, on March 27, 1905, di- recting Comptroller to pay various amounts in matter of Mahopac proceeding	H. T. Dykman.	Parker, Stearns & Sutton		Application for cancellation of 1901 Corporation Tax				
Supreme, Kings Co.			Copies of summonses and complaints, as follows:		Ursuline Convent		Application for cancellation (chapter 689, Laws of 1904) of assessment for public improvement, on Lots Nos. 1, 82, 115 and 119, Block 3291, Section 12, The Bronx				
	Michael Muller against City of New York			Martin T. Manton.	William Watson and others		Certified copy of order entered at a Term of Appellate Division of Supreme Court, in County of Kings, to pay various amounts, in matter of application of Brook- lyn Bar Association, to punish Eugene R. Hayne, an attorney..				
	Margaret Pape against City of New York			"	Herbert T. Ketcham		Certified copy of order entered at a Term of Appellate Division of Supreme Court, in County of Kings, to pay various amounts, in matter of application of Brooklyn Bar Association to punish James A. Murtha, Jr., an attorney....				
	Henry Pape against City of New York			"	John F. Gribbon		Notice of appeal in matter of opening New York avenue	Joseph A. Flannery.			
Supreme, N. Y. Co.			Copy of summons and complaint, as follows:		George P. Graves against City of New York		Copy of summons and complaint....	Thomas F. Magner.			
	Robert B a c h against City of New York			Weed, Henry & Meyers.	William Abdaile.	250 60	Transcript of judgment, filed March 31, 1905	C. J. Heyser.			
	Alexander M. Baillie against City of New York			"	U. S. Dist., Southern District of New York		Bawer & Selico- vitch, bank- rupts	N. S. Smith.			
	Charles S. Bass against City of New York			"	Supreme, N. Y. Co.		People ex rel. Helena Rod- gers	Copy of writ of mandamus, return- able at Special Term of Supreme Court, Part II, in County of New York, at County Court- house, Manhattan, on April 20, 1905, in matter against Edward A. Slattery, as Collector of As- sessments and Arrears			
	Louis C. Bayer against City of New York			"	Supreme, Kings Co.		National Trading Company	Copy of affidavit and order to show cause at Special Term of Supreme Court, in County of Kings, at County Court-house, Brooklyn, on April 3, 1905, in matter against Francis J. Lantry, Commissioner of Correction of City of New York	Charles H. Hyde.		
	John F. Browne against City of New York			"	Supreme, Kings Co.		City of New York	Certified copy of order entered at Special Term of Supreme Court, in County of Kings, at County Court-house, Brooklyn, on March 31, 1905, directing Comptroller to pay Minnie Dougherty amount of award for Parcels Nos. 4E and 6, in matter of opening East Twelfth street, Brooklyn	Minnie Dougherty.		
	William T. Col- ligan against City of New York			"	Supreme, Kings Co.		National Trading Company against Francis J. Lantry, Com missioner of Correction of City of New York	Copy of summons and complaint....	Charles H. Hyde.		
	John Condren against City of New York			"	Supreme, Kings Co.		Aaron Marks	293 41	Transcript of judgment, filed April 1, 1905	Neu & Gilchrist.	
	Thos. G. Darling against City of New York			"	Supreme, Kings Co.				Transcript of judgments, filed March 31 and April 1, 1905, as follows:		
	Andrew Degnan against City of New York			"			Everett S. Ber- rian	182 18		Towns & McCrossin.	
	Leroy D o d d against City of New York			"			Thomas Hill	173 18		"	
	Patrick Flannelly against City of New York			"			Maria Hitchcock	243 18		"	
	Joseph B. Fish against City of New York			"			Jacob Hoff	567 18		"	
				"			Leopold Katz	293 18		"	
				"			Catherine Kearns	342 18		"	
				"	Supreme, Kings Co.		City of New York		Notice of motion to confirm report to be made at Special Term of Su- preme Court, in County of Kings, at County Court-house, Brooklyn, on July 10, 1905, in matter of opening Dahlgren place, from Eighty-sixth street to United States Government Reservation, Thirtieth Ward, Brooklyn	John J. Delany.	

Court.	Plaintiff.	Amount.	Nature of Suit.	Attorney.	Court.	Plaintiff.	Amount.	Nature of Suit.	Attorney.
Supreme, Kings Co.	City of New York	.....	Notice of motion to confirm report to be made at Special Term of Supreme Court, in County of Kings, at County Court-house, Brooklyn, on July 10, 1905, in matter of opening Dumont avenue, from its intersection with East Ninety-eighth street to its intersection with New Lots avenue, Twenty-sixth, Twenty-ninth and Thirtieth Wards, Brooklyn.	John J. Delany.	Municipal, Brooklyn, 1st Dist.	Edward F. White	.....	Application for cancellation of 1876 taxes on Lots Nos. 1129, 1130, 1174, 1175 and 1176, District No. 4, First Ward, Queens.	
Supreme, Kings Co.	City of New York	.....	Notice of motion to confirm report to be made at Special Term of Supreme Court, in County of Kings, at County Court-house, Brooklyn, on July 10, 1905, in matter of opening West street, between Sheepshead Bay road and Canal avenue, Thirty-first Ward, Brooklyn.	"	Municipal, Brooklyn, 1st Dist.	Lillian V. Rourke	.....	Application for cancellation of taxes and assessments, 1895, to date, on Lot No. 20, Denyse tract, Town of New Utrecht, Brooklyn, now Lot No. 11, Block 1160, Thirtieth Ward	Stephen M. Hoye.
Municipal, Brooklyn, 1st Dist.	John Bungarz against City of New York (No. 1)..... John Bungarz against City of New York (No. 2)..... John Bungarz against City of New York (No. 3)..... John Bungarz against City of New York (No. 4)..... Michael Campis against City of New York (No. 1)..... Michael Campis against City of New York (No. 2)..... Annie Fitzgerald against City of New York..... August Gerke against City of New York (No. 1)..... August Gerke against City of New York (No. 2)..... William H. Gedeney and another against City of New York (No. 1)..... William H. Gedeney and another against City of New York (No. 2)..... William H. Gedeney and another against City of New York (No. 3)..... William H. Gedeney and another against City of New York (No. 4)..... William H. Gedeney and another against City of New York (No. 5)..... Carl Hedenksky against City of New York..... T. J. Murphy against City of New York..... Daniel Murray against City of New York (No. 1)..... Daniel Murray against City of New York (No. 2)..... Caroline Newman against City of New York (No. 1)..... Caroline Newman against City of New York (No. 2)..... Caroline Newman against City of New York (No. 3)..... Caroline Newman against City of New York (No. 4)..... Herman Ruhe against City of New York (No. 1)..... Herman Ruhe against City of New York (No. 2)..... H. C. Simpson against City of New York..... George Spor against City of New York (No. 1)..... George Spor against City of New York (No. 2)..... George Spor against City of New York (No. 3)..... C. H. Tietgen against City of New York (No. 1)..... C. H. Tietgen against City of New York (No. 2)..... Isidor Zekowski against City of New York (No. 1)..... Isidor Zekowski against City of New York (No. 2).....	.....	Copy of summons, as follows:		Municipal, Brooklyn, 1st Dist.	Adam Stolzen- bergen	.....	Application for cancellation of 1897 School Tax, Union Free School District No. 9, Lot No. 84, Henrietta Meserole Map.	Nicholas Dietz, Jr.
Claims Filed.									
Date Filed.	Claimant.	Amount.	Nature of Claim.	Attorney.					
1904.									
Mar. 27	Grace Hollywood.	\$5,000 00	Personal injuries sustained December 24, 1904, One Hundred and Seventh street, near Third avenue, Manhattan	M. P. O'Connor.					
Mar. 27	Catherine F. Conlin	10,000 00	Personal injuries sustained December 17, 1904, Wythe avenue, near North Eighth street, Brooklyn.	John B. Merrill.					
Mar. 27	Philip J. Conlin..	1,000 00	Personal injuries sustained by his wife, Catherine F. Wythe avenue, near North Eighth street, Brooklyn	"					
Mar. 27	Patrick Duffy.....	5,000 00	Personal injuries sustained March 4, 1905, in front of No. 94 Atlantic avenue, Brooklyn	Herbert Peake.					
Mar. 27	William G. Brown	2,000 00	Personal injuries sustained January 17, 1905, Willoughby avenue and Broadway, Brooklyn	Donald B. Smith.					
Mar. 27	Edward Fitzgerald	2,000 00	Personal injuries sustained March 1, 1905, in front of No. 83 Myrtle avenue, Brooklyn	"					
Mar. 27	Anton Licone.....	5,000 00	Personal injuries sustained October 2, 1904, by infant daughter, Eugenie C., foot of Jerome avenue, The Bronx.	D. R. Horton.					
Mar. 27	Edw. H. McCormick	1,000 00	Personal injuries sustained January 6, 1905, Fifth avenue, near Thirtieth street, Manhattan.	Fleming & Fleming.					
Mar. 27	Michael Higgins..	5,000 00	Personal injuries sustained December 21, 1904, in front of No. 203 Greenpoint avenue, Brooklyn.	McCarthy & Bannon.					
Mar. 27	Elizabeth Greene..	10,000 00	Personal injuries sustained March 10, 1905, Atlantic and Washington avenues, Brooklyn	Pearsall, Kapper & Pearsall.					
Mar. 27	New York and Queens Electric Light and Power Company	10,536 76	Electric light furnished various departments, Queens, March 1, 1905, to March 16, 1905.	Harmon & Mathewson.					
Mar. 27	Henry F. Koester.	86 00	Damages to buggy, May 1, 1904, in front of No. 165 East Seventy-third street, Manhattan.	James Kearney.					
Mar. 27	Benj. W. Zlotoloff	376 60	Sewer overflow, No. 307 Bushwick avenue, Brooklyn	J. C. Cropsey.					
Mar. 27	Emil Stork.....	17 00	Repairs to railing, No. 455 West Twenty-fourth street, broken by wagon removing snow, February 4, 1905						
Mar. 27	John Peterson....	267 50	Wages during unlawful discharge, Gardener, Parks, The Bronx, February 12, 1904, to September 17, 1904	C. S. Aronstam.					
Mar. 27	Clarence T. Boyce	500 00	Prevailing rate of wages, Painter, Department of Bridges, August 1, 1902, to January 7, 1905.	Thomas P. Ryan.					
Mar. 27	William Gannon..	.....	Prevailing rate of wages, Rigger, Department of Bridges, May, 1899, to August, 1902.	William S. Bennett.					
Mar. 27	Albert Munster...	.....	Prevailing rate of wages, Rigger, Department of Bridges, May, 1899, to August, 1902.	"					
Mar. 27	Alvine Peterson...	.....	Prevailing rate of wages, Rigger, Department of Bridges, May, 1899, to August, 1902.	"					
Mar. 27	S. Smallfield.....	.....	Prevailing rate of wages, Rigger, Department of Bridges, May, 1899, to August, 1902.	"					
Mar. 27	Amos G. Russell..	25 18	Carfares during 1904, Stenographer, Court of Special Sessions, Second Division	"					
Mar. 27	John Dooley.....	.....	Prevailing rate of wages, Rigger, Department of Bridges, May 1, 1899, to August 1, 1902.	William S. Bennett.					
Mar. 27	Christopher Schorchorki	500 00	Personal injuries sustained November 13, 1904, Greene street, near Oakland street, Brooklyn.	M. T. Manton.					
Mar. 28	George W. Armstrong	285 00	Sewer overflow, No. 509 Graham avenue, Brooklyn	William O. Miles.					
Mar. 28	Henry Berge.....	357 20	Sewer overflow, No. 764 Macon street, Brooklyn	"					
Mar. 28	Achille Bennavo..	235 00	Sewer overflow, No. 310 Driggs avenue, Brooklyn	"					
Mar. 28	Thomas Baldino...	399 00	Sewer overflow, No. 29 St. Edward's street, Brooklyn	"					
Mar. 28	Thomas Baldino...	372 50	Sewer overflow, No. 29 St. Edward's street, Brooklyn	"					
Mar. 28	Thomas Baldino...	217 00	Sewer overflow, No. 29 St. Edward's street, Brooklyn	"					
Mar. 28	Samuel Buznitsky.	335 00	Sewer overflow, No. 85 Gerry street, Brooklyn	"					
Mar. 28	Samuel Buznitsky.	375 00	Sewer overflow, No. 85 Gerry street, Brooklyn	"					
Mar. 28	Samuel Buznitsky.	408 00	Sewer overflow, No. 85 Gerry street, Brooklyn	"					
Mar. 28	Samuel Buznitsky.	456 00	Sewer overflow, No. 85 Gerry street, Brooklyn	"					
Mar. 28	Samuel Buznitsky.	441 00	Sewer overflow, No. 85 Gerry street, Brooklyn	"					
Mar. 28	Max Cohen.....	420 00	Sewer overflow, No. 58 Cook street, Brooklyn	"					
Mar. 28	Max Cohen.....	325 00	Sewer overflow, No. 58 Cook street, Brooklyn	"					
Mar. 28	Max Cohen.....	322 00	Sewer overflow, No. 58 Cook street, Brooklyn	"					
Mar. 28	Max Cohen.....	490 00	Sewer overflow, No. 427 Bushwick avenue, Brooklyn	"					
Mar. 28	Max Cohen.....	450 00	Sewer overflow, No. 427 Bushwick avenue, Brooklyn	"					
Mar. 28	Max Cohen.....	400 00	Sewer overflow, No. 427 Bushwick avenue, Brooklyn	"					
Mar. 28	Max Cohen.....	530 00	Sewer overflow, No. 425 Bushwick avenue, Brooklyn	"					
Mar. 28	Max Cohen.....	510 00	Sewer overflow, No. 425 Bushwick avenue, Brooklyn	"					
Mar. 28	Max Cohen.....	270 00	Sewer overflow, No. 425 Bushwick avenue, Brooklyn	"					
Mar. 28	Max Cohen.....	270 00	Sewer overflow, No. 56 Cook street, Brooklyn	"					
Mar. 28	Max Cohen.....	395 00	Sewer overflow, No. 56 Cook street, Brooklyn	"					
Mar. 28	Max Cohen.....	420 00	Sewer overflow, No. 56 Cook street, Brooklyn	"					
Municipal, Brooklyn, 1st Dist.	Kate Kavanagh..	.....	Application for cancellation of 1893 tax on one-half of Lot No. 30 and Lot No. 31, Town of Flatlands, School District No. 3, Kings County, Brooklyn.						

Date Filed.	Claimant.	Amount.	Nature of Claim.	Attorney.	Date Filed.	Claimant.	Amount.	Nature of Claim.	Attorney.
Mar. 28	Giovanni Cutroneo	616 00	Sewer overflow, No. 68 Union street, Brooklyn	William O. Miles.	Mar. 28	Abraham Lasky...	363 10	Sewer overflow, No. 51 Cook street, Brooklyn	William O. Miles.
Mar. 28	Giovanni Cutroneo	563 00	Sewer overflow, No. 68 Union street, Brooklyn	"	Mar. 28	Michael Lotsky...	295 00	Sewer overflow, No. 365 Bushwick avenue, Brooklyn	"
Mar. 28	Giovanni Cutroneo	573 00	Sewer overflow, No. 68 Union street, Brooklyn	"	Mar. 28	Michael Lotsky...	405 00	Sewer overflow, No. 365 Bushwick avenue, Brooklyn	"
Mar. 28	Giovanni Cutroneo	650 00	Sewer overflow, No. 68 Union street, Brooklyn	"	Mar. 28	Michael Lotsky...	262 50	Sewer overflow, No. 365 Bushwick avenue, Brooklyn	"
Mar. 28	Giovanni Cutroneo	610 00	Sewer overflow, No. 68 Union street, Brooklyn	"	Mar. 28	Michael Lotsky...	315 00	Sewer overflow, No. 365 Bushwick avenue, Brooklyn	"
Mar. 28	Chas. J. Dowd....	324 00	Sewer overflow, No. 433 Graham avenue, Brooklyn	"	Mar. 28	Michael Lotsky...	252 50	Sewer overflow, No. 365 Bushwick avenue, Brooklyn	"
Mar. 28	Delia Dyson.....	256 00	Sewer overflow, No. 9 Sumpter street, Brooklyn	"	Mar. 28	Flarance Locals...	235 00	Sewer overflow, No. 7 Cleveland place, Brooklyn	"
Mar. 28	Delia Dyson.....	448 00	Sewer overflow, No. 9 Sumpter street, Brooklyn	"	Mar. 28	Flarance Locals...	217 00	Sewer overflow, No. 7 Cleveland place, Brooklyn	"
Mar. 28	Delia Dyson.....	335 00	Sewer overflow, No. 9 Sumpter street, Brooklyn	"	Mar. 28	Flarance Locals...	285 00	Sewer overflow, No. 7 Cleveland place, Brooklyn	"
Mar. 28	Delia Dyson.....	394 00	Sewer overflow, No. 9 Sumpter street, Brooklyn	"	Mar. 28	Flarance Locals...	307 50	Sewer overflow, No. 7 Cleveland place, Brooklyn	"
Mar. 28	Delia Dyson.....	172 00	Sewer overflow, No. 9 Sumpter street, Brooklyn	"	Mar. 28	Flarance Locals...	222 00	Sewer overflow, No. 7 Cleveland place, Brooklyn	"
Mar. 28	Michael Donohue..	268 00	Sewer overflow, No. 527 Baltic street, Brooklyn	"	Mar. 28	Elizabeth Moeschle	461 00	Sewer overflow, No. 1364 Greene avenue, Brooklyn	"
Mar. 28	Michael Donohue..	227 00	Sewer overflow, No. 527 Baltic street, Brooklyn	"	Mar. 28	Elizabeth Moeschle	394 00	Sewer overflow, No. 1364 Greene avenue, Brooklyn	"
Mar. 28	Michael Donohue..	277 00	Sewer overflow, No. 527 Baltic street, Brooklyn	"	Mar. 28	Michael Miley...	500 00	Sewer overflow, No. 369 Hamburg avenue, Brooklyn	"
Mar. 28	Michael Donohue..	345 00	Sewer overflow, No. 527 Baltic street, Brooklyn	"	Mar. 28	Michael Miley...	501 25	Sewer overflow, No. 369 Hamburg avenue, Brooklyn	"
Mar. 28	Michael Donohue..	237 00	Sewer overflow, No. 527 Baltic street, Brooklyn	"	Mar. 28	Patrick Monahan..	360 00	Sewer overflow, No. 537 Baltic street, Brooklyn	"
Mar. 28	Joe Eimerman....	972 25	Sewer overflow, No. 307 Bushwick avenue, Brooklyn	"	Mar. 28	Patrick Monahan..	345 00	Sewer overflow, No. 537 Baltic street, Brooklyn	"
Mar. 28	Frank E. Ebert...	365 00	Sewer overflow, No. 233 Palmetto street, Brooklyn	"	Mar. 28	Patrick Monahan..	220 00	Sewer overflow, No. 537 Baltic street, Brooklyn	"
Mar. 28	Frank E. Ebert...	529 00	Sewer overflow, No. 233 Palmetto street, Brooklyn	"	Mar. 28	Patrick Monahan..	240 00	Sewer overflow, No. 537 Baltic street, Brooklyn	"
Mar. 28	Symon Fuchs.....	437 00	Sewer overflow, No. 417 Bushwick avenue, Brooklyn	"	Mar. 28	Patrick Monahan..	221 00	Sewer overflow, No. 537 Baltic street, Brooklyn	"
Mar. 28	Symon Fuchs.....	410 00	Sewer overflow, No. 417 Bushwick avenue, Brooklyn	"	Mar. 28	Isac Moscovitz....	215 00	Sewer overflow, No. 52 Seigel street, Brooklyn	"
Mar. 28	Symon Fuchs.....	587 50	Sewer overflow, No. 417 Bushwick avenue, Brooklyn	"	Mar. 28	Isac Moscovitz....	258 25	Sewer overflow, No. 52 Seigel street, Brooklyn	"
Mar. 28	Symon Fuchs.....	492 00	Sewer overflow, No. 417 Bushwick avenue, Brooklyn	"	Mar. 28	Isac Moscovitz....	186 13	Sewer overflow, No. 52 Seigel street, Brooklyn	"
Mar. 28	Symon Fuchs.....	417 50	Sewer overflow, No. 417 Bushwick avenue, Brooklyn	"	Mar. 28	Isac Moscovitz....	218 00	Sewer overflow, No. 52 Seigel street, Brooklyn	"
Mar. 28	Symon Fuchs.....	867 50	Sewer overflow, No. 415 Bushwick avenue, Brooklyn	"	Mar. 28	Isac Moscovitz....	285 00	Sewer overflow, No. 52 Seigel street, Brooklyn	"
Mar. 28	Louis Fink.....	572 40	Sewer overflow, No. 776 Broadway, Brooklyn	"	Mar. 28	Isac Moscovitz....	248 60	Sewer overflow, No. 52 Seigel street, Brooklyn	"
Mar. 28	Louis Fink.....	584 50	Sewer overflow, No. 776 Broadway, Brooklyn	"	Mar. 28	John B. McPherson	565 00	Sewer overflow, No. 404 Central avenue, Brooklyn	"
Mar. 28	Louis Fink.....	610 50	Sewer overflow, No. 776 Broadway, Brooklyn	"	Mar. 28	Peter McKeun....	305 00	Sewer overflow, No. 11 Ainslie street, Brooklyn	"
Mar. 28	Louis Fink.....	315 00	Sewer overflow, No. 776 Broadway, Brooklyn	"	Mar. 28	John J. McCabe..	269 50	Sewer overflow, No. 623 Manhattan avenue, Brooklyn	"
Mar. 28	Louis Fink.....	330 00	Sewer overflow, No. 776 Broadway, Brooklyn	"	Mar. 28	Demetria Pensabene	618 40	Sewer overflow, No. 115 Union street, Brooklyn	"
Mar. 28	Louis Fink.....	602 90	Sewer overflow, No. 776 Broadway, Brooklyn	"	Mar. 28	Demetria Pensabene	546 00	Sewer overflow, No. 115 Union street, Brooklyn	"
Mar. 28	Louis Fink.....	323 00	Sewer overflow, No. 776 Broadway, Brooklyn	"	Mar. 28	Demetria Pensabene	577 00	Sewer overflow, No. 115 Union street, Brooklyn	"
Mar. 28	Louis Fink.....	547 40	Sewer overflow, No. 776 Broadway, Brooklyn	"	Mar. 28	Demetria Pensabene	575 00	Sewer overflow, No. 115 Union street, Brooklyn	"
Mar. 28	Meyer Goldman...	215 00	Sewer overflow, No. 193 Moore street, Brooklyn	"	Mar. 28	Demetria Pensabene	549 00	Sewer overflow, No. 115 Union street, Brooklyn	"
Mar. 28	Louis Greiner....	140 75	Sewer overflow, No. 442 Graham avenue, Brooklyn	"	Mar. 28	David Reich.....	357 00	Sewer overflow, No. 152 McKibbin street, Brooklyn	"
Mar. 28	James M. Gordon.	236 95	Sewer overflow, No. 171 Harrison avenue, Brooklyn	"	Mar. 28	David Reich.....	406 75	Sewer overflow, No. 152 McKibbin street, Brooklyn	"
Mar. 28	James M. Gordon.	258 00	Sewer overflow, No. 171 Harrison avenue, Brooklyn	"	Mar. 28	Nathan Roth.....	550 25	Sewer overflow, No. 808 Manhattan avenue, Brooklyn	"
Mar. 28	James M. Gordon.	199 10	Sewer overflow, No. 171 Harrison avenue, Brooklyn	"	Mar. 28	Nathan Roth.....	548 50	Sewer overflow, No. 808 Manhattan avenue, Brooklyn	"
Mar. 28	James M. Gordon.	215 22	Sewer overflow, No. 171 Harrison avenue, Brooklyn	"	Mar. 28	Nathan Roth.....	547 45	Sewer overflow, No. 808 Manhattan avenue, Brooklyn	"
Mar. 28	James M. Gordon.	481 79	Sewer overflow, No. 171 Harrison avenue, Brooklyn	"	Mar. 28	Joseph Schafer...	159 40	Sewer overflow, No. 393 Manhattan avenue, Brooklyn	"
Mar. 28	Sam Greenfield...	323 70	Sewer overflow, No. 85 Leonard street, Brooklyn	"	Mar. 28	Charles Spinello..	420 00	Sewer overflow, No. 808 Manhattan avenue, Brooklyn	"
Mar. 28	Sam Greenfield...	426 05	Sewer overflow, No. 85 Leonard street, Brooklyn	"	Mar. 28	Charles Spinello..	460 00	Sewer overflow, No. 808 Manhattan avenue, Brooklyn	"
Mar. 28	Sam Greenfield...	399 36	Sewer overflow, No. 85 Leonard street, Brooklyn	"	Mar. 28	Charles Spinello..	493 50	Sewer overflow, No. 808 Manhattan avenue, Brooklyn	"
Mar. 28	Sam Greenfield...	497 00	Sewer overflow, No. 85 Leonard street, Brooklyn	"	Mar. 28	Joseph Sacoder...	564 50	Sewer overflow, No. 75 Manhattan avenue, Brooklyn	"
Mar. 28	Louis Greenhill...	601 00	Sewer overflow, No. 414 Central avenue, Brooklyn	"	Mar. 28	Joseph Sacoder...	563 00	Sewer overflow, No. 75 Manhattan avenue, Brooklyn	"
Mar. 28	Louis Greenhill...	548 50	Sewer overflow, No. 414 Central avenue, Brooklyn	"	Mar. 28	Joseph Sacoder...	577 00	Sewer overflow, No. 75 Manhattan avenue, Brooklyn	"
Mar. 28	Louis Greenhill...	550 75	Sewer overflow, No. 414 Central avenue, Brooklyn	"	Mar. 28	Joseph Sacoder...	577 00	Sewer overflow, No. 75 Manhattan avenue, Brooklyn	"
Mar. 28	Louis Greenhill...	567 30	Sewer overflow, No. 414 Central avenue, Brooklyn	"	Mar. 28	Jacob Schwartz...	350 00	Sewer overflow, No. 49 Cook street, Brooklyn	"
Mar. 28	Louis Greenhill...	582 00	Sewer overflow, No. 414 Central avenue, Brooklyn	"	Mar. 28	Jacob Schwartz...	410 00	Sewer overflow, No. 49 Cook street, Brooklyn	"
Mar. 28	Louis Herth.....	394 00	Sewer overflow, No. 540 Graham avenue, Brooklyn	"	Mar. 28	Jacob Schwartz...	380 00	Sewer overflow, No. 49 Cook street, Brooklyn	"
Mar. 28	William Heiser...	200 50	Sewer overflow, No. 499 Baltic street, Brooklyn	"	Mar. 28	Jacob Schwartz...	340 00	Sewer overflow, No. 49 Cook street, Brooklyn	"
Mar. 28	William Heiser...	260 00	Sewer overflow, No. 499 Baltic street, Brooklyn	"	Mar. 28	Jacob Schwartz...	390 00	Sewer overflow, No. 49 Cook street, Brooklyn	"
Mar. 28	William Heiser...	257 00	Sewer overflow, No. 499 Baltic street, Brooklyn	"	Mar. 28	Henry E. Schwab..	593 75	Sewer overflow, Nos. 24 to 28 Union street, Brooklyn	"
Mar. 28	William Heiser...	210 00	Sewer overflow, No. 499 Baltic street, Brooklyn	"	Mar. 28	Henry E. Schwab..	620 00	Sewer overflow, Nos. 24 to 28 Union street, Brooklyn	"
Mar. 28	William Heiser...	228 00	Sewer overflow, No. 499 Baltic street, Brooklyn	"	Mar. 28	Henry E. Schwab..	619 25	Sewer overflow, Nos. 24 to 28 Union street, Brooklyn	"
Mar. 28	Simon Holzman...	402 00	Sewer overflow, No. 121 Seigel street, Brooklyn	"	Mar. 28	Henry E. Schwab..	650 00	Sewer overflow, Nos. 24 to 28 Union street, Brooklyn	"
Mar. 28	Simon Holzman...	275 00	Sewer overflow, No. 121 Seigel street, Brooklyn	"	Mar. 28	Henry E. Schwab..	570 25	Sewer overflow, Nos. 24 to 28 Union street, Brooklyn	"
Mar. 28	Simon Holzman...	254 00	Sewer overflow, No. 121 Seigel street, Brooklyn	"	Mar. 28	Henry E. Schwab..	599 50	Sewer overflow, Nos. 24 to 28 Union street, Brooklyn	"
Mar. 28	Hersh & Sophrin.	552 00	Sewer overflow, Nos. 172 and 174 McKibbin street, Brooklyn	"	Mar. 28	Caterina Trotto...	478 00	Sewer overflow, No. 39 Skillman avenue, Brooklyn	"
Mar. 28	Hersh & Sophrin.	530 00	Sewer overflow, Nos. 172 and 174 McKibbin street, Brooklyn	"	Mar. 28	Julius Vulder....	590 00	Sewer overflow, Nos. 361, 363 and 369 Central avenue, Brooklyn	"
Mar. 28	Hersh & Sophrin.	520 00	Sewer overflow, Nos. 172 and 174 McKibbin street, Brooklyn	"	Mar. 28	F. Vitelli & Son..	7,100 00	Sewer overflow, No. 19 Union street, Brooklyn	"
Mar. 28	Hersh & Sophrin.	651 00	Sewer overflow, Nos. 172 and 174 McKibbin street, Brooklyn	"	Mar. 28	F. Vitelli & Son..	6,800 00	Sewer overflow, No. 19 Union street, Brooklyn	"
Mar. 28	Hersh & Sophrin.	625 00	Sewer overflow, Nos. 172 and 174 McKibbin street, Brooklyn	"	Mar. 28	F. Vitelli & Son..	7,200 00	Sewer overflow, No. 19 Union street, Brooklyn	"
Mar. 28	Hersh & Sophrin.	534 00	Sewer overflow, Nos. 172 and 174 McKibbin street, Brooklyn	"	Mar. 28	F. Vitelli & Son..	8,000 00	Sewer overflow, No. 19 Union street, Brooklyn	"
Mar. 28	Louis Kauffinger..	492 25	Sewer overflow, No. 1003 Flushing avenue, Brooklyn	"	Mar. 28	F. Vitelli & Son..	8,400 00	Sewer overflow, No. 19 Union street, Brooklyn	"
Mar. 28	K. Kauffinger....	436 50	Sewer overflow, No. 1003 Flushing avenue, Brooklyn	"	Mar. 28	F. Vitelli & Son..	7,450 00	Sewer overflow, No. 19 Union street, Brooklyn	"
Mar. 28	K. Kauffinger....	530 00	Sewer overflow, No. 1003 Flushing avenue, Brooklyn	"	Mar. 28	Frances Lawrence.	5,000 00	Personal injuries sustained December 31, 1904, Vernon avenue and Stuyvesant avenue, Brooklyn	Rufus L. Perry.
Mar. 28	Nicholas Kearns...	242 00	Sewer overflow, No. 513 Baltic street, Brooklyn	"	Mar. 28	Horatio S. Ely & Co.	.....	Damages to stoop rail, No. 44 Lexington avenue, Manhattan, by cart removing snow	"
Mar. 28	Nicholas Kearns...	223 00	Sewer overflow, No. 513 Baltic street, Brooklyn	"	Mar. 28	Horatio M. Reed.	.....	Damages to railing, No. 312 West Fifty-fifth street, Manhattan, by ash cart, Department of Street Cleaning	"
Mar. 28	Nicholas Kearns...	203 00	Sewer overflow, No. 513 Baltic street, Brooklyn	"	Mar. 28	Lawrence Brommer	430 00	Injuries to horse, February 20, 1905, Pelham Bay Bridge, The Bronx	H. T. Lippold.
Mar. 28	Nicholas Kearns...	280 00	Sewer overflow, No. 513 Baltic street, Brooklyn	"	Mar. 28	David Sklut.....	50 00	Damages to wagon, March 10, 1905, by Department of Street Cleaning cart	A. I. Gordon.
Mar. 28	Nicholas Kearns...	315 00	Sewer overflow, No. 513 Baltic street, Brooklyn	"	Mar. 28	Augustus V. H. Ellis and another	3,916 00	Award and interest on Damage Parcel No. 3, opening Starr street, from Knickerbocker avenue, etc., Brooklyn	H. T. Miller.
Mar. 28	Louis Levy.....	408 75	Sewer overflow, No. 531 Graham avenue, Brooklyn	"					
Mar. 28	Hyman Landers...	246 00	Sewer overflow, No. 193 Moore street, Brooklyn	"					
Mar. 28	Hyman Landers...	286 00	Sewer overflow, No. 104 Debevoise street, Brooklyn	"					
Mar. 28	Hyman Landers...	247 00	Sewer overflow, No. 193 Moore street, Brooklyn	"					
Mar. 28	Abraham Lasky...	328 60	Sewer overflow, No. 51 Cook street, Brooklyn	"					
Mar. 28	Abraham Lasky...	450 00	Sewer overflow, No. 51 Cook street, Brooklyn	"					
Mar. 28	Abraham Lasky...	399 00	Sewer overflow, No. 51 Cook street, Brooklyn	"					
Mar. 28	Abraham Lasky...	431 75	Sewer overflow, No. 51 Cook street, Brooklyn	"					

Date Filed.	Claimant.	Amount.	Nature of Claim.	Attorney.	Date Filed.	Claimant.	Amount.	Nature of Claim.	Attorney.
Mar. 28	Morris Schneide- man	65 00	Salary due Teacher of Gymnastics, Vacation Schools 44 and 147....	W. W. Zipser.	Mar. 31	James Mareaux...	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	William J. Walsh.
Mar. 28	John O'Byrne....	64 00	Difference between \$800 and \$1,000 per year, Fireman and Patrolman, September 4, 1904, to January 4, 1905	W. F. Hagarty.	Mar. 31	Peter McGoan....	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	"
Mar. 28	Washington Hull.	15,000 00	Services as Architect preparing plans for Administrative Municipal Building, Brooklyn	Thompson & Fuller.	Mar. 31	James Quinn.....	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	"
Mar. 29	Matthew E. Gilbert	500 00	Personal injuries sustained March 21, 1905, in front of Nos. 241 and 243 West Twenty-third street, Manhattan	"	Mar. 31	John Ryan.....	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	"
Mar. 29	Mary Emma Franklin, execu- trix	50,000 00	Personal injuries sustained Novem- ber 12, 1904, by William R. Franklin, Astor place and Broad- way, Manhattan, resulting in his death	Marks & Wielar.	Mar. 31	John Reid.....	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	"
Mar. 29	Brooklyn Union Gas Company...	311,133 47	Gas furnished various departments, Brooklyn, March 16, 1904 to March 15, 1905.....	Wm. N. Dykman.	Mar. 31	Guiseppe Teto....	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	"
Mar. 29	Brooklyn Union Gas Company...	85,538 39	Gas furnished various Departments, Brooklyn, January 1, 1904 to March 15, 1904.....	"	Mar. 31	Charles Anderson.	464 85	Sewer overflow, No. 234 Sands street, Brooklyn	C. D. Cruikshank.
Mar. 29	Henry J. Byrne..	150 00	Sewer overflow, No. 272 Putnam avenue, Brooklyn.....	"	Mar. 31	Charles Anderson.	472 00	Sewer overflow, No. 234 Sands street, Brooklyn	"
Mar. 29	George W. Arm- strong	246 00	Sewer overflow, No. 509 Graham avenue, Brooklyn.....	Towns & McCrossin.	Mar. 31	Henry F. Bertram.	200 00	Sewer overflow, No. 681 Bedford ave- nue, Brooklyn	"
Mar. 29	Jacob Bonhard....	312 00	Sewer overflow, No. 231 Howard avenue, Brooklyn.....	"	Mar. 31	Henry F. Bertram.	321 50	Sewer overflow, No. 681 Bedford ave- nue, Brooklyn	"
Mar. 29	Annie Christiania.	200 00	Sewer overflow, No. 423 Central avenue, Brooklyn.....	"	Mar. 31	Henry F. Bertram.	420 90	Sewer overflow, No. 681 Bedford ave- nue, Brooklyn	"
Mar. 29	Michael J. Clancy.	410 00	Sewer overflow, No. 73 Howard avenue, Brooklyn.....	"	Mar. 31	Henry F. Bertram.	267 40	Sewer overflow, No. 681 Bedford ave- nue, Brooklyn	"
Mar. 29	Cesare D' Am- brosia	485 00	Sewer overflow, No. 348 Hamburg avenue, Brooklyn.....	"	Mar. 31	Henry F. Bertram.	264 00	Sewer overflow, No. 681 Bedford ave- nue, Brooklyn	"
Mar. 29	Catharine Flood..	163 00	Sewer overflow, No. 504 Graham avenue, Brooklyn.....	"	Mar. 31	Louisa Costabella..	279 00	Sewer overflow, No. 11 Carroll street, Brooklyn	"
Mar. 29	Joseph Grieger...	300 00	Sewer overflow, No. 524 Central avenue, Brooklyn.....	"	Mar. 31	Gustave Cohen....	139 00	Sewer overflow, No. 360 Warren street, Brooklyn	"
Mar. 29	Louis Levy.....	190 50	Sewer overflow, No. 531 Graham avenue, Brooklyn.....	"	Mar. 31	Michael Clynes....	224 00	Sewer overflow, No. 89 Nelson street, Brooklyn	"
Mar. 29	Charles Petraglia.	600 00	Sewer overflow, No. 417 Central avenue, Brooklyn.....	"	Mar. 31	Michael Clynes....	480 00	Sewer overflow, No. 89 Nelson street, Brooklyn	"
Mar. 29	Mary Petraglia....	478 75	Sewer overflow, No. 417 Central avenue, Brooklyn.....	"	Mar. 31	Michael Clynes....	213 50	Sewer overflow, No. 89 Nelson street, Brooklyn	"
Mar. 29	Sante Pasta.....	495 00	Sewer overflow, No. 702 Evergreen avenue, Brooklyn.....	"	Mar. 31	Michael Clynes....	287 60	Sewer overflow, No. 89 Nelson street, Brooklyn	"
Mar. 29	Frederick Schoep- flin	1,040 00	Sewer overflow, No. 176 Stanhope street, Brooklyn.....	"	Mar. 31	Michael Clynes....	492 50	Sewer overflow, No. 89 Nelson street, Brooklyn	"
Mar. 29	Guiseppe Tafano..	420 00	Sewer overflow, No. 110 Jackson street, Brooklyn.....	"	Mar. 31	A. De Nicolò....	183 75	Sewer overflow, No. 242 Columbia street, Brooklyn	"
Mar. 29	George Weber.....	455 00	Sewer overflow, No. 205 Irving avenue, Brooklyn.....	"	Mar. 31	A. De Nicolò....	169 75	Sewer overflow, No. 242 Columbia street, Brooklyn	"
Mar. 29	Frank W. Foley..	299 00	Sewer overflow, No. 191 Douglas street, Brooklyn.....	Robt. Stewart.	Mar. 31	S. De Gregorio...	370 00	Sewer overflow, No. 7 Carroll street, Brooklyn	"
Mar. 29	John Feeley.....	126 25	Sewer overflow, No. 196 Tillary street, Brooklyn.....	"	Mar. 31	S. De Gregorio...	380 00	Sewer overflow, No. 7 Carroll street, Brooklyn	"
Mar. 29	Mary Kenney.....	773 25	Sewer overflow, No. 239 Bond street, Brooklyn.....	"	Mar. 31	S. De Gregorio...	446 00	Sewer overflow, No. 7 Carroll street, Brooklyn	"
Mar. 29	Roger Ryan.....	210 00	Sewer overflow, No. 201 Tillary street, Brooklyn.....	"	Mar. 31	S. De Gregorio...	420 00	Sewer overflow, No. 7 Carroll street, Brooklyn	"
Mar. 29	Annie Cleary.....	15,000 00	Personal injuries sustained in front of Nos. 343 and 345 Flushing avenue, Brooklyn	O. N. Jacoby.	Mar. 31	S. De Gregorio...	480 00	Sewer overflow, No. 7 Carroll street, Brooklyn	"
Mar. 30	Stephen Schubert..	500 00	Personal injuries sustained February 11, 1905, in front of No. 106 North Eighth street, Brooklyn...	Frank A. Acer.	Mar. 31	Vincent D'Anna..	196 00	Sewer overflow, No. 133 Van Brunt street, Brooklyn	"
Mar. 30	Mary Hanly.....	5,000 00	Personal injuries sustained January 3, 1905, in front of Nos. 244 to 248 Emerson place, Brooklyn...	Lewis L. Fawcett.	Mar. 31	Vincent D'Anna..	283 00	Sewer overflow, No. 133 Van Brunt street, Brooklyn	"
Mar. 30	John Brady.....	.....	Services rendered as Inspector of Regulating, Grading, etc., Febru- ary 20, 1905, to date.....	W.M. Sullivan.	Mar. 31	Vincent D'Anna..	489 00	Sewer overflow, No. 133 Van Brunt street, Brooklyn	"
Mar. 30	John J. Dillon....	774 19	Services rendered as Assistant Cashier, Department of Finance, The Bronx, May 23, 1899, to January 14, 1900.....	I. L. Bamberger.	Mar. 31	Vincent D'Anna..	222 00	Sewer overflow, No. 133 Van Brunt street, Brooklyn	"
Mar. 30	Henry C. Moore..	2,460 00	Unpaid balance of salary, Teacher Public School 9, Brooklyn, May, 1900, to March, 1905.....	Samuel Widder.	Mar. 31	Lauro Esposito...	270 00	Sewer overflow, No. 76 Hamilton ave- nue, Brooklyn	"
Mar. 31	Lizzie Terriere, ad- ministratrix .....	.....	Personal injuries sustained February, 1905, by Mary Williamson, North First street and Berry street, Brooklyn, resulting in her death..	F. B. Fenwick.	Mar. 31	Lauro Esposito...	312 75	Sewer overflow, No. 76 Hamilton ave- nue, Brooklyn	"
Mar. 31	Elizabeth Moran..	5,000 00	Personal injuries sustained February 27, 1905, Franklin and Java streets, Brooklyn	C. S. Rosenthal.	Mar. 31	Andrew Esposito..	478 25	Sewer overflow, No. 238 Prospect street, Brooklyn	"
Mar. 31	Mary Goldberg....	5,000 00	Personal injuries sustained March 3, 1905, in front of No. 8 East Ninth street, Manhattan.....	"	Mar. 31	Andrew Esposito..	300 00	Sewer overflow, No. 238 Prospect street, Brooklyn	"
Mar. 31	Mrs. Henry Maurer	150 00	Damages to carriage in Seventy-ninth street by Department of Street Cleaning employee throwing mud into same	Edward Wells, Jr.	Mar. 31	Joseph Fox.....	308 50	Sewer overflow, No. 199 Lee avenue, Brooklyn	"
Mar. 31	L. F. Folsom.....	.....	Damages to sidewalk, No. 57 East Fifty-second street, Manhattan, by trucks driving over it.....	William J. Walsh.	Mar. 31	Alexander Gorga..	204 70	Sewer overflow, No. 23 Park avenue, Brooklyn	"
Mar. 31	S. Oppenheimer & Co.	66 60	Cost of repairs in sewer pipe, No. 96 Pearl street, clogged up and caus- ing overflow	"	Mar. 31	Axel Jacobson....	165 00	Sewer overflow, No. 62 Hamilton ave- nue, Brooklyn	"
Mar. 31	Barber Asphalt Paving Com- pany	939 03	Laying new asphalt pavement and re- laying old, at intersection of Cherry and Jefferson streets, Manhattan, as per agreement of July 26, 1902	"	Mar. 31	Axel Jacobson....	190 00	Sewer overflow, No. 62 Hamilton ave- nue, Brooklyn	"
Mar. 31	James McQuade...	180 00	Prevailing rate of wages, Stoker, Charities, Manhattan, October 1, 1904, to March 31, 1905.....	"	Mar. 31	Axel Jacobson....	180 00	Sewer overflow, No. 62 Hamilton ave- nue, Brooklyn	"
Mar. 31	Charles McGovern	230 00	Prevailing rate of wages, Stoker, Water Supply, Brooklyn, October 11, 1899, to September 30, 1901.	"	Mar. 31	Axel Jacobson....	233 00	Sewer overflow, No. 62 Hamilton ave- nue, Brooklyn	"
Mar. 31	James Burns.....	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	"	Mar. 31	Morris Kann.....	122 50	Sewer overflow, No. 129 Third ave- nue, Brooklyn	"
Mar. 31	David Benson.....	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	"	Mar. 31	Frank W. Kalb...	136 50	Sewer overflow, No. 198 Lee avenue, Brooklyn	"
Mar. 31	Thomas Byrne....	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	"	Mar. 31	Frank W. Kalb...	111 20	Sewer overflow, No. 198 Lee avenue, Brooklyn	"
Mar. 31	Thomas Callahan..	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	"	Mar. 31	Charles A. Lewis..	120 75	Sewer overflow, No. 125 Third ave- nue, Brooklyn	"
Mar. 31	N. Campaglio....	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	"	Mar. 31	Ludvig Lazar....	409 00	Sewer overflow, No. 182 Columbia street, Brooklyn	"
Mar. 31	Henry Finnegan..	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	"	Mar. 31	Ludvig Lazar....	332 00	Sewer overflow, No. 182 Columbia street, Brooklyn	"
Mar. 31	C. Lantano.....	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	"	Mar. 31	Ludvig Lazar....	500 00	Sewer overflow, No. 182 Columbia street, Brooklyn	"
Mar. 31	John Malone.....	245 00	Wages during unlawful suspension, Department of Street Cleaning, Brooklyn, April 1, 1899, to No- vember 30, 1899.....	"	Mar. 31	Ludvig Lazar....	351 50	Sewer overflow, No. 182 Columbia street, Brooklyn	"
					Mar. 31	Antonio Martelly.	171 00	Sewer overflow, No. 182 Columbia street, Brooklyn	"
					Mar. 31	Guiseppa Martone.	203 00	Sewer overflow, No. 197 Hudson ave- nue, Brooklyn	"
					Mar. 31	Frank Miceli.....	194 50	Sewer overflow, No. 310 Hudson ave- nue, Brooklyn	"
					Mar. 31	Frank Miceli.....	181 00	Sewer overflow, No. 198 Hamilton avenue, Brooklyn	"
					Mar. 31	Guiseppa Monaco..	412 00	Sewer overflow, No. 121 Navy street, Brooklyn	"
					Mar. 31	Guiseppa Monaco..	500 00	Sewer overflow, No. 117 Navy street, Brooklyn	"
					Mar. 31	Caroline E. Mosher	443 50	Sewer overflow, No. 835 Fulton street, Brooklyn	"
					Mar. 31	Caroline E. Mosher	465 30	Sewer overflow, No. 835 Fulton street, Brooklyn	"
					Mar. 31	Caroline E. Mosher	500 00	Sewer overflow, No. 835 Fulton street, Brooklyn	"
					Mar. 31	Caroline E. Mosher	500 00	Sewer overflow, No. 835 Fulton street, Brooklyn	"
					Mar. 31	Caroline E. Mosher	400 30	Sewer overflow, No. 835 Fulton street, Brooklyn	"
					Mar. 31	Maria Monello....	161 25	Sewer overflow, No. 52 Union street, Brooklyn	"
					Mar. 31	Maria Monello....	179 75	Sewer overflow, No. 52 Union street, Brooklyn	"
					Mar. 31	Maria Monello....	221 00	Sewer overflow, No. 52 Union street, Brooklyn	"
					Mar. 31	Maria Monello....	155 50	Sewer overflow, No. 52 Union street, Brooklyn	"
					Mar. 31	Michele Maresca..	214 00	Sewer overflow, No. 230 Columbia street, Brooklyn	"
					Mar. 31	Michele Maresca..	233 00	Sewer overflow, No. 230 Columbia street, Brooklyn	"
					Mar. 31	Michele Maresca..	201 00	Sewer overflow, No. 230 Columbia street, Brooklyn	"
					Mar. 31	Michele Maresca..	214 00	Sewer overflow, No. 230 Columbia street, Brooklyn	"
					Mar. 31	Michele Maresca..	180 50	Sewer overflow, No. 230 Columbia street, Brooklyn	"
					Mar. 31	Michele Maresca..	138 00	Sewer overflow, No. 104 Sackett street, Brooklyn	"
					Mar. 31	Nels J. Nelson...	420 00	Sewer overflow, No. 364 Warren street, Brooklyn	"

Date Filed.	Claimant.	Amount.	Nature of Claim.	Attorney.	Date Filed.	Claimant.	Amount.	Nature of Claim.	Attorney.
Mar. 31	Nels J. Nelson...	480 00	Sewer overflow, No. 329 Warren street, Brooklyn	C. D. Cruikshank.	Mar. 31	Chas. A. Werner.	500 00	Sewer overflow, No. 128 Third avenue, Brooklyn	C. D. Cruikshank.
Mar. 31	Nels J. Nelson...	400 00	Sewer overflow, No. 364 Warren street, Brooklyn	"	Mar. 31	Chas. A. Werner.	352 75	Sewer overflow, No. 128 Third avenue, Brooklyn	"
Mar. 31	Nels J. Nelson...	355 00	Sewer overflow, No. 329 Warren street, Brooklyn	"	Apr. 1	Caroline Beattie..	20 000 00	Personal injuries sustained December 22, 1904, at No. 125 Tillary street, Brooklyn	L. H. Prendergast.
Mar. 31	John J. Soehnlein	496 00	Sewer overflow, No. 382 Marcy avenue, Brooklyn	"	Apr. 1	Margaret McDon-	.....	Personal injuries sustained February 25, 1905, in front of No. 912 Dean street, Brooklyn	"
Mar. 31	John J. Soehnlein	446 25	Sewer overflow, No. 382 Marcy avenue, Brooklyn	"	Apr. 1	Adele Winckler...	25,000 00	Personal injuries sustained February 19, 1905, Fifty-fifth street, between Broadway and Eighth avenue, Manhattan	Edw. A. Sumner.
Mar. 31	John J. Soehnlein	479 25	Sewer overflow, No. 382 Marcy avenue, Brooklyn	"	Apr. 1	Timothy G. Sellev	2,193 62	Award for Damage Nos. 3, 4B and 4C, opening East Seventeenth street, from Avenue S, etc., Brooklyn	C. C. Ferris.
Mar. 31	John J. Soehnlein	500 00	Sewer overflow, No. 382 Marcy avenue, Brooklyn	"	Apr. 1	Joseph A. Gargiulo	100,000 00	Damages to property, Westchester County, by diverting course of Byram river	F. Bartlett.
Mar. 31	John J. Soehnlein	500 00	Sewer overflow, No. 382 Marcy avenue, Brooklyn	"	Apr. 1	Chas. McCauley...	2,000 00	Sewer overflow, No. 354 Oakland street, Brooklyn	Towns & McCrossin.
Mar. 31	John J. Soehnlein	465 75	Sewer overflow, No. 382 Marcy avenue, Brooklyn	"	Apr. 1	Pasquale Bamonte.	428 00	Sewer overflow, No. 32 Withers street, Brooklyn	"
Mar. 31	Frank Salemme...	360 75	Sewer overflow, No. 128 Hudson street, Brooklyn	"	Apr. 1	Pasquale Bamonte.	325 00	Sewer overflow, No. 32 Withers street, Brooklyn	"
Mar. 31	Frank Salemme...	302 50	Sewer overflow, No. 128 Hudson street, Brooklyn	"	Apr. 1	Robert Ferguson..	450 50	Sewer overflow, No. 13 Ainslie street, Brooklyn	"
Mar. 31	Edward Tum Suden	410 00	Sewer overflow, No. 1490 Fulton street, Brooklyn	"	Apr. 1	L. & R. Gifone...	300 00	Sewer overflow, No. 20 Skillman avenue, Brooklyn	"
Mar. 31	Edward Tum Suden	204 25	Sewer overflow, No. 1225 Bedford avenue, Brooklyn	"	Apr. 1	Annie B. Goodwin.	325 00	Sewer overflow, No. 621 Evergreen avenue, Brooklyn	"
Mar. 31	Edward Tum Suden	184 50	Sewer overflow, No. 1225 Bedford avenue, Brooklyn	"	Apr. 1	George R. Pfaden-	173 50	Sewer overflow, No. 155 Union avenue, Brooklyn	"
Mar. 31	Donato Vallario...	300 25	Sewer overflow, No. 310 Hudson avenue, Brooklyn	"	Apr. 1	Chas. Schindel....	779 30	Sewer overflow, No. 403 Leonard street, Brooklyn	"
Mar. 31	Donato Vallario...	406 50	Sewer overflow, No. 121 Navy street, Brooklyn	"	Apr. 1	Christopin Taylor.	280 00	Sewer overflow, No. 71a Howard avenue, Brooklyn	"
Mar. 31	Charles H. Vahl..	215 25	Sewer overflow, No. 267 Nassau street, Brooklyn	"	Apr. 1	Henry F. Wharton	385 00	Sewer overflow, No. 124 North Fifth street, Brooklyn	"
Mar. 31	Charles H. Vahl..	214 30	Sewer overflow, No. 267 Nassau street, Brooklyn	"	Apr. 1	George Weber.....	410 00	Sewer overflow, No. 205 Irving avenue, Brooklyn	"
Mar. 31	Charles H. Vahl..	199 70	Sewer overflow, No. 267 Nassau street, Brooklyn	"	Apr. 1	Bernat Wiesner...	315 00	Sewer overflow, No. 75 Howard avenue, Brooklyn	"
Mar. 31	Wm. Woelckens.	219 85	Sewer overflow, No. 684 Bedford avenue, Brooklyn	"	Apr. 1	Anna Wolff.....	264 00	Sewer overflow, No. 147 Frost street, Brooklyn	"
Mar. 31	Wm. Woelckens.	410 00	Sewer overflow, No. 684 Bedford avenue, Brooklyn	"					
Mar. 31	Wm. Woelckens.	270 25	Sewer overflow, No. 684 Bedford avenue, Brooklyn	"					
Mar. 31	Chas. A. Werner.	305 00	Sewer overflow, No. 128 Third avenue, Brooklyn	"					
Mar. 31	Chas. A. Werner.	385 75	Sewer overflow, No. 128 Third avenue, Brooklyn	"					

Contracts Registered for the Week Ending April 1, 1905.

No.	Date of Contract.	Department.	Borough.	Names of Contractors.	Names of Sureties.	Amount of Bond.	Description of Work.	Cost.
12428	Mar. 14, 1905	President of the Borough of Brooklyn	Brooklyn.....	The Barber Asphalt Paving Company.....	The Empire State Surety Company; the United States Fidelity and Guaranty Company	\$4,500 00	For regulating and repaving with asphalt pavement on a concrete foundation the roadway of Lorimer street, from Grand street to Bayard street, together with all work incidental thereto, Borough of Brooklyn.....	Estimate, \$11,811 80
12429	Mar. 14, 1905	President of the Borough of Brooklyn	Brooklyn.....	The Barber Asphalt Paving Company.....	The Empire State Surety Company; the United States Fidelity and Guaranty Company	24,000 00	For regulating and repaving with asphalt pavement on a concrete foundation the roadway of Atlantic avenue, from Dewey place to East New York avenue on the north side and to Georgia avenue on the south side, together with all work incidental thereto, Borough of Brooklyn	Estimate, 69,189 40
12430	Mar. 14, 1905	President of the Borough of Brooklyn	Brooklyn.....	The Barber Asphalt Paving Company.....	The Empire State Surety Company; the United States Fidelity and Guaranty Company	23,000 00	For regulating and repaving with asphalt pavement on a concrete foundation the roadway of Atlantic avenue, from Troy avenue to Dewey place, together with all work incidental thereto, Borough of Brooklyn.....	Estimate, 66,599 85
12431	Mar. 14, 1905	President of the Borough of Brooklyn	Brooklyn.....	The Barber Asphalt Paving Company.....	The Empire State Surety Company; the United States Fidelity and Guaranty Company	20,000 00	For repairing and maintaining the asphalt pavement on the following-named streets in the Borough of Brooklyn: Agate court, between Atlantic avenue and 150 feet north, etc., etc.....	Estimate, 53,775 00
12432	Mar. 15, 1905	Public Charities.	All Boroughs..	Whitall-Tatum Company..	United States Guarantee Company	1,500 00	For furnishing and delivering hospital supplies.....	Total, 2,953 22
12433	Mar. 21, 1905	Public Charities.	All Boroughs..	Siegel Cooper Company..	American Surety Company of New York	936 00	For furnishing and delivering rubber goods.....	Total, 1,871 25
12434	Mar. 20, 1905	Public Charities.	All Boroughs..	Abraham & Straus.....	The Aetna Indemnity Company	1,351 00	For furnishing and delivering dry goods, etc.....	Total, 2,690 23
12435	Mar. 22, 1905	Public Charities.	All Boroughs..	Samuel Lewis	American Surety Company of New York	1,227 00	For furnishing and delivering hardware.....	Total, 2,452 37
12436	Mar. 21, 1905	Public Charities.	All Boroughs..	Albert Winternitz	Fidelity and Deposit Company of Maryland	500 00	For furnishing labor and material required to connect with sewer the leaders of the three new cottages, New York City Farm Colony, Borough of Richmond..	Total, 673 00
12437	Mar. 18, 1905	Public Charities.	All Boroughs..	Johnson & Johnson.....	American Surety Company of New York	2,544 00	For furnishing and delivering hospital supplies.....	Total, 5,088 00
12438	Mar. 24, 1905	Public Charities.	All Boroughs..	J. Ellwood Lee Company.	American Surety Company of New York	855 00	For furnishing and delivering hospital supplies.....	Total, 1,715 00
12439	Mar. 21, 1905	Public Charities.	All Boroughs..	The Manhattan Supply Company	James S. Barron; William H. Barron	5,930 00	For furnishing and delivering dry goods, etc.....	Total, 11,863 16
12440	Feb. 16, 1905	Health	All Boroughs..	Eimer & Amend.....	American Surety Company of New York	260 00	For furnishing and delivering chemicals, etc.....	Estimate, 571 15
12441	Mar. 21, 1905	Health	All Boroughs..	John Adikes	The Empire State Surety Company	300 00	For furnishing and delivering forage, Borough of Queens..	Estimate, 648 05
12442	Mar. 20, 1905	Health	All Boroughs..	Burbec Dry Dock Company	American Bonding Company of Baltimore; Fidelity and Deposit Company of Maryland.	31,238 00	For furnishing all the labor and furnishing and erecting all the materials necessary or required to construct and deliver, complete, a steel twin-screw propelling steamboat for the Department of Health.....	Total, 62,475 00
12443	Mar. 15, 1905	Education	Brooklyn.....	David E. Baisley	The Empire State Surety Company	400 00	For furnishing and operating stages to convey pupils to and from the schools for the year ending December 31, 1905, Borough of Brooklyn.....	Total, 540 00

No.	Date of Contract.	Department.	Borough.	Names of Contractors.	Names of Sureties.	Amount of Bond.	Description of Work.	Cost.
12444	Mar. 9, 1905	Education	Manhattan and Brooklyn	Samuel E. Hunter	The Empire State Surety Company	450 00	For furnishing and delivering supplies (fruits and vegetables), boroughs of Manhattan and Brooklyn. Estimated cost, as per Comptroller's certificate. \$900 00	
12445	Mar. 13, 1905	Education	Manhattan and Brooklyn	S. S. Strauss & Bro.	American Surety Company of New York	300 00	For furnishing and delivering supplies (meats), boroughs of Manhattan and Brooklyn. Estimated cost, as per Comptroller's certificate \$600 00	
12446	Mar. 15, 1905	Education	Manhattan and Brooklyn	Abraham & Straus	The Aetna Indemnity Company	250 00	For furnishing and delivering supplies (groceries, etc.), boroughs of Manhattan and Brooklyn. Estimated cost, as per Comptroller's certificate \$500 00	
12447	Mar. 17, 1905	Education	Manhattan and Brooklyn	Neidlinger Bros.	American Surety Company of New York	50 00	For furnishing and delivering supplies (corks), all boroughs. Estimated cost, as per Comptroller's certificate \$100 00	
12448	Mar. 13, 1905	Education	Queens	William Horne Company	The Title Guaranty and Trust Company of Scranton, Pa.	2,200 00	For improving premises of Public School 5, Borough of Queens	3,994 00
12449	Mar. 15, 1905	Education	Manhattan	W. H. Spelman	The Empire State Surety Company; the Title Guaranty and Trust Company of Scranton, Pa.	30,000 00	For sanitary work and gas fitting of DeWitt Clinton High School, Borough of Manhattan	45,411 00
12450	Mar. 13, 1905	Education	Manhattan	Murray Hill Iron Works Company	National Surety Company	400 00	For erecting iron gates and railings at Public School 190, Borough of Manhattan	719 00
12451	Mar. 15, 1905	Education	Manhattan	Walker & Chambers	Fidelity and Deposit Company of Maryland; the United States Fidelity and Guaranty Company	11,000 00	For installing heating and ventilating apparatus for additions to and alterations in Public School 104, Borough of Manhattan	20,400 00
12452	Feb. 9, 1905	President of the Borough of Brooklyn	Brooklyn	Donlon Contracting Company	The Empire State Surety Company	7,000 00	For replacing sewers and appurtenances, together with the work incidental thereto, in Atlantic avenue, southerly side, from Howard avenue to Stone avenue, Borough of Brooklyn	9,312 07
12453	Mar. 23, 1905	Parks	Brooklyn and Queens	The Bracken - McAvaney Company	The Empire State Surety Company	5,000 00	For furnishing and delivering top soil or garden mould, boroughs of Brooklyn and Queens	11,202 87
12454	Feb. 17, 1905	Health	All Boroughs	Charles Morgan and Alfred Y. Morgan, composing the firm of John Morgan	National Surety Company	532 00	For furnishing and delivering mineral waters, boroughs of Manhattan, The Bronx and Brooklyn	1,170 40
12455	Mar. 27, 1905	Public Charities	All Boroughs	John W. Terry	Francis H. Leggett; Charles K. Sherwood	720 00	For furnishing and delivering hospital supplies	1,440 00
12456	Sept. 8, 1904	Water Supply, Gas and Electricity	Manhattan	Gas Consumers' Association of the United States	The Fidelity and Casualty Company of New York	2,000 00	For furnishing gas or other illuminating material for, and for lighting, extinguishing, cleaning, repairing and maintaining the public lamps and supplying gas, etc., for new lamps when required, and for making certain repairs to lamp-posts and for furnishing burners and appliances of improved system of lighting streets, public buildings, avenues, piers, parks and public places, Borough of Manhattan, for the term of one year from March 16, 1904. Estimated cost, as per Comptroller's certificate \$5,000 00	
12457	Mar. 28, 1905	Docks and Ferries	All Boroughs	The Sicilian Asphalt Paving Company	The Title Guaranty and Trust Company of Scranton, Pa.; the Empire State Surety Company	43,000 00	For repairing asphalt pavements on the North and East rivers, together with all work incidental thereto	111,000 00
12458	Mar. 27, 1905	Docks and Ferries	All Boroughs	The Snare & Triest Company	American Bonding Company of Baltimore	23,000 00	For preparing for and removing the present Pier, old 19, East river, Borough of Manhattan, and building a new Pier between Maiden lane and Burling slip, to be known as Pier No. 15, or Burling Slip Pier, West	56,863 00
12459	Mar. 6, 1905	Police	All Boroughs	The James Reilly Repair and Supply Company	The Empire State Surety Company	70 00	For furnishing and delivering supplies (hardware)	134 63
12460	Feb. 7, 1905	Police	All Boroughs	Western Electric Company	American Surety Company of New York	400 00	For furnishing and delivering telegraph and telephone supplies	745 50
12461	Mar. 22, 1905	Parks	Brooklyn and Queens	A. M. Stein & Co.	The Empire State Surety Company	1,000 00	For furnishing and delivering horses, boroughs of Brooklyn and Queens	2,138 00
12462	Mar. 17, 1905	Parks	Brooklyn and Queens	Thomas M. DeLaney	The Aetna Indemnity Company	1,000 00	For furnishing and delivering plumbing supplies, Borough of Brooklyn	2,403 29
12463	Mar. 22, 1905	Parks	Brooklyn and Queens	The Manhattan Supply Company	James S. Barron; William H. Barron	750 00	For furnishing and delivering rubber goods, Borough of Brooklyn	1,474 37
12464	Mar. 22, 1905	Parks	Brooklyn and Queens	The Manhattan Supply Company	James S. Barron; William H. Barron	1,000 00	For furnishing and delivering hardware supplies, Borough of Brooklyn	4,504 62
12465	Mar. 20, 1905	President of the Borough of The Bronx	The Bronx	George Eickwort	The Title Guaranty and Trust Company of Scranton, Pa.	5,000 00	For the completion of abandoned Contract No. 4639, for regulating, grading, setting curbstones, flagging the sidewalks, laying crosswalks, building approaches and placing fences in Trinity avenue, from Westchester avenue to Dater street, together with all work incidental thereto, Borough of The Bronx	17,252 20
12466	Mar. 13, 1905	President of the Borough of The Bronx	The Bronx	James E. Potterton	The Empire State Surety Company; the Title Guaranty and Trust Company of Scranton, Pa.	6,000 00	For regulating, grading, setting curbstones, flagging the sidewalks, laying crosswalks, building approaches and placing fences in Villa avenue, from the Southern Boulevard to Van Cortlandt avenue, together with the work incidental thereto, Borough of The Bronx	15,599 00
12467	Mar. 20, 1905	President of the Borough of The Bronx	The Bronx	Joseph Gallo	The Title Guaranty and Trust Company of Scranton, Pa.	1,300 00	For regulating and grading, setting curbstones, flagging the sidewalks, laying crosswalks, building approaches and placing fences in Burnside avenue, from Tremont avenue to Ryer avenue, together with the work incidental thereto, Borough of The Bronx	3,497 00

No.	Date of Contract.	Department.	Borough.	Names of Contractors.	Names of Sureties.	Amount of Bond.	Description of Work.	Cost.
12468	Mar. 27, 1905	Public Charities.	All Boroughs..	Robert C. Ogden.....	American Surety Company of New York	3,233 00	For furnishing and delivering uniforms and uniform goods	6,465 51
12469	Mar. 27, 1905	Correction	Manhattan....	John W. Terry.....	Francis H. Leggett; Charles K. Sherwood	2,690 00	For furnishing and delivering groceries, Borough of Manhattan	5,373 30
12470	Mar. 27, 1905	Correction	Brooklyn.....	John W. Terry	Francis H. Leggett; Charles K. Sherwood	2,650 00	For furnishing and delivering groceries, Borough of Brooklyn	5,303 80
12471	Mar. 24, 1905	Correction	Manhattan....	James Tregarthen & Son.	The Empire State Surety Company	515 00	For alterations and repairs to launch "Thomas F. Gilroy" ..	1,023 00
12472	Mar. 20, 1905	President of the Borough of Brooklyn	Brooklyn.....	William J. Redmond....	The Empire State Surety Company	400 00	For constructing sewer-basins and appurtenances, together with the work incidental thereto, at the northerly and westerly corners of Fifty-fifth street and Thirteenth avenue, and sewer in Fifty-fifth street, from Thirteenth to New Utrecht avenue, Borough of Brooklyn.....	387 57
12473	Mar. 20, 1905	President of the Borough of Brooklyn	Brooklyn.....	Cranford Company	The Empire State Surety Company; the Title Guaranty and Trust Company of Scranton, Pa.	2,500 00	For regulating and paving with asphalt pavement on a concrete foundation the roadway of Eightieth street, from Second avenue to Third avenue, together with all work incidental thereto, Borough of Brooklyn.....	5,784 51
12474	Mar. 22, 1905	President of the Borough of Brooklyn	Brooklyn.....	Bedford Construction Company	The Empire State Surety Company	1,800 00	For regulating, grading, curbing, guttering and laying sidewalks on Lincoln road, from Rogers avenue to Nostrand avenue, together with all work incidental thereto, Borough of Brooklyn.....	3,427 51
12475	Mar. 21, 1905	President of the Borough of Brooklyn	Brooklyn.....	M. F. Hickey.....	The Aetna Indemnity Company	4,000 00	For regulating, grading, curbing, guttering and laying sidewalks on Seventy-fifth street, from Second avenue to Fifth avenue, together with all work incidental thereto, Borough of Brooklyn.....	10,037 10
12476	Mar. 23, 1905	President of the Borough of Brooklyn	Brooklyn.....	Frank M. Walsh.....	The Empire State Surety Company	1,500 00	For regulating, grading, curbing and laying sidewalks on Hemlock street, from Jamaica avenue to Etna street, together with all work incidental thereto, Borough of Brooklyn.....	4,886 86

Approval of Sureties for the Week Ending April 1, 1905.

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

March 27, 1905—For supplies of forage, Borough of Brooklyn—For Department of Street Cleaning.
Milton Rathbun Company, No. 453 Fourth avenue, Principal.
American Surety Company of New York, No. 100 Broadway, Surety.

March 27, 1905—For furnishing switchboards, The City of New York—For Department of Bridges.
Thompson-Bonney Company, No. 45 York street, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Surety.

March 27, 1905—For ten horses for volunteer companies, Borough of Queens—For Fire Department.
A. M. Stein & Co., No. 229 Washington street, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Surety.

March 28, 1905—For groceries and provisions, Borough of Brooklyn—For Disciplinary Training School.
Harry Balfé, No. 331 Jefferson avenue, Principal.
American Surety Company of New York, No. 100 Broadway, Surety.

March 28, 1905—For building a sewer in East One Hundred and Sixty-second street—For the President of the Borough of The Bronx.
Bellow & Meritt Company, Tuckahoe, N. Y., Principal.
The Title Guaranty and Trust Company of Scranton, Pa., No. 277 Broadway, Surety.

March 28, 1905—For regulating Two Hundred and Sixth street—For the President of the Borough of The Bronx.
John B. Malatesta, No. 3172 Jerome avenue, Principal.
The Title Guaranty and Trust Company of Scranton, Pa., No. 277 Broadway, Surety.

March 28, 1905—For repairs to asphalt along the water-front, Borough of Manhattan—For Department of Docks and Ferries.
Sicilian Asphalt Paving Company, No. 4 Park row, Principal.
The Title Guaranty and Trust Company of Scranton, Pa., No. 277 Broadway; the Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Sureties.

March 28, 1905—For building a pier at Burling slip, Borough of Manhattan—For Department of Docks and Ferries.
Snare & Triest Company, No. 39 Cortlandt street, Principal.
American Bonding Company of Baltimore, No. 32 Nassau street, Surety.

March 28, 1905—For supplies of forage, boroughs of Manhattan and The Bronx—For Department of Street Cleaning.
P. Lenane & Bro., No. 307 West street, Principal.
American Surety Company of New York, No. 100 Broadway, Surety.

March 28, 1905—For furnishing sixty horses, boroughs of Brooklyn and Queens—For Fire Department.
A. M. Stein & Co., No. 229 Washington street, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Surety.

March 28, 1905—For heating and ventilating work in Public School 31, Borough of Manhattan—For Department of Education.
Ralph J. F. Gerstle Company, No. 341 East Forty-fourth street, Principal.
The United States Fidelity and Guaranty Company, No. 66 Liberty street, New York, Surety.

March 28, 1905—For building a sewer in Beverley road, from Twenty-second street to Bedford avenue—For the President of the Borough of Brooklyn.
James Jennings & Co., No. 631 Belmont avenue, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Surety.

March 28, 1905—For repairs, etc., to steamer "Massasoit," The City of New York—For Department of Correction.
John W. Sullivan, No. 358 South street, Principal.
The United States Fidelity and Guaranty Company, No. 66 Liberty street, New York, Surety.

March 30, 1905—For furnishing supplies—For the President of the Borough of Queens.
Jacob E. Conklin, No. 135 Front street, Principal.
American Surety Company of New York, No. 100 Broadway, Surety.

March 30, 1905—For supplies—For the President of the Borough of Richmond.
Joseph Johnson's Sons, Staten Island, Principal.
The Title Guaranty and Trust Company of Scranton, Pa., No. 277 Broadway, Surety.

March 30, 1905—For paving with asphalt President street—For the President of the Borough of Brooklyn.
Brooklyn Alcatraz Asphalt Company, No. 407 Hamilton avenue, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City; the Aetna Indemnity Company, No. 68 William street, Sureties.

March 30, 1905—For supplies for District 2—For the President of the Borough of Richmond.
Joseph Johnson's Sons, Staten Island, Principal.
The Title Guaranty and Trust Company of Scranton, Pa., No. 277 Broadway, Surety.

March 30, 1905—For furnishing hardware—For the President of the Borough of Brooklyn.
Hugh L. Fox, No. 39 East Twenty-seventh street, Principal.
The Title Guaranty and Trust Company of Scranton, Pa., No. 277 Broadway, Surety.

March 30, 1905—For paving with asphalt Fiftieth street—For the President of the Borough of Brooklyn.
Brooklyn Alcatraz Asphalt Company, No. 407 Hamilton avenue, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City; the Aetna Indemnity Company, No. 68 William street, Sureties.

March 30, 1905—For chemical supplies for use of Department—For the President of the Borough of Brooklyn.
Abram L. Hirsh, No. 368 Greenwich street, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Surety.

March 30, 1905—For laying sidewalks in Avenue I—For the President of the Borough of Brooklyn.
Rockefeller Brothers, No. 332 Lenox road, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Surety.

March 30, 1905—For regulating Norman avenue—For the President of the Borough of Brooklyn.
John Monahan, No. 615 St. Nicholas avenue, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Surety.

March 30, 1905—For building a sewer in Seventy-sixth street—For the President of the Borough of Brooklyn.
Murphy Brothers, No. 251 Cropsey avenue, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Surety.

March 30, 1905—For supplies of lime—For the President of the Borough of Brooklyn.
James A. Kearney, One Hundred and Twenty-fifth street and St. John's place, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Surety.

March 30, 1905—For building a pier at Pike slip, Borough of Manhattan—For Department of Docks and Ferries.
R. P. & J. H. Staats, Incorporated, No. 29 Broadway, Principal.
Fidelity and Deposit Company of Maryland, No. 35 Wall street, New York City, Surety.

March 30, 1905—For supplies of forage—For the President of the Borough of Brooklyn.
Gasteiger & Schaefer, No. 7 Sheffield avenue, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Surety.

March 30, 1905—For paving with asphalt Chestnut street—For the President of the Borough of Brooklyn.
Interstate Paving Company, No. 404 Temple Bar, Principal.
The Aetna Indemnity Company, No. 68 William street; the Title Guaranty and Trust Company of Scranton, Pa., No. 277 Broadway, Sureties.

March 30, 1905—For building sewer basin at Barbey street—For the President of the Borough of Brooklyn.
T. J. Farrell, No. 20 Jefferson Building, Principal.
The Aetna Indemnity Company, No. 68 William street, Surety.

- March 30, 1905—For supplies for District 3—For the President of the Borough of Richmond.
Joseph Johnson's Sons, Staten Island, Principal.
The Title Guaranty and Trust Company of Scranton, Pa., No. 277 Broadway, Surety.
- March 30, 1905—For transportation and burial of pauper dead, Borough of Queens—For the Department of Public Charities.
Henry Schlitz, No. 722 Metropolitan avenue, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Surety.
- March 30, 1905—For paving with asphalt East One Hundred and Eighty-third street—For the President of the Borough of The Bronx.
Continental Asphalt Paving Company, No. 42 Broadway, Principal.
The United States Fidelity and Guaranty Company, No. 66 Liberty street, New York; Fidelity and Deposit Company of Maryland, No. 35 Wall street, New York City, Sureties.
- March 30, 1905—For building pier at the foot of East Thirty-fifth street, Borough of Manhattan—For Department of Docks and Ferries.
New York State Construction Company, No. 78 Broad street, Principal.
Thomas Conville, No. 145 East Forty-fifth street; William Volk, No. 429 East Eighty-fourth street, Sureties.
- March 31, 1905—For supplies of kindling wood, boroughs of Manhattan and The Bronx—For Fire Department.
C. Daly, No. 568 West Thirty-fourth street, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Surety.
- March 31, 1905—For furnishing coal—For the President of the Borough of The Bronx.
G. Robitzek & Bro., No. 1109 East One Hundred and Fifty-sixth street, Principal.
The Title Guaranty and Trust Company of Scranton, Pa., No. 277 Broadway, Surety.
- March 31, 1905—For supplies of harness hangers, etc., boroughs of Manhattan and The Bronx—For Fire Department.
George Worthington, No. 40 Warren street, Principal.
The Empire State Surety Company, No. 156 Broadway, Borough of Manhattan, New York City, Surety.
- April 1, 1905—For building a sewer in Locust street—For the President of the Borough of The Bronx.
Patrick G. Hannon, No. 10 Arthur avenue, Principal.
The Title Guaranty and Trust Company of Scranton, Pa., No. 277 Broadway, Surety.
- April 1, 1905—For building pier at the foot of Fulton street, East river, Borough of Manhattan—For Department of Docks and Ferries.
G. B. Spearin, No. 17 Battery place, Principal.
American Bonding Company of Baltimore, No. 32 Nassau street, Surety.
- April 1, 1905—For constructing a sewer in Macomb's road—For the President of the Borough of The Bronx.
Wilton Construction Company, No. 115 Elliott avenue, Principal.
The Title Guaranty and Trust Company of Scranton, Pa., No. 277 Broadway, Surety.
- Opening of Proposals for the Week Ending April 1, 1905.
The Comptroller, by representative, attended the opening of proposals at the following Departments, viz:
- March 27, 1905—For paving with asphalt Fulton street and supplies of broken stone and screenings, Borough of Queens—For the President of the Borough.
March 27, 1905—For electric work in Public School 64; heating and ventilating plants in Public School 83, Borough of Manhattan; for the general construction of Public School 33, Borough of Richmond; for the general construction of Public School 6, Borough of Brooklyn; for contract for delivering supplies to public schools, etc., The City of New York—For the Department of Education.
- March 27, 1905—For building an extension to Pier 32, East river, foot of Pike slip, Borough of Manhattan—For the Department of Docks and Ferries.
- March 28, 1905—For paving Richmond terrace, Wright street, Union street, Post avenue and Canal street, Borough of Richmond—For the President of the Borough.
- March 28, 1905—For erecting a new building for Engine Company 6, on Liberty street, Borough of Manhattan; for supplies of forage, boroughs of Manhattan and The Bronx—For the Fire Department.
- March 29, 1905—For grading lots and supplies of sand, flagstones, etc.; for paving with asphalt Jackson street and improvements in twenty-three other streets, Borough of Brooklyn—For the President of the Borough.
- March 29, 1905—For a dormitory on third floor of the laundry building, North Brother Island, Borough of The Bronx—For the Department of Health.
- March 29, 1905—For coal, forage, kindling wood, etc., boroughs of Manhattan and The Bronx—For the Fire Department.
- March 29, 1905—For street signs, etc.; for paving Amsterdam avenue and improvements in eighteen other streets, Borough of Manhattan—For the President of the Borough.
- March 30, 1905—For building a new pier to be known as Pier 17, East river, Borough of Manhattan—For the Department of Docks and Ferries.
- March 30, 1905—For furnishing three steam-roller and two road scarifiers, Borough of Brooklyn—For the Department of Parks.

Official Designation.

N. Taylor Phillips, Deputy Comptroller, to act as Comptroller from Monday, March 27, 1905, to Saturday, April 8, 1905, 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, March 27, 1905, to Saturday, April 8, 1905, both days inclusive.

N. TAYLOR PHILLIPS, Deputy Comptroller.

CHANGES IN DEPARTMENTS.

DEPARTMENT OF FINANCE.

August 17—Appointed, August 15, 1905, John J. Bell, Jr., No. 329 West Fifty-second street, Manhattan, as Law Clerk, in the Bureau of Real Estate, with salary at \$1,200 per annum.

BUREAU OF BUILDINGS.

Borough of Richmond.

August 17—Death of Mr. Charles A. Jones, Secretary to the Superintendent of Buildings, Borough of Richmond, on August 1, 1905; residence, St. Paul's avenue, Tompkinsville, S. I.

DEPARTMENT OF DOCKS AND FERRIES.

August 17—Sarah M. Cripps, Attendant, has been appointed in the office of the President of the Borough of Manhattan. Her name has therefore been taken from the list of employees of this Department.

August 15—Henry Senese, Dock Laborer, and Louise Voegel, Recreation Pier Attendant, have been dropped from the list of employees for failure to report for duty within the past thirty days.

OFFICIAL DIRECTORY.
CITY OFFICERS.

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business, and at which the Courts regularly open and adjourn, as well as the places where such offices are kept and such Courts are held, together with the heads of Departments and Courts:

EXECUTIVE DEPARTMENT.

Mayor's Office.
No. 5 City Hall, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Telephone, 3022 Cortlandt.

GEORGE B. McCLELLAN, Mayor.
John H. O'Brien, Secretary.
Thomas Hassett, Assistant Secretary.
James A. Rierdon, Chief Clerk and Bond and War- rant Clerk.

Bureau of Weights and Measures.
Room 7, City Hall, 9 A. M. to 4 P. M.; Saturday, 9 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.
John P. Corrigan, Chief of Bureau.
Principal Office, Room 1, City Hall. Gaetano D'Amato, Deputy Chief, Boroughs of Manhattan and The Bronx.

Branch Office, Room 12, Borough Hall, Brooklyn.
Daniel J. Griffin, Deputy Chief, Borough of Brooklyn.
Branch Office, Richmond Building, New Brighton, S. I.; William R. Woelfe, Financial Clerk, Borough of Richmond.
Branch Office, Hackett Building, Long Island City; Charles H. Smith, Financial Clerk, Borough of Queens.

THE CITY RECORD OFFICE.

Bureau of Printing, Stationery and Blank Books.
Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance Room 803, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Telephone, 1505 and 1506 Cortlandt. Supply Room, No. 2 City Hall.
Patrick J. Tracy, Supervisor; Henry McMillen, Deputy Supervisor; C. McKemie, Secretary.

BOARD OF ALDERMEN.

No. 11 City Hall, 10 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Telephone 7560 Cortlandt.
Charles V. Fornes, President.
P. J. Scully, City Clerk.

CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12; 10 A. M. to 4 P. M.; Saturdays, 10 A. M. to 12 M.
Telephone, 7560 Cortlandt.
P. J. Scully, City Clerk and Clerk of the Board of Aldermen.

Thomas Murphy, First Deputy City Clerk.
Michael F. Blake, Chief Clerk of the Board of Aldermen.

Joseph V. Scully, Deputy City 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.

DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 noon.
Edward M. Grout, Comptroller.
N. Taylor Phillips and James W. Stevenson, Deputy Comptrollers.
Hubert L. Smith, Assistant Deputy Comptroller.
Oliver E. Stanton, Secretary to Comptroller.

Main Division.

H. J. Storrs, Chief Clerk, Room 12.
Bookkeeping and Awards Division.
Joseph Haag, Chief Accountant and Bookkeeper.

Stock and Bond Division.

James J. Sullivan, Chief Stock and Bond Clerk, Room 37.

Bureau of Audit—Main Division.

William McKinney, Chief Auditor of Accounts, Room 27.

Law and Adjustment Division.

James F. McKinney, Auditor of Accounts, Room 185.

Investigating Division.

Charles S. Hervey, Auditor of Accounts, Room 178.
Charitable Institutions Division.
Daniel C. Potter, Chief Examiner of Accounts of institutions, Room 38.

Bureau of the City Paymaster.

No. 83 Chambers street, and No. 65 Reade street.
John H. Timmerman, City Paymaster.

Bureau of Engineering.

Stewart Building, Chambers street and Broadway.
Eugene E. McLean, Chief Engineer, Room 55.

Real Estate Bureau.

Mortimer J. Brown, Appraiser of Real Estate, Room 157.

Bureau of Franchises.

Harry P. Nichols, Principal Assistant Engineer in Charge, Room 79.

Bureau for the Collection of Taxes.

Borough of Manhattan—Stewart Building, Room O.
David E. Austen, Receiver of Taxes.
John J. McDonough, Deputy Receiver of Taxes.
Borough of The Bronx—Municipal Building, Third and Tremont avenues.

John B. Underhill, Deputy Receiver of Taxes.
Borough of Brooklyn—Municipal Building, Rooms 2-8.

Jacob S. Van Wyck, Deputy Receiver of Taxes.
Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.

Frederick W. Bleckwenn, Deputy Receiver of Taxes.
Borough of Richmond—Bay and Sand streets, Stapleton.

John DeMorgan, Deputy Receiver of Taxes.

Bureau for the Collection of Assessments and Arrears.

Borough of Manhattan—Stewart Building, Room 8x.

Edward A. Slattery, Collector of Assessments and Arrears.

John B. Adger Mullally, Deputy Collector of Assessments and Arrears.

Borough of The Bronx—Municipal Building, Rooms 1-3.

James J. Donovan, Jr., Deputy Collector of Assessments and Arrears.

Borough of Brooklyn—Municipal Building.

John H. McCooley, Deputy Collector of Assessments and Arrears.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.

Patrick E. Leahy, Deputy Collector of Assessments and Arrears.

Borough of Richmond—Bay and Sand streets, Stapleton.

George Brand, Deputy Collector of Assessments and Arrears.

Bureau for the Collection of City Revenue and of Markets.

Stewart Building, Chambers street and Broadway, Room 121.

Thomas F. Byrnes, Collector of City Revenue and Superintendent of Markets.

James H. Baldwin, Deputy Collector of City Revenue.
David O'Brien, Deputy Superintendent of Markets.

Bureau of the City Chamberlain.

Stewart Building, Chambers street and Broadway, Rooms 63 to 67; and Kings County Court-house, Room 14, Borough of Brooklyn.
Patrick Keenan, City Chamberlain.
John H. Campbell, Deputy Chamberlain.

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Office, No. 277 Broadway.
Frederick L. C. Keating, Commissioner.
John J. Caldwell, Secretary.
Office hours, 9 A. M. to 4 P. M.; Saturday, 9 A. M. to 12 M.
Telephone, 5884 Franklin.

LAW DEPARTMENT.

Office of Corporation Counsel.

Staats-Zeitung Building, 2d, 3d and 4th floors, 9 A. M. to 5 P. M.; Saturdays, 9 A. M. to 12 M.

Telephone, 5366 Cortlandt.
John J. Delany, Corporation Counsel.

Assistants—Theodore Connolly, Charles D. Olen- dorf, George L. Stealing, Charles L. Guy, William P. Burr, Edwin J. Freedman, John L. O'Brien, Terence Farley, James T. Malone, Cornelius F. Collins, William J. O'Sullivan, Arthur C. Butts, Charles N. Harris, George S. Coleman, Charles A. O'Neil, Wil- iam Beers Crowell, Arthur Sweeney, John F. O'Brien, John C. Breckenridge, Louis H. Hahlo, Andrew T. Campbell, Jr., Franklin Chase Hoyt, E. Crosby Kin- dleberger, Montgomery Hare, Thomas F. Noonan, Stephen O'Brien, Charles McIntyre, William H. King, Royal E. T. Riggs, J. Gabriel Brntt.

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Borough of Queens Branch Office—Denis O'Leary, Assistant in charge.

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Nos. 90 and 92 West Broadway, 9 A. M. to 5 P. M.; Saturdays, 9 A. M. to 12 M.

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Nos. 115 and 121 Nassau street, 9 A. M. to 5 P. M. Saturdays, 9 A. M. to 12 M.

Herman Stiebel, Assistant in charge.

Bureau for the Collection of Arrears of Personal Taxes.

No. 280 Broadway (Stewart Building). Office hours for the Public, 10 A. M. to 2 P. M. Saturdays, 10 A. M. to 12 M.

James P. Keenan, Assistant in charge.

Tenement House Bureau and Bureau of Buildings.

No. 44 East Twenty-third street, 9 A. M. to 5 P. M. Saturdays, 9 A. M. to 12 M.

John P. O'Brien, Assistant in charge.

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Rooms 114 and 115 Stewart Building, 9 A. M. to 4 P. M. Telephone, 4315 Franklin.

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Office of Secretary, Room No. 12, Stewart Building. Telephone, 2070 Franklin.

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Telephone, Finance Department, 2070 Franklin. Telephone, Public Improvements, 3454 Franklin.

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John J. Delany, Corporation Counsel.

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Room 207 Stewart Building, 5th floor, 9 A. M. to 4 P. M. Telephone, 1942 Franklin.

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Harry W. Walker, Secretary; Jonas Waldo Smith, Chief Engineer.

POLICE DEPARTMENT.

Central Office.

No. 300 Mulberry street, 9 A. M. to 4 P. M. Telephone, 3100 Spring.

William McAdoo, Commissioner.

Thomas F. McAvoy, First Deputy Commissioner.

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One Hundred and Thirty-eighth street and Mott
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Cornelius A. Bunner, Chief Clerk.

Brooklyn.

No. 42 Court street (Temple Bar Building).
George Russell, Chief Clerk.

Queens.

No. 51 Jackson avenue, Long Island City.
Carl Voegel, Chief Clerk.

Richmond.

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Frank J. Ulrich, Deputy Commissioner.
F. E. V. Dunn, Secretary.
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Saturdays, 9 A. M. to 12 M.
Telephone, 6880 Cortlandt.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park row, 9 A. M. to 4 P. M.
Telephones, Manhattan, 256 Cortlandt; Brooklyn,
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Tompkinsville; Bronx, 62 Tremont.
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I. M. de Verona, Acting Chief Engineer.
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George F. Sever, Consulting Electrical Engineer.
Charles F. Lacombe, Engineer of Surface Construction.
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William R. McGuire, Water Registrar, Brooklyn.
Thomas H. O'Neill, Deputy Commissioner, Borough
of The Bronx, Crotona Park Building, One Hundred
and Seventy-seventh street and Third avenue.
Thomas H. Lynch, Water Registrar, The Bronx.
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Nos. 157 and 159 East Sixty-seventh street.
Telephone, 2230 Plaza, Manhattan; 2356 Main,
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Central Office.
No. 148 East Twentieth street. Office hours from 9
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Foot of East Twenty-sixth street, 9 A. M. to 4 P. M.
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TENEMENT HOUSE DEPARTMENT.

Manhattan Office, No. 44 East Twenty-third street.
Telephone, 5331 Gramercy.
Brooklyn Office, Temple Bar Building, No. 44 Court
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Bronx Office, Nos. 2806 and 2808 Third avenue.
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BOARD OF EDUCATION.
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Rooms 6027 and 6028 Metropolitan Building, No. 1
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Telephone, 5840 Gramercy.
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John L. Jordan, Assistant Superintendent of
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Stephen N. Simonson, Chief Clerk.
Borough of The Bronx—Corner of Third avenue and
One Hundred and Seventy-seventh street. Telephone
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Walter H. Henning, Chief Clerk.
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Borough of Brooklyn—Office, Room 11, Borough
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Mitchell L. Erlanger, Sheriff.
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No. 116 Nassau street. 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.;
John H. J. Ronner, Register; Henry H. Sherman;
Deputy Register.

COUNTY CLERK.

Nos. 8, 9, 10 and 11 New County Court-house
Office hours from 9 A. M. to 2 P. M.
Thomas L. Hamilton, County Clerk.
Henry Birrell, Deputy.
Patrick H. Dunn, Secretary.

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.

PUBLIC ADMINISTRATOR.

No. 119 Nassau street, 9 A. M. to 4 P. M.
William M. Hoes, Public Administrator.

KINGS COUNTY OFFICES, COUNTY COURT, KINGS COUNTY.

County Court-house, Brooklyn, Rooms 10, 19, 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
19 and 22, open daily from 9 A. M. to 4 P. M.; Saturdays,
12 M.
Joseph Aspinall and Frederick E. Crane, County
Judges.
Charles S. Devoy, Chief Clerk.

SURROGATE.

Hall of Records, Brooklyn, N. Y.
James C. Church, Surrogate.
William P. Pickett, Clerk of the Surrogate's Court.
Court opens at 10 A. M. Office hours, 9 A. M. to 4
P. M.; Saturdays, 9 A. M. to 12 M.

SHERIFF.

County Court-house, Brooklyn, N. Y.
9 A. M. to 4 P. M.; Saturdays, 12 M.
Henry Hesterberg, Sheriff.

COUNTY JAIL.

Raymond street, between Willoughby street and
DeKalb avenue, Brooklyn, N. Y.
Henry Hesterberg, Sheriff.
William McLaughlin, Warden.

DISTRICT ATTORNEY.

Office, County Court-house, Borough of Brooklyn.
Hours, 9 A. M. to 5 P. M.
John F. Clarke, District Attorney.

REGISTER.

Hall of Records. Office hours, 9 A. M. to 4 P. M.,
excepting months of July and August; then from 9
A. M. to 2 P. M., provided for by statute.
Matthew E. Dooley, Register.
Patrick H. Quinn, Deputy Register.
Augustus W. Maul, Assistant Deputy Register.
John B. Shanahan, Counsel.
John H. McArdle, Secretary.

COUNTY CLERK.

Hall of Records, Brooklyn, 9 A. M. to 4 P. M.
Edward Kaufmann, County Clerk.
Dennis Winter, Deputy County Clerk.
Joseph P. Donnelly, Assistant Deputy County
Clerk.
Telephone call 1151 Main.

COMMISSIONER OF JURORS.

County Court-house.
Jacob Brenner, Commissioner.
Jacob A. Livingston, Deputy Commissioner.
Albert B. Waldron, Secretary.

Office hours from 9 A. M. to 4 P. M.; Saturdays from 9 A. M. to 12 M.
Office hours during July and August, 9 A. M. to 2 P. M.; Saturdays from 9 A. M. to 12 M.

COMMISSIONER OF RECORDS.

Hall of Records.
Office hours, 9 A. M. to 4 P. M., excepting months of July and August, then 9 A. M. to 2 P. M.; Saturdays, 9 A. M. to 12 M.
John K. Neal, Commissioner.
D. H. Ralston, Deputy Commissioner.
Thomas D. Mossop, Superintendent.
William I. Beattie, Assistant Superintendent.

PUBLIC ADMINISTRATOR.

No. 26 Court street (Garfield Building), Brooklyn, 9 A. M. to 4 P. M.
Henry Bristow, Public Administrator.

QUEENS COUNTY OFFICES.

SURROGATE.

Daniel Noble, Surrogate.
Office at Jamaica.
Except on Sundays, holidays and half-holidays the office is open between March 31 and October 1 from 8 A. M. to 5 P. M.; on Saturdays from 8 A. M. to 12 M.; between September 30 and April 1, from 9 A. M. to 5 P. M.; on Saturdays from 9 A. M. to 12 M.
The calendar is called on Tuesday of each week at 10 A. M., except during the month of August, when no court is held, and the court sits every day thereafter until all contested cases have been disposed of.

COUNTY COURT.

County Court-house, Long Island City.
County Court opens at 10 A. M. and adjourns at 5 P. M.
County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y.
Burt J. Humphrey, County Judge.

SHERIFF.

County Court-house, Long Island City, 9 A. M. to 5 P. M.; Saturdays, from 9 A. M. to 12 M.
Joseph Meyerrose, Sheriff.
Henry W. Sharkey, Under Sheriff.
William Repper, Chief Deputy.

DISTRICT ATTORNEY.

Office, Queens County Court-house, Long Island City, 9 A. M. to 5 P. M.
George A. Gregg, District Attorney.

COUNTY CLERK.

Jamaica, N. Y.; Fourth Ward, Borough of Queens.
Office hours, April 1 to October 1, 8 A. M. to 5 P. M.; October 1 to April 1, 9 A. M. to 5 P. M.; Saturdays to 12 M.
David L. Von Nostrand, County Clerk.
Charles Downing, Deputy County Clerk.

COMMISSIONER OF JURORS.

Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
John P. Balbert, Commissioner of Jurors.
Rodman Richardson, Assistant Commissioner.

PUBLIC ADMINISTRATOR.

No. 103 Third street, Long Island City, 9 A. M. to 4 P. M.
Charles A. Wadley, Public Administrator.

RICHMOND COUNTY OFFICES.

COUNTY JUDGE AND SURROGATE.

Terms of Court, Richmond County, 1905.
County Courts—Stephen D. Stephens, County Judge.
First Monday of June, Grand and Trial Jury.
First Monday of December, Grand and Trial Jury.
Fourth Wednesday of January, without a jury.
Fourth Thursday of February, without a jury.
Fourth Wednesday of March, without a jury.
Fourth Wednesday of April, without a jury.
Fourth Wednesday of July, without a jury.
Fourth Wednesday of September, without a jury.
Fourth Wednesday of October, without a jury.
—All at the Court-house at Richmond.
Surrogate's Court—Stephen D. Stephens, Surrogate.
Mondays, at the First National Bank Building, St. George, at 10.30 o'clock A. M.
Tuesdays, at the First National Bank Building, 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.

400 Richmond Terrace, New Brighton, S. I.
Office hours from 9 A. M. to 12 M., and from 2 P. M. to 5 P. M.
John J. Kenny, District Attorney.

COUNTY CLERK.

County Office Building, Richmond, S. I., 9 A. M. to 5 P. M.
C. L. Bostwick, County Clerk.
County Court-house, Richmond, S. I., 9 A. M. to 4 P. M.

SHERIFF.

County Court-house, Richmond, S. I.
Office hours, 9 A. M. to 4 P. M.
Charles H. McCormack, Sheriff.
Thomas A. Banning, Under Sheriff.

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.

THE COURTS.

APPELLATE DIVISION OF THE SUPREME COURT.

FIRST JUDICIAL DEPARTMENT.

Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 10 A. M.
Morgan J. O'Brien, Presiding Justice; Edward Patterson, George L. Ingraham, Chester B. McLaughlin, Edward W. Hatch, Frank C. Laughlin, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.
Clerk's office open at 9 A. M.

SUPREME COURT—FIRST DEPARTMENT.

County Court-house, Chambers street. Courts open from 10.15 A. M. to 12 M.
Special Term, Part I. (motions), Room No. 12.
Special Term, Part II. (ex-parte business), Room No. 15.
Special Term, Part III., Room No. 19.
Special Term, Part IV., Room No. 11.
Special Term, Part V., Room No. 33.
Special Term, Part VI. (Elevated Railroad cases), Room No. 31.
Trial Term, Part II., Room No. 34.
Trial Term, Part III., Room No.

Trial Term, Part IV., Room No. 18.
Trial Term, Part V., Room No. 16.
Trial Term, Part VI., Room No. 35.
Trial Term, Part VII., Room No. 23.
Trial Term, Part VIII., Room No. 27.
Trial Term, Part IX., Room No. 26.
Trial Term, Part X., Room No. 28.
Trial Term, Part XI., Room No. 37.
Trial Term, Part XII., Room No. 26.
Trial Term, Part XIII., and Special Term VII., Room No. 36.
Appellate Term, Room No. 31.
Naturalization Bureau, Room No. 38, third floor.
Assignment Bureau, room on third floor.
Clerks in attendance from 10 A. M. to 4 P. M.
Clerk's Office, Special Term, Part I. (motions), Room No. 13.
Clerk's Office, Special Term, Part II. (ex-parte business), room southwest corner mezzanine floor.
Clerk's Office, Special Term, Calendar, room southeast corner second floor.
Clerk's Office, Trial Term, Calendar, room northeast corner, second floor, east.
Clerk's Office, Appellate Term, room southwest corner, third floor.
Trial Term, Part I. (criminal business).
Criminal Court-house, Centre street.
Justices—Charles H. Truax, Francis M. Scott, Charles F. MacLean, Henry Bischoff, Jr., Leonard A. Giegerich, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, David Leventritt, James A. O'Gorman, George C. Barrett, James A. Blanchard, John Proctor Clarke, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling.

SUPREME COURT—SECOND DEPARTMENT.

Kings County Court-house, Borough of Brooklyn, N. Y.
Courts open daily from 10 o'clock A. M. to 5 o'clock P. M. Six jury trial parts. Special Term for Trials. Special Term for Motions.
James F. McGee, General Clerk.

CRIMINAL DIVISION—SUPREME COURT.

Building for Criminal Courts, Centre, Elm, White and Franklin streets.
Court opens at 10.30 A. M.
Thomas L. Hamilton, Clerk; Edward R. Carroll, Special Deputy to the Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.

COURT OF GENERAL SESSIONS.

Held in the building for Criminal Courts, Centre, Elm, White and Franklin streets.
Court opens at 10.30 o'clock A. M.
Rufus B. Cowing, City Judge; John W. Goff, Recorder; Joseph E. Newburger, Martin T. McMahon and Warren W. Foster, Judges of the Court of General Sessions. Edward R. Carroll, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.

CITY COURT OF THE CITY OF NEW YORK.

No. 39 Chambers street, Brownstone Building, City Hall Park, from 10 A. M. to 4 P. M.
Part II.
Part III.
Part IV.
Part V.
Special Term Chambers will be held from 10 A. M. to 4 P. M.
Clerk's Office open from 9 A. M. to 4 P. M.
Edward F. O'Dwyer, Chief Justice; John H. McCarty, Lewis J. Conlan, Theodore F. Hascall, Francis B. Delehanty, Samuel Seabury, Joseph L. Green, Justices. Thomas F. Smith, Clerk.

COURT OF SPECIAL SESSIONS.

Building for Criminal Courts, Centre street, between Franklin and White streets, Borough of Manhattan.
Court opens at 10 A. M.
Justices—First Division—William E. Wyatt, John B. McKean, Willard H. Olmsted, Joseph M. Deuel, Lorenz Zeller, Francis S. McAvoy. Charles W. Culkin, Clerk; William M. Fuller, Deputy Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.
Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Wednesdays and Fridays, at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesdays at 10 o'clock; Town Hall, New Brighton, Borough of Richmond, Thursdays, at 10 o'clock.
Justices—John Courtney, Howard J. Forker, Patrick Keady, John Fleming, Thomas W. Fitzgerald, Robert J. Wilkin, Joseph L. Kerrigan, Clerk; John J. Dorman, Deputy Clerk.
Clerk's Office, No. 171 Atlantic avenue, Borough of Brooklyn, open from 9 A. M. to 4 P. M.

CHILDREN'S COURT.

First Division—No. 66 Third avenue, Manhattan Edmund C. Lee, Clerk.
Second Division—No. 102 Court street, Brooklyn Robert J. Wilkin, Justice. James P. Slinott, Clerk.

CITY MAGISTRATES' COURT.

Courts open from 9 A. M. to 4 P. M.
City Magistrates—Robert C. Cornell, Leroy B. Crane, Clarence W. Meade, Joseph Pool, John B. Mayo, Peter P. Barlow, Matthew P. Breen, Seward Baker, Charles S. Whitman, Joseph F. Moss, Henry Steinert, Daniel E. Hines, Charles G. F. Wahle.
James McCabe, Secretary.
First District—Criminal Court Building.
Second District—Jefferson Market.
Third District—No. 69 Essex street.
Fourth District—Fifty-seventh street, near Lexington avenue.
Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.
Sixth District—One Hundred and Fifty-eighth street, and Third avenue.
Seventh District—Fifty-fourth street, west of Eighth avenue.

SECOND DIVISION.

Borough of Brooklyn.
City Magistrates—Alfred E. Steers, A. V. B. Voorhees, Jr., James G. Tighe, Edward J. Dooley, John Naumer, E. G. Higgenbotham, Frank E. O'Reilly, Henry J. Furlong.
President of Board, James G. Tighe, No. 184 Bergen street.
Secretary to the Board, Lawrence F. Carroll, No. 260 Bedford avenue.
First District—No. 318 Adams street.
Second District—Court and Butler streets.
Third District—Myrtle and Vanderbilt avenues.
Fourth District—Lee avenue and Clymer street.
Fifth District—Manhattan avenue and Powers street.
Sixth District—No. 495 Gates avenue.
Seventh District—Grant street (Flatbush).
Eighth District—West Eighth street (Coney Island).
Borough of Queens.
City Magistrates—Matthew J. Smith, Luke I. Conorton, Edmund J. Healy.
First District—Long Island City.
Second District—Flushing.
Third District—Far Rockaway.
Borough of Richmond.
City Magistrates—John Crook, Nathaniel Marsh.
First District—New Brighton, Staten Island.
Second District—Stapleton, Staten Island.

MUNICIPAL COURTS.

Borough of Manhattan.
First District—Third, Fifth and Eighth Wards and all that part of the First Ward lying West of Broadway and Whitehall street, including Governor's Island,
Bedloe's Island, Ellis Island and the Oyster Islands
New Court-house, No. 128 Prince street, Corner of Wooster street.
Wauhope Lynn, Justice. Thomas O'Connell, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.
Second District—Second, Fourth, Sixth and Fourteenth Wards, and all that portion of the First Ward lying south and east of Broadway and Whitehall street. Court-room, No. 59 Madison street.
John Hoyer, Justice. Francis Mangin, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.
Court opens daily at 9 A. M., and remains open until daily calendar is disposed of and close of the daily business, except on Sundays and legal holidays.
Third District—Ninth and Fifteenth Wards. Court-room, southwest corner Sixth avenue and West Tenth street. Court open daily (Sundays and legal holidays excepted), from 9 A. M. to 4 P. M.
Wm. F. Moore, Justice. Daniel Williams, Clerk.
Fourth District—Tenth and Seventeenth Wards. Court-room, No. 30 First street, corner Second avenue. Clerk's Office open daily from 9 A. M. to 4 P. M. Court opens 9 A. M. daily, and remains open to close of business.
George F. Roesch, Justice. Andrew Lang, Clerk.
Fifth District—The Fifth District embraces the Eleventh Ward and all that portion of the Thirteenth Ward which lies east of the centre line of Norfolk street and north of the centre line of Grand street and west of the centre line of Pitt street and north of the centre line of Delancey street and northwest of Clinton street to Rivington street, and on the centre line of Rivington street south to Norfolk street. Court-room, No. 154 Clinton street.
Benjamin Hoffman, Justice. Thomas Fitzpatrick, Clerk.
Sixth District—Eighteenth and Twenty-first Wards. Court-room, northwest corner Twenty-third street and Second avenue. Court opens at 9 A. M. daily, and continues open until close of business.
Daniel F. Martin, Justice. Abram Bernard, Clerk.
Seventh District—Nineteenth Ward. Court-room, No. 151 East Fifty-seventh street. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.
Herman Joseph, Justice.
Edward A. McQuade, Clerk.
Eighth District—Sixteenth and Twentieth Wards. Court-room, northwest corner of Twenty-third street and Eighth avenue. Court opens at 9 A. M. and continues open until close of business. Summary proceedings and return causes called at 9 A. M. Calendar trial causes, 9 A. M.
Clerk's Office open from 9 A. M. to 4 P. M., and on Saturdays until 12 M.
Trial days and Return days, each Court day.
James W. McLaughlin, Justice.
Henry Merzbach, Clerk.
Ninth District—Twelfth Ward, except that portion thereof which lies west of the centre line of Lenox or Sixth avenue, and of the Harlem River, north of the terminus of Lenox avenue. Court-room, No. 170 East One Hundred and Twenty-first street, southeast corner of Sylvan place. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.
Joseph P. Fallon, Justice. William J. Kennedy, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.
Tenth District—The Tenth District embraces that portion of the Twenty-second Ward south of Seventieth street. Court-room, No. 314 West Fifty-fourth street. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.
Thomas E. Murray, Justice. Michael Skelly, Clerk.
Eleventh District—The Eleventh District embraces that portion of the Twelfth Ward which lies north of the centre line of West One Hundred and Tenth street, between Lenox avenue and Seventh avenue, north of the centre line of One Hundred and Twentieth street, between Seventh avenue and Broadway; north of the centre line of One Hundred and Nineteenth street, between Broadway and the North or Hudson river, and west of the centre line of Lenox or Sixth avenue and of the Harlem river north of the terminus of Lenox or Sixth avenue. Court-room, No. 70 Manhattan street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M. Court convenes daily at 9 A. M.
Francis J. Worcester, Justice. Herman B. Wilson, Clerk.
Twelfth District—The Twelfth District embraces that portion of the Twenty-second Ward north of Seventieth street, and that portion of the Twelfth Ward which lies north of the centre line of Eighty-sixth street and west of the centre line of Seventh avenue and south of the centre line of One Hundred and Twentieth street, between Seventh avenue and Broadway and south of the centre line of One Hundred and Nineteenth street, between Broadway and the North or Hudson river. Court-room, No. 2630 Broadway.
Alfred P. W. Seaman, Justice; James V. Gilloon, Clerk.
Thirteenth District—South side of Delancey street, from East river to Pitt street; east side of Pitt street, Grand street, south side of Grand street to Norfolk street, east side of Norfolk street to Division street, south side of Division street to Catharine street, east side of Catharine street to East river. Clerk's office open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.
Leon Sanders, Justice. James J. Devlin, Clerk.
Court-room, No. 200 East Broadway.

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, Main street, Westchester Village. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M. Trial of causes are Tuesday and Friday of each week.
William W. Pensfeld, Justice. Thomas F. Delehanty, Clerk.
Office hours, from 9 A. M. to 5 P. M.; Saturdays, closing at 12 M.
Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 934 of the Laws of 1895. Court-room, corner Third avenue and One Hundred and Fifty-eighth street. Office hours from 9 A. M. to 4 P. M. Court opens at 9 A. M.
John M. Tierney, Justice. Thomas A. Maher, Clerk.

BOROUGH OF BROOKLYN.

First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards of the Borough of Brooklyn. Court-house, northwest corner State and Court streets.
John J. Walsh, Justice. Edward Moran, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.
Second District—Seventh, Ninth, Eleventh, Twentieth, Twenty-first and Twenty-third Wards. Court-room located at No. 405 Gates avenue, Brooklyn. Calendar called at 9 o'clock A. M.
Gerard B. Van Wan, Justice. William H. Allen, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.
Third District—Includes the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards. Court-house Nos. 6 and 8 Lee avenue, Brooklyn.
William J. Lynch, Justice. John W. Carpenter, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.
Court opens at 9 o'clock.
Fourth District—Twenty-fourth, Twenty-fifth, Twenty-sixth, Twenty-seventh and Twenty-eighth Wards. Court-room, No. 14 Howard avenue.
Thomas H. Williams, Justice.
G. J. Wiederhold, Clerk.
R. M. Bennett, Assistant Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.

Fifth District—Eighth, Twenty-second, Twenty-ninth, Thirtieth, Thirty-first and Thirty-second Wards. Court-house, northwest corner of Fifty-third street and Third avenue.
Cornelius Fergusson, Justice. Jeremiah J. O'Leary, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.

BOROUGH OF QUEENS.

First District—First Ward (all of Long Island City formerly composing five wards). Court-room, No. 46 Jackson avenue, Long Island City.
Clerk's Office open from 9 A. M. to 4 P. M. each day excepting Saturdays, closing at 12 M. Trial day Mondays, Wednesdays and Fridays. All other business transacted on Tuesdays and Thursdays.
Thomas C. Kadien, Justice. Thomas F. Kennedy, Clerk.
Second District—Second and Third Wards, which includes the territory of the late Towns of Newtown and Flushing. Court-room, in Court-house of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. Address, Elmhurst, New York.
William Rasquin, Jr., Justice. Henry Walter, Jr., Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.
Third District—Fourth and Fifth Wards, comprising the territory of the former towns and villages of Jamaica, Far Rockaway and Rockaway Beach.
James F. McLaughlin, Justice. George W. Damon, Clerk.
Court-house, Town Hall, Jamaica.
Telephone, 189 Jamaica.
Clerk's Office open from 9 A. M. to 4 P. M.
Court held on Mondays, Wednesdays and Fridays at 10 o'clock A. M.

BOROUGH OF RICHMOND.

First District—First and Third Wards (Towns of Castleton and Northfield). Court-room, former Village Hall, Lafayette avenue and Second street, New Brighton.
Thomas C. Brown, Justice. Anning S. Prall, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.
Court held each day, except Saturdays, from 10 A. M. Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Stapleton.
George W. Stake, Justice. Peter Tiernan, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.
Court opens at 9 A. M. Calendar called 10 A. M. Court continued until close of business. Trial days, Monday, Wednesday and Friday.

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, March 26, 1904.

WILLIAM E. STILLINGS,
CHARLES A. JACKSON,
OSCAR S. BAILEY,
Commissioners.

LAMONT McLOWGLIN,
Clerk.

DEPARTMENT OF CORRECTION.

OFFICE OF THE DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

TUESDAY, AUGUST 29, 1905,

Borough of Manhattan.

No. 2. FOR FURNISHING AND DELIVERING HARDWARE, PAINTS, IRON STEAM FITTINGS, LUMBER AND MISCELLANEOUS ARTICLES.
The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before ten days.
The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.
The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the totals and awards made to the lowest bidder on each item. The bids on lumber will be compared and awarded at a lump or aggregate sum.
Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.
Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

FRANCIS J. LANTRY,
Commissioner.

Dated August 19, 1905.

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

TUESDAY, AUGUST 29, 1905,

Borough of Manhattan.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED TO INSTALL AND COMPLETE NEW KITCHEN APPLIANCES IN NEW KITCHEN BUILDING ON HART'S ISLAND, NEW YORK.

The time for the completion of the work and the full performance of the contract is by or before 30 consecutive working days.
The amount of security required is 50 per cent. of the amount of bid or estimate.
Bids will be compared and the contract awarded at a lump or aggregate sum.
Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

FRANCIS J. LANTRY,
Commissioner.

Dated August 9, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on **TUESDAY, AUGUST 20, 1905,**

Borough of Manhattan

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED TO INSTALL A NEW STEEL RUDDER, STOCK AND BLADE, ON STEAMER "MASSASOIT." The time for the completion of the work and the full performance of the contract is by or before 10 consecutive working days.

The amount of security required is fifty per cent. (50%) of the amount of bid or estimate. Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

FRANCIS J. LANTRY,
Commissioner.

Dated August 17, 1905.

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See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13-21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, AUGUST 30, 1905,

Boroughs of Manhattan and The Bronx FOR FURNISHING AND DELIVERING 440 MERCURY DOUBLE SLOAT GAS REGULATORS.

The time for the delivery of the supplies and the performance of the contract is by or before December 31, 1905, for four hundred and forty (440) mercury double sloat gas regulators.

The amount of the security shall be fifty per centum of the amount of the bid or estimate. All goods must be delivered as directed in the specifications. The weight, measure, etc., must conform to the specifications.

Delivery will be required to be made, free of cartage, at such times, in such quantities, and at such places, as may be directed by the Commissioner, or by such person or persons as he may designate.

The Commissioner reserves the right to reject all of the bids or estimates if he deem it to be for the interest of the City so to do. Award of contract will be to the lowest bidder in each class. The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per regulator of capacity given in specifications, by which the bids will be tested and contracts awarded. Bidders may bid on one or all of the items called for in the specification or schedule attached.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Commissioner, 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, and any further information can be obtained at the office of the Bureau of Lamps and Gas, Room No. 1319, Nos. 13 to 21 Park row, Borough of Manhattan.

JOHN T. OAKLEY,
Commissioner of Water Supply,
Gas and Electricity.

THE CITY OF NEW YORK, August 18, 1905.

a18,30

See General Instructions to Bidders on the last page, last column, of the "City Record."

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 61 ELM STREET, NEW YORK, August 17, 1905.

PUBLIC NOTICE IS HEREBY GIVEN that an open competitive examination will be held for the following position:
COURT STENOGRAPHER (MAGISTRATES), QUEENS, FRIDAY, SEPTEMBER 8, 1905, AT 10 A. M.

The receipt of applications will close on Friday, September 1, 1905, at 4 p. m.

The subjects and weights of the examination are as follows:

Accuracy 5
Speed 3
Writing 1
Arithmetic 1

The required percentage is 70 on all. Candidates must be able to take dictation at the rate of 150 words a minute.

The salary attached to this position is \$1,800, and there is one vacancy in Queens Borough. Applicants must be residents of Queens Borough.

The minimum age is 21 years.

WILLIAM F. BAKER,
President;

R. ROSS APPLETON,
ALFRED J. TALLEY,
Civil Service Commissioners.

HENRY BERLINGER,
Secretary.

a18,28

MUNICIPAL CIVIL SERVICE COMMISSION, No. 61 ELM STREET, NEW YORK, August 15, 1905.

SPECIAL CORRECTED NOTICE.

Attention is called to the change of date and also as to the modifications as to license.

PUBLIC NOTICE IS HEREBY GIVEN that an open competitive examination will be held for the following position:

MARINE ENGINEER, WEDNESDAY, SEPTEMBER 6, 1905, AT 10 A. M.

The receipt of applications will close on Tuesday, August 29, 1905, at 4 p. m.

The subjects and weights of the examination are as follows:

Technical 6
Mathematics 1
Experience 3

The percentage required is 75 on the technical paper and 70 on all.

This examination will be held to provide Engineers for the new municipal ferry service between Manhattan and Richmond. Candidates must have the necessary Federal license to cover

this class of vessels, and must have had experience on screw boats; should have had experience in handling water-tube boilers under high pressure, and with the system of forced draught; should be familiar with marine electrical lighting plants and with steam steer gearings, and the different forms of pumps and of valve gearing and with the use of the salinometer.

The compensation attached to this position is \$1,500 to \$1,800 per annum. There are 15 to 20 vacancies.

The minimum age is 21.

WILLIAM F. BAKER,
President;

R. ROSS APPLETON,
ALFRED J. TALLEY,
Civil Service Commissioners.

HENRY BERLINGER,
Secretary.

a15,56

MUNICIPAL CIVIL SERVICE COMMISSION, No. 61 ELM STREET, NEW YORK, August 7, 1905.

PUBLIC NOTICE IS HEREBY GIVEN that an open competitive examination will be held for the following position:

ASSISTANT ALIENIST, TUESDAY, AUGUST 29, 1905, AT 10 A. M.

The receipt of applications will close on Tuesday, August 22, at 4 p. m.

The subjects and weights of the examination are as follows:

Technical 6
Experience 4

The percentage required is 75 on the technical paper and 70 on all.

Candidates must be qualified Examiners in Lunacy in the State of New York. The compensation attached to this position is \$1,500 per annum, and there is a vacancy in Bellevue and Allied Hospitals.

The minimum age is 21.

WILLIAM F. BAKER,
President;

R. ROSS APPLETON,
ALFRED J. TALLEY,
Civil Service Commissioners.

HENRY BERLINGER,
Secretary.

a8,29

MUNICIPAL CIVIL SERVICE COMMISSION, No. 61 ELM STREET, NEW YORK, July 7, 1905.

PUBLIC NOTICE IS HEREBY GIVEN that an open competitive examination will be held for the following position:

OFFICE BOY, THURSDAY, AUGUST 31, 1905, AT 10 A. M.

Applications will be received from July 12 to July 24, inclusive, at 4 p. m.

The subjects and weights of the examination are as follows:

General paper 3
Arithmetic 3
Letter writing 3
Handwriting (rated on letter) 2

Candidates will be required to receive 70 per cent. in order to pass the examination.

In the general paper, candidates will be asked elementary questions in United States history and geography, and will also be asked questions designed to ascertain their intelligence and fitness.

Candidates must not be over 18 years of age.

The salary attached to this position is \$300 per annum.

WILLIAM F. BAKER,
President;

R. ROSS APPLETON,
ALFRED J. TALLEY,
Civil Service Commissioners.

HENRY BERLINGER,
Secretary.

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MUNICIPAL CIVIL SERVICE COMMISSION OF THE CITY OF NEW YORK, No. 61 ELM STREET, CORNER OF LEONARD STREET, NEW YORK, March 23, 1905.

APPLICATIONS WILL BE RECEIVED FOR the following positions on and after April 3, 1905:

Foreman of Park Laborers, Department of Parks.

Foreman of Dock Laborers, Department of Docks and Ferries.

HENRY BERLINGER,
Secretary.

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MUNICIPAL CIVIL SERVICE COMMISSION, No. 61 ELM STREET, CITY OF NEW YORK.

PUBLIC NOTICE WILL BE GIVEN OF all competitive examinations two weeks in advance of the date upon which the receipt of applications for any scheduled examination will close. Applications will be received for only such examinations as are scheduled.

When an examination is advertised, a person desiring to compete in the same may obtain an application blank upon request made in writing, or by personal application at the office of the Commission.

All notices of examinations will be posted in the office of the Commission, City Hall, Municipal Building, Brooklyn, and advertised in the CITY RECORD for two weeks in advance of the date upon which the receipt of applications will close for any stated position.

Public notice will also be given by advertisement in most of the City papers.

Wherever an examination is of a technical character, due notice is given by advertisement in the technical journals appertaining to the particular profession for which the examination is called.

Such notices will be sent to the daily papers as matters of news, and to the General Post-office and stations thereof. The scope of the examination will be stated, but for more general information application should be made at the office of the Commission.

Unless otherwise specifically stated, the minimum age requirement for all positions is 21.

WILLIAM F. BAKER,
President;

R. ROSS APPLETON,
ALFRED J. TALLEY,
Commissioners.

HENRY BERLINGER,
Secretary.

12-24-03

BOROUGH OF QUEENS.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, THIRD FLOOR OF THE BOROUGH HALL, FIFTH STREET AND JACKSON AVENUE, LONG ISLAND CITY, BOROUGH OF QUEENS, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Queens at the above office until 11 o'clock a. m. on

THURSDAY, AUGUST 31, 1905.

No. 6. FOR REGULATING, GRADING, CURBING, LAYING SIDEWALKS AND CROSSWALKS ON FIFTH AVENUE, FROM PIERCE AVENUE TO JACKSON AVENUE, FIRST WARD; TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work will be forty-five (45) working days.

The amount of security required will be Five Thousand Five Hundred Dollars (\$5,500).

The Engineer's estimate of the quantities is as follows:

4,500 cubic yards of earth excavation.
4,100 linear feet of concrete curb.
19,600 square feet of cement sidewalk.
1,800 square feet of new bluestone bridging.

No. 7. FOR REGULATING, GRADING, CURBING, LAYING SIDEWALKS AND CROSSWALKS ON ALBERT STREET, FROM DITMARS AVENUE TO POTTER AVENUE; ALSO POTTER AVENUE, FROM ALBERT STREET TO STEINWAY AVENUE, FIRST WARD; TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work will be fifty (50) working days.

The amount of security required will be Three Thousand Five Hundred Dollars (\$3,500).

The Engineer's estimate of the quantities is as follows:

7,700 cubic yards of earth excavation.
2,280 linear feet of concrete curb.
10,800 square feet of cement sidewalk.
430 square feet of new bluestone bridging.

No. 8. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON CRESCENT STREET, FROM PAYNTAR AVENUE TO FREEMAN AVENUE, FIRST WARD; TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work will be forty-five (45) working days.

The amount of security required will be Three Thousand Three Hundred Dollars (\$3,300).

The Engineer's estimate of the quantities is as follows:

3,000 cubic yards of earth excavation.
9,000 cubic yards of earth filling (furnished).
2,100 linear feet of concrete curb.
10,000 square feet of cement sidewalk.

No. 9. FOR REGULATING, GRADING, CURBING, LAYING SIDEWALKS AND CROSSWALKS ON NINTH AVENUE, FROM JACKSON AVENUE TO PIERCE AVENUE, FIRST WARD; TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work will be forty (40) working days.

The amount of security required will be Three Thousand Dollars (\$3,000).

The Engineer's estimate of the quantities is as follows:

6,000 cubic yards of earth excavation.
2,700 linear feet of concrete curb.
14,000 square feet of cement sidewalk.
700 square feet of new bluestone bridging.

No. 10. FOR CONSTRUCTING SEWER AND APPURTENANCES IN FIFTH AVENUE, FROM GRAHAM AVENUE TO WEBSTER AVENUE, FIRST WARD, TOGETHER WITH THE WORK INCIDENTAL THERETO.

The time allowed for constructing the sewer and appurtenances will be ninety (90) working days.

The amount of security required will be Four Thousand Five Hundred Dollars (\$4,500).

The Engineer's estimate of the quantities is as follows:

1,425 linear feet of 12-inch vitrified salt glazed or cement concrete sewer-pipe.
655 linear feet of 15-inch vitrified salt glazed or cement concrete sewer-pipe.
130 linear feet of 12-inch vitrified salt glazed or cement concrete culvert pipe.

2,144 linear feet of 6-inch vitrified salt glazed or cement concrete sewer-pipe, as risers for house connections.
14 manholes, complete.
5 receiving-basins, complete.
25 cubic yards of rock excavated and removed.

5,000 feet (B. M.) timber, for foundation, furnished and laid.
10,000 feet (B. M.) timber, for bracing and sheet piling.

No. 11. FOR CONSTRUCTING SEWER AND APPURTENANCES IN RADDE STREET, FROM JANE STREET TO PAYNTAR AVENUE, FIRST WARD, TOGETHER WITH THE WORK INCIDENTAL THERETO.

The time allowed for constructing the sewer and appurtenances will be sixty (60) working days.

The amount of security required will be Two Thousand Five Hundred Dollars (\$2,500).

The Engineer's estimate of the quantities is as follows:

1,100 linear feet of 12-inch vitrified salt glazed or cement concrete sewer-pipe.
40 linear feet of 12-inch vitrified salt glazed or cement concrete culvert pipe.
750 linear feet of 6-inch vitrified salt glazed or cement concrete sewer-pipe, as risers for house connections.

8 manholes, complete.
2 receiving-basins, complete.
10 cubic yards of rock excavated and removed.

2,500 feet of B. M. timber, for foundation, furnished and laid.
5,000 feet of B. M. timber, for bracing and sheet piling.

No. 12. FOR CONSTRUCTING SEWER AND APPURTENANCES IN SIXTEENTH AVENUE, FROM BROADWAY TO JAMAICA AVENUE, FIRST WARD, TOGETHER WITH THE WORK INCIDENTAL THERETO.

The time allowed for constructing the sewer and appurtenances will be sixty (60) working days.

The amount of security required will be Two Thousand Dollars (\$2,000).

The Engineer's estimate of the quantities is as follows:

1,015 linear feet of 12-inch vitrified salt glazed or cement concrete sewer-pipe.
50 linear feet of 12-inch vitrified salt glazed or cement concrete culvert pipe.
850 linear feet of 6-inch vitrified salt glazed or cement concrete sewer-pipe, as risers for house connections.

8 manholes, complete.
2 receiving-basins, complete.
15 cubic yards of rock excavated and removed.

5,000 feet (B. M.) timber, for bracing and sheet piling.

No. 13. FOR CONSTRUCTING SEWER AND APPURTENANCES IN SECOND AVENUE, FROM PAYNTAR AVENUE TO A CROWN SOUTH OF PIERCE AVENUE, AND IN SECOND AVENUE, FROM GRAHAM AVENUE TO JAMAICA AVENUE, AND IN SECOND AVENUE, FROM GRAND AVENUE TO NEWTOWN AVENUE, FIRST WARD, TOGETHER WITH THE WORK INCIDENTAL THERETO.

The time allowed for constructing sewer and appurtenances will be ninety (90) working days.

The amount of security required will be Fifteen Thousand Dollars (\$15,000).

Engineer's estimate of the quantities is as follows:

2,605 linear feet of 12-inch vitrified salt-glazed or cement concrete sewer pipe.
690 linear feet of 15-inch vitrified salt-glazed or cement concrete sewer pipe.

1,455 linear feet of 18-inch vitrified salt-glazed or cement concrete sewer pipe.
250 linear feet of 12-inch vitrified salt-glazed or cement concrete culvert pipe.

9,100 linear feet of 6-inch vitrified salt-glazed or cement concrete sewer pipe, as risers for house connections.
31 manholes, complete.
7 receiving-basins, complete.

150 cubic yards of rock, excavated and removed.
75 cubic yards of concrete in place, exclusive of concrete, as shown on plan.

15,000 feet, B. M., timber for foundation, furnished and laid.
125,000 feet, B. M., timber for bracing and sheet piling.

No. 14. FOR CONSTRUCTING CATCH-BASIN AND APPURTENANCES ON THE SOUTHWEST CORNER OF THIRTEENTH STREET AND FOURTH AVENUE, COLLEGE POINT, THIRD WARD, TOGETHER WITH THE WORK INCIDENTAL THERETO.

The time allowed for constructing and completing the catch-basin and appurtenances will be fifteen (15) working days.

The amount of security required will be One Hundred Dollars (\$100).

The Engineer's estimate of the quantities is as follows:

20 linear feet of 12-inch vitrified salt-glazed or cement concrete culvert pipe.
1 receiving-basin, complete.
100 feet, B. M., timber for foundation, furnished and laid.

No. 15. FOR CONSTRUCTING SEWER AND APPURTENANCES IN OAK STREET FROM FLUSHING CREEK TO SEVENTEENTH STREET, AND IN SEVENTEENTH STREET, FROM OAK STREET TO CYPRESS AVENUE, AND IN CYPRESS AVENUE, FROM SEVENTEENTH STREET TO SIXTEENTH STREET, AND IN QUEENS AVENUE, FROM SEVENTEENTH STREET TO TWENTY-SECOND STREET, AND THE CONSTRUCTION OF FOURTEEN CATCH-BASINS; ALSO THE ERECTION OF A SEWERAGE DISPOSAL PLANT IN CONNECTION THEREWITH, ALL OF THE SAME BEING SITUATED IN INGLESIDE, THIRD WARD, BOROUGH OF QUEENS.

The time allowed for the construction and completion of the work is three hundred (300) working days.

The amount of security required will be One Hundred Thousand Dollars (\$100,000).

The Engineer's estimate of the quantities is as follows:

725 linear feet of 9-foot sewer, including portal at outlet.
1,580 linear feet of 8-foot 9-inch sewer.
1,007 linear feet of 8-foot sewer.
774 linear feet of 6-foot 6-inch sewer.
810 linear feet of 6-foot sewer.

1,830 linear feet of 5-foot 3-inch sewer.
245 linear feet of 2-foot 6-inch sewer.
350 linear feet of 12-inch culvert pipe.
14 receiving-basins, complete.
43 manholes, complete.
14 domes.

7,000 linear feet of 12-inch pipe sub-drain.
800,000 feet, B. M., timber for foundation, furnished and laid.
650,000 feet, B. M., timber for bracing and sheet piling.

20,000 linear feet piles.
1,000 cubic yards rock, excavated and removed.
100 cubic yards concrete, exclusive of concrete, as shown on plan.

And the erection of a sewerage disposal plant in connection therewith.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per yard or other unit of measure, by which the bids will be tested.

The extension must be made and footed up, as bids will be read from the total.

The bids will be compared and the contracts awarded at a lump or aggregate sum.

Blank forms may be obtained and the plans and drawings may be seen at the office of the President.

JOSEPH CASSIDY,
President, Borough of Queens.

Dated August 11, 1905.

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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 QUEENS, THIRD FLOOR OF THE BOROUGH HALL, FIFTH STREET AND JACKSON AVENUE, LONG ISLAND CITY, BOROUGH OF QUEENS, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Queens, at the above office until 11 o'clock a. m. on

THURSDAY, AUGUST 31, 1905.

No. 1. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS AND CROSSWALKS ON VAN ALST AVENUE, from Ridge street to Hoyt avenue, First Ward; TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work will be ninety (90) working days.

The amount of security required will be Ten Thousand Dollars (\$10,000).

The Engineer's estimate of the quantities is as follows:

14,000 cubic yards earth excavation.
2,000 cubic yards earth filling (furnished).
9,000 linear feet concrete curb.
39,000 square feet cement sidewalks.
8,000 square feet new bluestone bridging.

No. 2. FOR REGULATING, GRADING, CURBING, LAYING SIDEWALKS AND CROSSWALKS ON NINTH AVENUE, from Grand avenue to Flushing avenue, First Ward; TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work will be 60 working days.

The amount of security required will be Six Thousand Five Hundred Dollars.

The Engineer's estimate of the quantities is as follows

2,000 cubic yards earth excavation.
750 linear feet concrete curb.
8,500 square feet cement sidewalks.
No. 4. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON SIXTEENTH AVENUE, from Broadway to Graham Avenue, First Ward; TOGETHER WITH ALL WORK INCIDENTAL THERE-TO.

The time allowed for doing and completing the above work is 35 working days.
The amount of security required will be Three Thousand One Hundred Dollars.
The Engineer's estimate of the quantities is as follows:

8,000 cubic yards earth excavation.
1,950 linear feet concrete curb.
9,500 square feet cement sidewalks.
No. 5. FOR REGULATING, GRADING AND REPAVING WITH MACADAM PAVEMENT THE ROADWAY OF STRONG'S CAUSEWAY, from Flushing creek to North Hemstead road, Third Ward; TOGETHER WITH ALL WORK INCIDENTAL THERE-TO.

The time allowed for doing and completing the above work is thirty-five (35) working days.
The amount of security required will be Four Thousand Six Hundred Dollars (\$4,600).
The Engineer's estimate of the quantities is as follows:

8,900 square yards macadam pavement.
3,000 cubic yards earth filling (furnished).
The bidder will state the price of each item or article contained in the specification or schedules herein contained or hereto annexed per yard or other unit of measure by which the bids will be tested.

The extensions must be made and footed up as bids will be read from the total.
The bids will be compared and the contracts awarded at a lump or aggregate sum.

Blank forms may be obtained and the plans and drawings may be seen at the office of the President.

JOSEPH CASSIDY,
President, Borough of Queens.

Dated August 16, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOARD OF ELECTIONS.

BOARD OF ELECTIONS OF THE CITY OF NEW YORK, No. 107 WEST FORTY-FIRST STREET, BOROUGH OF MANHATTAN.

NOTICE IS HEREBY GIVEN THAT PUBLIC inspection of the lists of proposed Election Officers for 1905-1906, authenticated and filed by the respective Chairmen of the Executive Committees of the several County Committees of the Democratic and Republican Parties in The City of New York, can be made, from and after August 9, until August 19, between the hours of 9 a. m. and 4 p. m. daily (Saturdays from 9 a. m. to 12 m.), at the various borough offices, to wit:

Manhattan, No. 112 West Forty-second street.
The Bronx, One Hundred and Thirty-eighth street and Mott avenue.

Brooklyn, No. 42 Court street.
Queens, No. 51 Jackson avenue, Long Island City.

Richmond, Beach and Water streets, Stapleton, S. I.
By order of the Board of Elections of The City of New York.

A. C. ALLEN,
Chief Clerk.

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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 1 o'clock p. m. on

MONDAY, AUGUST 28, 1905.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWER AND APPURTENANCES IN WEST ONE HUNDRED AND FORTIETH STREET, between Riverside drive and Broadway.

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:

527 linear feet of salt-glazed vitrified stone-ware pipe sewer of 15-inch interior diameter.

725 cubic yards of rock to be excavated and removed.

5,000 feet, B. M., of timber and planking for bracing and sheet piling.

1,600 feet, B. M., of timber and planking for foundation.

The time allowed to complete the whole work is one hundred (100) working days.
The amount of the security required is Two Thousand Dollars (\$2,000).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWER AND APPURTENANCES IN WEST ONE HUNDRED AND SEVENTIETH STREET, between Fort Washington avenue and Broadway.

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:

63 linear feet of brick sewer of 3-foot 6-inch by 2-foot 4-inch interior diameter.

620 linear feet of salt-glazed vitrified stone-ware pipe sewer of 15-inch interior diameter.

25 linear feet of salt-glazed vitrified stone-ware pipe culvert of 12-inch interior diameter.

1 receiving basin of the circular pattern, with new style grate bars and blue-stone head.

1,465 cubic yards of rock to be excavated and removed.

5,000 feet, B. M., of timber and planking for bracing and sheet piling.

1,900 feet, B. M., of timber and planking for foundation.

The time allowed to complete the whole work is one hundred and fifty (150) working days.
The amount of the security required is Thirty-five Hundred Dollars (\$3,500).

No. 3. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWER AND APPURTENANCES IN WEST ONE HUNDRED AND SEVENTY-FIRST STREET, from Fort Washington avenue to Broadway.

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:

494 linear feet of salt-glazed vitrified stone-ware pipe sewer of 15-inch interior diameter.

35 linear feet of salt-glazed vitrified stone-ware pipe culvert of 12-inch interior diameter.

2 receiving basins of the circular pattern, with new style grate bars and blue-stone heads.

471 cubic yards of rock to be excavated and removed.

20,000 feet, B. M., of timber and planking for bracing and sheet piling.

1,500 feet, B. M., of timber and planking for foundation.

The time allowed to complete the whole work is seventy-five (75) working days.
The amount of the security required is Twenty-five Hundred Dollars (\$2,500).

No. 4. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWERS IN WEST ONE HUNDRED AND SEVENTY-SEVENTH STREET, between St. Nicholas avenue and Broadway.

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:

130 linear feet of brick sewer of 3 feet 6 inches by 2 feet 4 inches interior diameter.

562 linear feet of salt-glazed vitrified stone-ware pipe sewer of 15-inch interior diameter.

1,150 cubic yards of rock to be excavated and removed.

11,000 feet, B. M., of timber and planking for bracing and sheet piling.

1,700 feet, B. M., of timber and planking for foundation.

The time allowed to complete the whole work is one hundred and fifty (150) working days.
The amount of the security required is Three Thousand Dollars (\$3,000).

The contracts must be bid for separately and the bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per foot, yard or other unit of measure, or article, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total.

Blank forms may be had and the plans and drawings may be seen at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Sewers, Borough of Manhattan.

JOHN F. AHEARN,
Borough President.

THE CITY OF NEW YORK, August 16, 1905.

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 3 o'clock p. m., on

WEDNESDAY, AUGUST 23, 1905.

No. 1. FOR REPAIRING THE PUBLIC COURT AND ROOMS BELONGING TO SAME, ALSO VESTIBULE AND LOBBY, TOILETS, ETC., IN BUILDING KNOWN AS JEFFERSON MARKET, AT THE SOUTHWEST CORNER OF SIXTH AVENUE AND TENTH STREET, BOROUGH OF MANHATTAN.

The time allowed for doing and completing the work will be sixty (60) days.
The security required will be Two Thousand Five Hundred Dollars (\$2,500).

No. 2. FOR PLUMBING WORK IN THE POLICE COURT, ON THE GROUND FLOOR OF THE BUILDING KNOWN AS THE JEFFERSON MARKET, AT THE SOUTHWEST CORNER OF SIXTH AVENUE AND TENTH STREET.

The time allowed for doing and completing the work will be thirty (30) days.
The security required will be Seven Hundred and Fifty Dollars (\$750).

No. 3. FOR REPAIRING THE COURTHOUSE LOCATED AT NO. 153 EAST FIFTY-SEVENTH STREET, BOROUGH OF MANHATTAN.

The time allowed for doing and completing the work will be sixty (60) days.
The security required will be Four Thousand Dollars (\$4,000).

No. 4. FOR PLUMBING WORK IN THE COURTHOUSE LOCATED AT NO. 153 EAST FIFTY-SEVENTH STREET, BOROUGH OF MANHATTAN.

The time allowed for doing and completing the work will be thirty (30) days.
The security required will be Seven Hundred and Fifty Dollars (\$750).

Bidders will name a lump sum for each contract, as each of the above contracts is a separate and complete job.

Blank forms may be had and the plans and drawings may be seen at the office of the architect, Messrs. Bernstein & Bernstein, No. 24 East Twenty-third street, New York City.

JOHN F. AHEARN,
Borough President.

THE CITY OF NEW YORK, August 11, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PARKS.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, AUGUST 24, 1905.

Borough of Brooklyn.

No. 1. FOR REGULATING, GRADING AND PAVING OR REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF PITKIN AVENUE, between Stone avenue and Eastern Parkway Extension, BOROUGH OF BROOKLYN.

The time allowed for doing and completing the work will be thirty (30) working days.
The amount of security required is Eighteen Thousand Dollars (\$18,000).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY TO ALTER AND REPAIR TERRACE BRIDGE, PROSPECT PARK, BOROUGH OF BROOKLYN.

The time allowed for doing and completing the work will be sixty (60) working days.
The amount of security required is Six Thousand Dollars (\$6,000).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained and plans may be seen at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

JOHN J. FALLA,

President;

HENRY C. SCHRADER,

MICHAEL J. KENNEDY,

Commissioners of Parks.

Dated August 9, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOARD OF ASSESSORS.

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

BOROUGH OF MANHATTAN.
List 8488, No. 1. Flagging sidewalk on the north side of Seventy-fifth street, from 348 feet easterly from Avenue A for a distance of 137 feet easterly therefrom.

List 8525, No. 2. Fencing vacant lots on the north side of East One Hundred and Ninth street, beginning 125 feet west of Madison avenue, and running 75 feet.

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. North side of Seventy-fifth street, extending about 125 feet easterly from a point 348 feet east of Avenue A, on Block 1487, Lot No. 15.

No. 2. North side of One Hundred and Ninth street, extending about 75 feet westerly from a point 125 feet west of Madison avenue, on Block 1615, Lots Nos. 10, 11 and 12.

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 September 19, 1905, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ROBERT MUH,

ANTONIO ZUCCA,

CHARLES A. O'MALLEY,

Board of Assessors.

WILLIAM H. JASPER,
Secretary,
No. 320 Broadway,
CITY OF NEW YORK, BOROUGH OF MANHATTAN, }
August 17, 1905. }

817,28

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 8428, No. 1. Regulating, grading, curbing and flagging Emerson street, from Seaman avenue to Amsterdam avenue.

List 8433, No. 2. Regulating, grading, curbing and flagging West One Hundred and Ninety-first street, from Audubon avenue to Wadsworth avenue.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Emerson street, from Seaman avenue to Amsterdam avenue, and to the extent of half the block at the intersecting and terminating streets.

No. 2. Both sides of West One Hundred and Ninety-first street, from Audubon avenue to Wadsworth avenue, and to the extent of half the block at the intersecting and terminating streets.

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 September 12, 1905, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ROBERT MUH,

ANTONIO ZUCCA,

CHARLES A. O'MALLEY,

Board of Assessors.

WILLIAM H. JASPER,
Secretary,
No. 320 Broadway,
CITY OF NEW YORK, BOROUGH OF MANHATTAN, }
August 10, 1905. }

810,21

DEPARTMENT OF STREET CLEANING.

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.

JOHN MCGAW WOODBURY,
Commissioner of Street Cleaning.

BOARD OF CITY RECORD.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received at the office of the Supervisor of the City Record, in The City of New York, until 11 o'clock a. m. on

THURSDAY, AUGUST 24, 1905.

FOR SUPPLYING STATIONERY, ETC., FOR THE USE OF COURTS AND THE DEPARTMENTS AND BUREAUS OF THE CITY OF NEW YORK DURING 1905.

The time for the delivery of the materials and supplies and the performance of the contract shall be not later than October 15, 1905. The Supervisor, however, may require a delivery at an earlier date of any item or items on this contract by notice to the contractor, whereupon item or items called for must be delivered not later than 30 days after said notice.

The amount of security shall be twenty-five per cent. of the amount of the bid.
The bidder must state the price of each item. The bids will be tested and the award made to the bidders whose bids are the lowest for each item.

The said Board reserves the right to reject all bids or estimates if it deems it to be for the interest of the City so to do.

Delivery will be required to be made at the office of the City Record from time to time and in such quantities as may be directed by the Supervisor of the City Record.

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, to be had at the office of the Supervisor and on file in the office of the Comptroller.

GEORGE B. MCCLELLAN,

Mayor;

JOHN J. DELANY,

Corporation Counsel;

EDWARD M. GROUT,

Comptroller;

Board of City Record.

THE CITY OF NEW YORK, July 27, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 12 o'clock m. on

MONDAY, AUGUST 21, 1905.

FOR FURNISHING AND DELIVERING VEGETABLES.

The time for the performance of the contract is during the year 1905.
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 pound, per box, 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 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.

JAMES H. TULLY,

Commissioner.

THE CITY OF NEW YORK, August 10, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF FINANCE.

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court and the entering in the Bureau for the Collection of Assessments and Arrears of the assessments for OPENING AND ACQUIRING TITLE to the following-named avenue in the

BOROUGH OF RICHMOND:

FIRST WARD.

FOREST AVENUE—OPENING, between Brooks avenue and Manor road. Confirmed July 17, 1905; entered August 18, 1905. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Richmond, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of a line parallel to and 100 feet westerly from the westerly line of Jewett avenue with the westerly prolongation of the middle line of the block between Delafield avenue and Cherry lane; running thence easterly along said prolongation and middle line and its easterly prolongation to its intersection with the westerly prolongation of the southerly line of Myrtle avenue; thence easterly along said last-mentioned prolongation to its intersection with the middle line of Brooks avenue; thence southerly along said middle line to its intersection with the westerly prolongation of the middle line of the block between Myrtle avenue and Forest avenue; thence easterly along said prolongation and middle line to its intersection with the westerly line of Elizabeth street; thence southerly along said westerly line to its intersection with the westerly prolongation of a line parallel to and 100 feet northerly from the northerly line of Forest avenue; thence easterly along said prolongation and parallel line to its intersection with a line parallel to and 100 feet easterly from the easterly line of Elizabeth street; thence southerly along said last-mentioned parallel line and its prolongation to its intersection with a line parallel to and 100 feet southerly from the southerly line of Forest avenue; thence westerly along said last-mentioned parallel line to its intersection with the southerly prolongation of the westerly line of Elizabeth street; thence southerly along said prolongation to its intersection with a line parallel to and 330 feet southerly from the southerly line of Forest avenue; thence westerly along said parallel line to its intersection with the middle line of the creek, tributary to Palmer's Run; thence southerly along said middle line of the creek to its intersection with a line parallel to and 100 feet northerly from the northerly line of Egbert avenue; thence westerly along said parallel line and its prolongation to its intersection with a line parallel to and 100 feet westerly from the westerly line of Jewett avenue; thence northerly along said last-mentioned parallel line to the point or place of beginning.

The above-entitled assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears, at the Bureau

for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Bay and Sand streets, Stapleton, Borough of Richmond, 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 October 15, 1905, 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.

EDWARD M. GROUT,
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, August 18, 1905.
a19,81

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court and the entering in the Bureau for the Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE to the following-named street in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTION 12.
EAST TWO HUNDRED AND FIFTH STREET—OPENING, from Jerome avenue to Moshulu parkway, South. Confirmed November 7, 1904, and July 29, 1905; entered August 18, 1905. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the northwesterly prolongation of the northeasterly line of East Two Hundred and Fourth street with a line drawn parallel to and distant 235 feet northwesterly from the northwesterly line of Jerome avenue; running thence northwesterly along said parallel line to its intersection with a line drawn at right angles to the southeasterly line of the Grand Boulevard and Concourse from the point of intersection of the said southeasterly line of the Grand Boulevard and Concourse and the southerly line of St. George's Crescent; thence southeasterly along said last-mentioned line and easterly along the southerly line of East Two Hundred and Sixth street and its easterly prolongation to its intersection with a line drawn parallel to and distant 235 feet easterly from the easterly line of Moshulu parkway, South; thence southerly along said parallel line to its intersection with the southeasterly prolongation of the northeasterly line of East Two Hundred and Fourth street; thence northwesterly along said prolongation and northeasterly line of East Two Hundred and Fourth street and its northwesterly prolongation to the point or place of beginning.

The above-entitled assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before October 17, 1905, 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.

EDWARD M. GROUT,
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, August 18, 1905.
a19,81

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court and the entering in the Bureau for the Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE to the following-named street in the BOROUGH OF THE BRONX:

TWENTY-THIRD AND TWENTY-FOURTH WARD, SECTIONS 10 AND 11.

HOE STREET—OPENING, from West Farms road to Boston road. Confirmed July 14, 1905; entered August 10, 1905. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point in the middle of the block bounded by Bancroft street, Faile street, Aldus street and Hoe street; thence southerly and parallel to Hoe street to its intersection with the middle line of the blocks between Aldus street and Whitlock avenue; thence westerly along said middle line of the blocks to its intersection with the middle line of the blocks between Hoe street and Southern Boulevard; thence northerly along said last-mentioned middle line of the blocks to its intersection with the middle line of the block between Westchester avenue and Aldus street; thence westerly along said last-mentioned middle line of the block and its prolongation to its intersection with a line parallel to and 100 feet westerly from the westerly line of Southern Boulevard; thence northerly and northeasterly along said line parallel to Southern Boulevard to its intersection with a line parallel to and 100 feet northwesterly from the northwesterly line of Boston road; thence northeasterly along said last-mentioned parallel line to its intersection with the

prolongation of a line parallel to and 100 feet southeasterly from the southeasterly line of Vyse street; thence southwesterly and southerly along said prolongation and parallel line and its southerly prolongation to its intersection with the northerly line of East One Hundred and Sixty-seventh street; thence continuing southerly to a point formed by the intersection of the southeasterly line of Westchester avenue with a line parallel to and 100 feet easterly from the easterly line of Faile street; thence southerly along said parallel line to its intersection with the middle line of the blocks between Bancroft street and Aldus street; thence westerly along said middle line of the blocks to the point or place of beginning.

The above-entitled assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before October 9, 1905, 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.

EDWARD M. GROUT,
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, August 10, 1905.
a11,24

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN:

TWENTY-SIXTH WARD, SECTION 13.
MONTAUK AVENUE—REGULATING AND GRADING, between Pitkin avenue and New Lots road. Area of assessment: Both sides of Montauk avenue, from Pitkin avenue to New Lots road, and to the extent of half the block at the intersecting and terminating streets.

—that the same was confirmed by the Board of Assessors August 8, 1905, and entered August 8, 1905, 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 the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the 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, Borough of Brooklyn, 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 October 7, 1905, 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.

EDWARD M. GROUT,
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, August 8, 1905.
a10,23

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO OF CITY REAL ESTATE.

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction on Thursday, August 24, 1905, at 12 m., in Room 141, Stewart Building, No. 280 Broadway, Borough of Manhattan, the buildings and appurtenances thereto belonging, erected upon real estate acquired for various purposes, belonging to the Corporation of The City of New York, viz.:

All the right, title and interest of The City of New York in and to the buildings, with the appurtenances thereto belonging, erected upon the following-described property:

(Acquired for the Department of Water Supply, Gas and Electricity.)

1. Property on the northeasterly corner of Joralemon and Furman streets, in the Borough of Brooklyn, more particularly described as follows:

Beginning at a point on the northeasterly corner of Joralemon and Furman streets, and running thence northerly along the easterly side of Furman street one hundred and five (105) feet; thence easterly one hundred and seventeen (117) feet to the northerly side of Joralemon street; thence westerly along the northerly side of Joralemon street one hundred and twenty-eight and thirteen one-hundredths (128.13) feet

to the point or place of beginning, the premises contained in the said area being known by the Nos. 305 to 313 (inclusive) Furman street and Nos. 25 and 27 Joralemon street.

By direction of the Comptroller, the sale of the above property will be made under the supervision of the Collector of City Revenue on Thursday, August 24, 1905, at 12 m.

2. Property on the northwesterly corner of Willoughby street and St. Edwards street, in the Borough of Brooklyn, more particularly described as follows:

Beginning at a point on the northwesterly corner of Willoughby street and St. Edwards street and running thence northerly along the westerly side of St. Edwards street one hundred and thirty-five and seventeen one-hundredths (135.17) feet to land of The City of New York; thence westerly along land of The City of New York seventy-four and fifty one-hundredths (74.50) feet; thence in a southwesterly direction one hundred and seventeen and sixty-eight one-hundredths (117.68) feet to the northerly side of Willoughby street; thence easterly along the northerly side of Willoughby street ninety-nine and eighty-six one-hundredths (99.86) feet to the point or place of beginning.

By direction of the Comptroller, the sale of the above property will be made under the supervision of the Collector of City Revenue on Thursday, August 24, 1905, at 12 m.

(Acquired for the Board of Education.)

3. Property on the northwesterly corner of St. Mark's avenue and Classon avenue, in the Borough of Brooklyn, more particularly described as follows:

Beginning at a point formed by the intersection of the northerly line of St. Mark's avenue with the westerly line of Classon avenue, and running thence northerly along the westerly line of Classon avenue one hundred and fifty-five (155) feet; thence westerly and parallel with St. Mark's avenue one hundred (100) feet to the easterly line of the lands of Public School 42; thence southerly along said easterly line of lands of Public School 42 one hundred and fifty-seven (157) feet to the northerly line of St. Mark's avenue; thence easterly along the northerly line of St. Mark's avenue one hundred (100) feet to the westerly line of Classon avenue, the point or place of beginning.

By direction of the Comptroller, the sale of the above-described property will be made under the supervision of the Collector of City Revenue on Thursday, August 24, 1905, at 12 m.

4. Property known by the number 324 East Fifth street, Borough of Manhattan, more particularly described as follows:

Beginning at a point on the southerly side of Fifth street distant three hundred (300) feet westerly from the corner formed by the intersection of the westerly side of First avenue with the southerly side of Fifth street; thence southerly and parallel with First avenue ninety-six (96) feet two and one-half (2½) inches; thence westerly and parallel with Fifth street twenty (20) feet; thence northerly and again parallel with First avenue ninety-six (96) feet two and one-half (2½) inches to the southerly side of Fifth street; thence easterly along the southerly side of Fifth street twenty (20) feet to the point or place of beginning.

By direction of the Comptroller, the sale of the above described property will be made under the supervision of the Collector of City Revenue on Thursday, August 24, 1905, at 12 m.

5. Property on the northwesterly corner of Mt. Hope place and Anthony avenue, in the Borough of The Bronx, more particularly described as follows:

Beginning at a point formed by the intersection of the northerly side of Mt. Hope place and the westerly side of Anthony avenue; thence northerly along the westerly side of Anthony avenue eighty (80) feet; thence westerly and parallel with Mt. Hope place one hundred and fifteen (115) feet; thence southerly and parallel with Anthony avenue eighty (80) feet to the northerly side of Mt. Hope place; thence easterly along the northerly side of Mt. Hope place one hundred and fifteen (115) feet to the point or place of beginning.

By direction of the Comptroller, the sale of the above described property will be made under the supervision of the Collector of City Revenue on Thursday, August 24, 1905, at 12 m.

The buildings on the premises severally above described shall be sold for the highest marketable price at public auction, 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 give either a cash bond or an approved bond of a surety company in the amount of one-half of the purchase price, as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter. The word "removal" means that the buildings so sold shall be taken down to the curb level and the cellar properly filled in and graded.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed, and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against and from all suits and actions, claims and demands, of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work or in guarding the same, or from any improper or defective materials, machinery, implement or appliance used in the removal of said building by the said successful bidder, and the bidder's assent and agreement to the above conditions are understood to be implied by the act of bidding. The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings, or parts of buildings, included in any of the foregoing parcels.

J. W. STEVENSON,
Deputy and Acting Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, August 8, 1905.
a10,24

CORPORATION SALE OF REAL ESTATE.

BRYAN L. KENNELLY, AUCTIONEER.

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction on Wednesday, August 30,

1905, at 12 o'clock m., at the New York Real Estate Salesroom, Nos. 14 and 16 Vesey street, the following described real estate belonging to the corporation of The City of New York and located in the Borough of The Bronx, viz.:

All that certain lot of land bounded and described as follows:

Beginning at a point on the northerly side of One Hundred and Forty-ninth street, as now laid down on the map, distant 20 feet westerly from the corner formed by the intersection of the said northerly side of One Hundred and Forty-ninth street with the westerly side of Trinity avenue; thence northerly 90 feet, be the same more or less, to a point on the southwesterly side of Terrace place 20 feet westerly from the westerly side of Trinity avenue extended; thence northwesterly along the said southwesterly side of Terrace place 18 feet, more or less, to a point on the southerly side of Terrace place, distant 43 feet 8 inches northerly from the corner formed by the intersection of the southwesterly side of Terrace place with the westerly side of Trinity avenue; thence westerly along said southerly side of Terrace place 8 feet; thence southerly and parallel with the westerly side of Trinity avenue 105 feet to the said northerly side of One Hundred and Forty-ninth street; thence easterly along the said northerly side of One Hundred and Forty-ninth street 20 feet to the point or place of beginning; said property being known as Lot No. 129, in Block 2623, in the tax maps of the Borough of The Bronx, City of New York.

The minimum or upset price at which said property shall be sold is hereby fixed at twenty-five hundred dollars (\$2,500).

The sale of the said premises is made upon the following

TERMS AND CONDITIONS.

The highest bidder will be required to pay ten per cent. of the purchase money and the auctioneer's fee immediately after the sale; ninety (90) per cent. upon the delivery of the deed within thirty days from the date of the sale.

The Comptroller may at his option resell the property if the successful bidder shall fail to comply with the terms of the sale, and the party who may fail to comply therewith will be held liable for any deficiency that may result from any such resale.

The property is sold subject to all the taxes and assessments which may accrue and become a lien against the property on and after July 12, 1905, and further and specifically, reserving to The City of New York any award that has been made and confirmed for the opening of One Hundred and Forty-ninth street, from the Southern Boulevard to the Harlem river, Borough of The Bronx, and known as Damage No. 31 in said proceeding.

The right is reserved to reject any and all bids. Maps of said real estate may be seen on application at the Comptroller's Office, Stewart Building, No. 280 Broadway, Borough of Manhattan.

By order of the Commissioners of the Sinking Fund, under a resolution adopted at meeting of the Board held July 14, 1905.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, August 9, 1905.

N. TAYLOR PHILLIPS,
Deputy and Acting Comptroller.

a10,30

DEPARTMENT OF FINANCE, CITY OF NEW YORK, March 26, 1903.

UNTIL FURTHER NOTICE AND UNLESS otherwise directed in any special case, one surety company will be accepted as sufficient upon all contracts for supplies for furniture, and for gas and electric lighting to any amount, and upon the following contracts to the amounts named:

For supplies and furniture, with patented articles.....	\$5,000
Regulating, grading, paving (other than asphalt)—	
Not over 2 years.....	15,000
Over 2 years.....	5,000
School building repairs.....	10,000
Heating and lighting apparatus....	5,000
New buildings—New docks.....	25,000
Sewers—Dredging and water-mains—	
Not over 2 years.....	10,000
Over 2 years.....	5,000

EDWARD M. GROUT,
Comptroller.

OFFICIAL BOROUGH PAPERS.

BOROUGH OF THE BRONX.

"North Side News," "Westchester Independent," "Bronx Sentinel," "Harlem Reporter and Bronx Chronicle," "Bronx Borough Record."

BOROUGH OF RICHMOND.

"Staten Islander," "Staten Island Star," "Richmond County Herald," "Richmond County Democrat," "Staten Island World."

BOROUGH OF QUEENS.

"Long Island Daily Star," "Flushing Daily Times," "Flushing Evening Journal," "Queens Borough Advertiser," "Jamaica Standard," "Rockaway News," "Long Island Farmer," "Long Island Democrat."

BOROUGH OF BROOKLYN.

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard Union," "Brooklyn Free Press," "Brooklyn Weekly News," "Flatbush Weekly News."

BOROUGH OF MANHATTAN.

"Harlem Local Reporter" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).

Designation by Board of City Record April 26, 1904.

Amended July 22 and September 15, 1904, and February 7, 1905.

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, No. 300 MULBERRY STREET.

SEALED BIDS OR ESTIMATES WILL BE received by the Police Commissioner of the Police Department of The City of New York at the above office until 2 o'clock p. m. on

THURSDAY, AUGUST 31, 1905.

FOR FURNISHING ALL THE LABOR AND FURNISHING AND ERECTING ALL THE MATERIALS REQUIRED FOR FURNISHING ELECTRICAL CONDUCTORS AND PLACING ELECTRICAL CONDUCTORS UNDERGROUND.

The time for the completion of the work and the full performance of the contract is one hundred and twenty days.

The amount of security required is Twenty Thousand Dollars.

Bids will be compared and the contract awarded at a lump or aggregate sum.

For particulars as to the nature and extent of the work required or of the materials to be

furnished, bidders are referred to the specifications and lists of materials, supplies and apparatus to be furnished, and to the plans on file at the office of the Superintendent of Telegraph of the Police Department, No. 300 Mulberry street, Borough of Manhattan.

Blank forms and further information may be obtained at the Central Office of the Police Department, No. 300 Mulberry street, Borough of Manhattan.

WILLIAM McADOO,
Police Commissioner.

Dated August 18, 1905.

a19,31

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT OF THE CITY OF NEW YORK, No. 300 MULBERRY STREET.

SEALED BIDS OR ESTIMATES WILL BE received by the Police Commissioner of the Police Department of the City of New York at the above office until 2 o'clock p. m., on

THURSDAY, AUGUST 31, 1905.

FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY IN MAKING AND COMPLETING GENERAL REPAIRS AND IMPROVEMENTS TO HEATING SYSTEMS AT SEVERAL PRECINCT POLICE STATIONS AND OTHER DEPARTMENT BUILDINGS FOR THE POLICE DEPARTMENT OF THE CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is forty days.

The security required will be fifty per cent. (50%) of the amount of the bid or estimate. The bids will be compared by the sums or amounts for each precinct, and award may be made by one or the whole number of precincts to the lowest bidder.

The bidder will state the price for which he will do all the work and provide, furnish and deliver all the labor and materials mentioned and described in said contract and specifications, for one or more precincts.

For particulars as to the nature and extent of the work required or of the materials to be furnished bidders are referred to the specifications and to the plans on file in the office of the Inspector of Repairs and Supplies of the Police Department, No. 300 Mulberry street, City of New York.

Blank forms and further information may be obtained at the Central Office of the Police Department, No. 300 Mulberry street, Borough of Manhattan.

WILLIAM McADOO,
Police Commissioner.

Dated August 18, 1905.

a19,31

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT OF THE CITY OF NEW YORK, No. 300 MULBERRY STREET.

SEALED BIDS OR ESTIMATES WILL BE received by the Police Commissioner of the Police Department of the City of New York at the above office until 2 o'clock p. m., on

TUESDAY, AUGUST 22, 1905.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED IN MAKING AND COMPLETING GENERAL REPAIRS, ALTERATIONS, AND PAINTING, ETC., THE FOLLOWING POLICE DEPARTMENT VEHICLES:

Patrol wagons attached to the Second, Fifth, Sixth, Eighth, Twelfth, Fourteenth, Fifteenth, Seventeenth, Twenty-fourth, Twenty-sixth, Twenty-seventh, Thirtieth, Thirty-first, Thirty-second, Thirty-third, Thirty-fourth, Thirty-fifth, Thirty-sixth, Thirty-seventh, Fortieth, Forty-first, Forty-third, Forty-fourth, Forty-fifth, Forty-sixth, Forty-seventh, Forty-eighth, Fiftieth, Fifty-first, Fifty-second, Fifty-third, Fifty-fourth, Fifty-fifth, Fifty-sixth, Fifty-seventh, Sixty-first, Sixty-second, Sixty-third, Sixty-fourth, Sixty-fifth, Sixty-sixth, Sixty-seventh, Sixty-eighth, Sixty-ninth, Seventieth, Eightieth, and Eighty-first Precincts, and extra patrol wagons numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11.

Buggies attached to the Twenty-seventh, Thirty-fourth, Thirty-sixth, Thirty-seventh, Thirty-eighth, Thirtieth, Fortieth, Forty-first, Fifty-third, Sixty-fourth, Sixty-eighth, Seventy-first, Seventy-second, Seventy-fourth, Seventy-seventh, Seventy-eighth, Seventy-ninth, Eightieth, Eighty-first and Eighty-third Precincts; extra buggy at Thirty-third Precinct, buggy of Sergeant in charge of horses, and buggies of Inspectors of First, Tenth and Eleventh Inspection Districts.

One single delivery wagon attached to the Bureau of Repairs and Supplies, and wagons numbers 1, 2 and 3 attached to the Sanitary Company.

The time allowed for making and completing the repairs and alterations will be ninety days.

The security required will be fifty per cent. (50%) of the amount of the bid or estimate.

The bids will be compared by the sums or amounts for each precinct, and award may be made by one or the whole number of precincts to the lowest bidder.

The bidder will state the price for which he will do all the work and provide, furnish and deliver all the labor and materials mentioned and described in said contract and specifications, for one or more precincts.

For particulars as to the nature and extent of the work required or of the materials to be furnished, bidders are referred to the specifications and to the plans on file in the office of the Inspector of Repairs and Supplies of the Police Department, No. 300 Mulberry street, City of New York.

Blank forms and further information may be obtained at the Central Office of the Police Department, No. 300 Mulberry street, Borough of Manhattan.

WILLIAM McADOO,
Police Commissioner.

Dated August 9, 1905.

a10,22

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT OF THE CITY OF NEW YORK, No. 300 MULBERRY STREET.

SEALED BIDS OR ESTIMATES WILL BE received by the Police Commissioner of the Police Department of the City of New York at the above office until 2 o'clock p. m., on

MONDAY, AUGUST 21, 1905.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED IN MAKING AND COMPLETING GENERAL REPAIRS, ALTERATIONS, PAINTING, ETC., AT HOUSE OF DETENTION, TRAINING STABLE THIRTY-NINTH PRECINCT, ELEVENTH, FOURTEENTH, TWENTY-SECOND, TWENTY-FIFTH, THIRTY-THIRD, THIRTY-EIGHTH, SIXTY-NINTH, SEVENTY-NINTH AND SEVENTY-NINTH SUB-PRECINCT STATIONS, AS PER SPECIFICATIONS, FOR THE POLICE DEPARTMENT OF THE CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is sixty days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bids will be compared by the sums or amounts for each precinct, and award may be made by one or the whole number of precincts to the lowest bidder.

The bidder will state the price for which he will do all the work and provide, furnish and deliver all the labor and materials mentioned and described in said contract and specifications for one or more precincts.

For particulars as to the nature and extent of the work required or of the materials to be furnished bidders are referred to the specifications and to the plans on file in the office of the Inspector of Repairs and Supplies of the Police Department, No. 300 Mulberry street, City of New York.

Blank forms and further information may be obtained at the Central Office of the Police Department, No. 300 Mulberry street, Borough of Manhattan.

WILLIAM McADOO,
Police Commissioner.

Dated August 8, 1905.

a5,21

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT—CITY OF NEW YORK, 1899.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THOMAS F. O'CONNOR,
Property Clerk.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE DEPUTY 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.

JOSEPH J. CAREY,
Deputy Property Clerk.

BOROUGH OF BROOKLYN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, AUGUST 23, 1905.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PAINTING, GAINING, VARNISHING, DECORATING, ETC., THE EXTERIOR AND INTERIOR OF THE KINGS COUNTY COURT-HOUSE, BOROUGH OF BROOKLYN.

The time allowed for the completion of the work and full performance of the contract is on or before November 1, 1905.

The amount of security required is Sixty-five Hundred Dollars (\$6,500).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained at the office of the Assistant Commissioner of Public Works, Room No. 15, Municipal Building, Borough of Brooklyn.

MARTIN W. LITTLETON,
President.

Dated August 5, 1905.

a10,23

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF DOCKS AND FERRIES.

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," NORTH RIVER, NEW YORK, March 31, 1904.

THE COMMISSIONER HAS FIXED THE amounts of bonds required on contracts awarded by this Department, as follows:

On all contracts for supplies, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is not over \$200,000, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$200,000, but not over \$1,000,000, 25 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$1,000,000, 20 per cent. of the estimated cost.

CHARLES J. COLLINS,
Secretary.

COLLEGE OF THE CITY OF NEW YORK.

BOARD OF TRUSTEES OF THE COLLEGE OF THE CITY OF NEW YORK, 1905.

PROPOSALS FOR BIDS OR ESTIMATES, FOR THE FURNITURE AND EQUIPMENT WORK FOR THE BUILDING FOR THE COLLEGE OF THE CITY OF NEW YORK, TO BE ERRECTED ON THE PLOTS OF GROUND LOCATED ON ST. NICHOLAS TERRACE, ONE HUNDRED AND FORTIETH STREET, AMSTERDAM AVENUE AND ONE HUNDRED AND THIRTY-EIGHTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

1. Sealed bids or estimates for the above work will be received by the Committee on Buildings of the Board of Trustees of the College of the City of New York, at the office of the Board, Lexington avenue and Twenty-third street, Borough of Manhattan, in The City of New York, until 12 o'clock m., on

WEDNESDAY, SEPTEMBER 6, 1905.

2. The time allowed for doing and completing the work herein specified in the Sub-Freshman Building (except the work which is included in the Assembly Hall, in the four departments and in the Lunch Room) will be up to and including the 16th day of October, 1905. If by this time blackboards are not entirely completed the contractor will be allowed to erect the balance of these and to finish the work in the Lunch Room between the hours of 1 p. m. and 9 a. m., up to and including the 28th day of October, 1905; and for completing the work of the Assembly Hall and the four departments, up to and including the 18th day of November, 1905; and for completing the work herein specified for the Gymnasium, Mechanical Arts and Main Buildings, up to and including the 13th day of January, 1906; and for completing the work herein specified for the Chemical Building, up to and including the 19th day of March, 1906.

3. The amount of security required will not be less than twenty-five per cent. (25%) of the amount of the bid or estimate.

4. Bidders are requested to make their bids or estimates upon the blank form prepared for the purpose, 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 written application therefor at the office of the architect, George B. Post, No. 33 East Seventeenth street, New York City. The plans and drawings, which are made a part of the specifications, can be seen at the present College Buildings, corner of Lexington avenue and Twenty-third street, in The City of New York, Borough of Manhattan.

5. The bidder shall state one aggregate price for the whole work described and specified, as the contract is entire and for a complete job. No bid shall be withdrawn while the awarding of the contract is pending.

6. Should the person or persons to whom the contract may be awarded neglect or refuse to accept the contract within five days after written notice that the same has been awarded to his or their bid or proposal, or if he or they accept but do not execute the contract and give proper security, he or they will be considered as having abandoned it, and as in default to The City of New York, and the contract will be readvertised and relet as provided by law.

EDWARD M. SHEPARD,
Chairman;

CHARLES PUTZEL,
Secretary;

FREDERICK P. BELLAMY,
JAMES BYRNE,
JAMES W. HYDE,
JOSEPH F. MULQUEEN,
THEO. F. MILLER,
M. WARLEY PLATZKE,
PARKER D. HANDY,
HENRY N. TIFT,

Board of Trustees and Com-

mittee on Buildings.

Dated BOROUGH OF MANHATTAN, August 2, 1905.

a2,56

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICIAL PAPERS.

Morning—"The Sun," "The Morning Telegraph."

Evening—"The Globe and Commercial Advertiser," "The Daily News."

Weekly—"The Sunday Democrat," "The New York Realty Journal."

German—"The New Yorker Herald."

Designated by the Board of City Record, February 7, 1905.

DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION, SOUTHWEST CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Supplies at the above office of the Department of Education until 12 o'clock noon on

THURSDAY, AUGUST 31, 1905.

FOR FURNISHING AND DELIVERING TEXT-BOOKS, MAPS, GLOBES, CHARTS, PICTURES, ETC., FOR THE DAY AND EVENING ELEMENTARY SCHOOLS AND DAY AND EVENING HIGH SCHOOLS 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, 1906, and such further time as may be allowed by the contract.

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, by which the bids will be tested. Awards will be made to the lowest bidder on each item.

Delivery will be required to be made to the places designated 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, southwest corner Park avenue and Fifty-ninth street.

PATRICK JONES,
Superintendent of School Supplies.

Dated August 21, 1905.

a19,31

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 three o'clock p. m., on

MONDAY, AUGUST 20, 1905.

Borough of Brooklyn.

No. 1. FOR THE GENERAL CONSTRUCTION OF A FIVE-CLASSROOM ADDITION, ETC., TO PUBLIC SCHOOL 41 (ANNEX NO. 2), CORNER OF ATLANTIC AND NEW YORK AVENUES, BOROUGH OF BROOKLYN.

The time allowed to complete the entire work will be 90 working days, as provided in the contract.

The amount of security required is Fifteen Thousand Dollars.

No. 2. FOR INSTALLING HEATING AND VENTILATING APPARATUS IN ADDITION TO AND ALTERATIONS IN PUBLIC SCHOOL 89, ON THE NORTH SIDE OF NEWKIRK AVENUE, BETWEEN EAST THIRTY-FIRST AND THIRTY-SECOND STREETS, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 90 working days, as provided in the contract.

The amount of security required is Seven Thousand Dollars.

No. 3. FOR THE SANITARY WORK AND GAS FITTING OF NEW PUBLIC SCHOOL 149, ON THE SOUTH SIDE OF SUTTER AVENUE, BETWEEN WYONA AND VERMONT STREETS, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 150 working days, as provided in the contract.

The amount of security required is Twelve Thousand Dollars.

On Contracts Nos. 1, 2 and 3 the bids will be compared and the contract awarded in a lump sum to the lowest bidder on each contract. Blank forms may be obtained and the plans and drawings may be seen at the office of the Superintendent at Estimating Room, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan; also at branch office, No. 111 Livingston street, Borough of Brooklyn.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated August 16, 1905.

a16,28

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, AUGUST 21, 1905.

Borough of Brooklyn.

No. 2. FOR FURNITURE FOR COMMERCIAL HIGH SCHOOL, ON ALBANY AVENUE, BETWEEN BEKEN AND DEAN STREETS, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 60 working days, as provided in the contract.

The amount of security required is as follows:
Item 1..... \$5,000 00
Item 2..... 800 00
Item 3..... 3,000 00
Item 4..... 1,800 00
Item 5..... 3,200 00
Item 6..... 6,000 00

On Contract No. 2 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed by which the bids will be tested.

The extensions must be made and footed up, as the bids will be read from the total of each item and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

Blank forms may be obtained and the plans and drawings may be seen at the office of the Superintendent at Estimating Room, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan; also at Branch Office, No. 131 Livingston street, Borough of Brooklyn.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated August 9, 1905.

a9,31

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 three o'clock p. m., on

MONDAY, AUGUST 21, 1905.

Borough of Queens.

No. 1. FOR INSTALLING ELECTRIC EQUIPMENT IN PUBLIC SCHOOL 39, ON STATE STREET AND ROANOKE AVENUE, FAR ROCKAWAY, BOROUGH OF QUEENS.

The time allowed to complete the whole work will be forty (40) working days, as provided in the contract.

The amount of security required is Eight Hundred Dollars.

On Contract No. 1 the bids will be compared and the contract awarded in a lump sum to the lowest bidder.

Blank forms may be obtained and the plans and drawings may be seen at the office of the Superintendent, at Estimating Room, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan; also at branch office, No. 69 Broadway, Flushing, Borough of Queens.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated August 10, 1905.

a9,31

See General Instructions to Bidders on the last page, last column, of the "City Record."

FIRE DEPARTMENT.

FIRE DEPARTMENT, CITY OF NEW YORK, BOROUGHS OF MANHATTAN AND THE BRONX, August 12, 1905.

SEBASTIAN, AUCTIONEER, ON BE- half of the Fire Department of The City of New York, Boroughs of Manhattan and The Bronx, will offer for sale, at public auction, to the highest bidder, for cash, at the Hospital and Training Stables, Nos. 133 and 135 West Ninety-ninth street, Manhattan, on Wednesday, August 23, 1905, at 12 o'clock noon, the following nine horses, no longer fit for service in the Department, and known as Nos. 787, 826, 827, 851, 901, 1122, 1485, 1517 and 1686.

NICHOLAS J. HAYES,
Fire Commissioner.

a12,33

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

TUESDAY, AUGUST 22, 1905.

Boroughs of Brooklyn and Queens.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR

PLACING CONDUITS OF THE FIRE DEPARTMENT TELEGRAPH AND ALARM SYSTEM UNDERGROUND IN THE BOROUGH OF BROOKLYN.

The time for the completion of the work and the full performance of the contract is one hundred and fifty (150) days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the offices of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan, and Nos. 365 and 367 Jay street, Brooklyn.

THOS. W. CHURCHILL,
Deputy and Acting Fire Commissioner.
Dated August 8, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock a. m., on

MONDAY, AUGUST 21, 1905.

Boroughs of Manhattan and The Bronx.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE ERECTION AND COMPLETION OF THE PLUMBING, GAS AND ELECTRIC SYSTEMS OF A NEW BUILDING FOR ENGINE COMPANY NO. 23, TO BE LOCATED ON THE NORTH SIDE OF FIFTY-EIGHTH STREET, 225 FEET WEST OF SEVENTH AVENUE, MANHATTAN.

The time for the completion of the work and the full performance of the contract is seventy-five (75) days.

The amount of security required is One Thousand Five Hundred Dollars.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

THOS. W. CHURCHILL,
Deputy and Acting Fire Commissioner.
Dated August 8, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock a. m., on

MONDAY, AUGUST 21, 1905.

Borough of Richmond.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR ALTERATIONS AND ADDITIONS TO THE FIRE ALARM TELEGRAPH SYSTEM IN THE BOROUGH OF RICHMOND.

The time for the completion of the work and the full performance of the contract is sixty (60) days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each section of the work contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each section of the work and awards made to the lowest bidder on each section; or the bids will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

THOS. W. CHURCHILL,
Deputy and Acting Fire Commissioner.
Dated August 8, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOARD MEETINGS.

The Board of Estimate and Apportionment meet in the Old Council Chamber (Room 16), City Hall, every Friday, at 10.30 o'clock a. m.

JAMES W. STEVENSON,
Deputy Comptroller, Secretary.

The Commissioners of the Sinking Fund meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.

N. TAYLOR PHILLIPS,
Deputy Comptroller, Secretary.

The Board of City Record meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.

PATRICK J. TRACY,
Supervisor, Secretary.

DEPARTMENT OF HEALTH.

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 10 o'clock a. m., on

TUESDAY, AUGUST 22, 1905.

FOR FURNISHING AND DELIVERING AN AUTOMOBILE TOURING CAR TO THE DEPARTMENT OF HEALTH, CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is one hundred consecutive working days.

The amount of security required is fifty per cent. (50%) of the amount of the bid.

No bid will be received or considered from any person, firm or corporation not regularly engaged in the business of building automobiles.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained at the office of the Chief Clerk of the Department of Health, southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan.

THOMAS DARLINGTON, M. D.,
President;
ALVAH H. DOTY, M. D.,
WILLIAM McADOO,
Board of Health.

Dated August 15, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 10 o'clock a. m. on

TUESDAY, AUGUST 22, 1905.

FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY OR REQUIRED TO CONSTRUCT AND DELIVER COMPLETE ONE SIXTY-FOOT STEAM LAUNCH FOR THE DEPARTMENT OF HEALTH, CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is ninety consecutive working days.

The amount of security required is fifty per cent. (50%) of the amount of the bid.

No bid will be received or considered from any person, firm or corporation not regularly engaged in the business of building steamboats and launches.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be seen at the office of the Chief Clerk of the Department of Health, southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan.

THOMAS DARLINGTON, M. D.,
President;
ALVAH H. DOTY, M. D.,
WILLIAM McADOO,
Board of Health.

Dated August 5, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

SUPREME COURT—FIRST DEPARTMENT.

FIRST JUDICIAL DISTRICT.

In the matter of the application of The City of New York, relative to acquiring title to certain real estate, tenements, hereditaments, corporeal or incorporeal rights in the same, and any and all rights and interests therein not now owned by The City of New York, situated in the Sixth Ward of the Borough of Manhattan, in The City of New York, duly selected and specified by the Commissioner of Bridges of The City of New York, with the approval of the Board of Estimate and Apportionment of said City, pursuant to the provisions of chapter 712 of the Laws of 1901, for the construction of an extension of the westerly or Manhattan terminal of the New York and Brooklyn Bridge, for the better accommodation of pedestrians, vehicles and railroad passengers using said bridge or terminal.

PURSUANT TO THE PROVISIONS OF chapter 712 of the Laws of 1901, and all other statutes in such case made and provided, 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, at a Special Term of said Court, to be held at Part I. thereof in the County Court-house, in the Borough of Manhattan, in The City of New York, on the 25th day of August, 1905, 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 and Appraisal in the above-entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title in fee simple absolute by The City of New York, for the use of the public, to certain real estate, tenements, hereditaments, corporeal or incorporeal rights in the same, and any and all rights and interests therein not now owned by The City of New York, situated in the Sixth Ward of the Borough of Manhattan, in The City of New York, duly selected and specified by the Commissioner of Bridges of The City of New York, with the approval of the Board of Estimate and Apportionment of said City, pursuant to the provisions of chapter 712 of the Laws of 1901, for the construction of an extension of the westerly or Manhattan terminal of the New York and Brooklyn Bridge for the better accommodation of pedestrians, vehicles and railroad passengers using said bridge or terminal, and which said real estate, tenements, hereditaments, corporeal or incorporeal rights in the same are bounded and described as follows:

Parcel No. 1.

Beginning at a point formed by the intersection of the westerly side of North William street and the northerly side of Brooklyn Bridge, and running thence along the northerly side of Brooklyn Bridge north fifty-one degrees fifty-nine minutes west (N. 51° 59' W.) seventy-six (76) feet to the southerly side of Park row; thence along the southerly side of Park row north seventy-two degrees seven minutes fifty-five seconds east (N. 72° 7' 55" E.) one hundred twenty-one and thirty-three hundredths (121.33) feet; thence south fifty-two degrees fifteen minutes twenty seconds east (S. 52° 15' 20" E.) seven and thirty-three hundredths (7.33) feet to the westerly side of North William street; thence along the westerly side of North William street south thirty-seven degrees forty-four minutes forty seconds west (S. 37° 44' 40" W.) one hundred and fifty hundredths (100.50) feet to the point of beginning.

Parcel No. 2.

Beginning at a point formed by the intersection of the northerly side of Park row and the easterly side of Tryon row, and running thence along the easterly side of Tryon row north eighteen degrees twenty-six minutes five seconds west (N. 18° 26' 5" W.) ninety-seven and two hundredths (97.02) feet to the easterly side of Centre street; thence along the easterly side of Centre street north thirty-six degrees six minutes east (N. 36° 6' E.) one hundred fifty five and seventy-eight hundredths (155.78) feet to the southerly side of Chambers street;

thence along the southerly side of Chambers street south fifty-nine degrees eleven minutes twenty-five seconds east (S. 59° 11' 25" E.) two hundred forty-seven and thirty-two hundredths (247.32) feet to the northerly side of Park row; thence along the northerly side of Park row south seventy-one degrees thirty-three minutes fifty-five seconds west (S. 71° 33' 55" W.) two hundred eighty-eight and twenty-nine hundredths (288.29) feet to the point of beginning.

Comprising all the block bounded by Tryon row, Centre street, Chambers street and Park row, excluding therefrom, however, all such portions thereof as are now owned by The City of New York.

Parcel No. 3.

Beginning at a point formed by the intersection of the northerly side of Park row and the northerly side of Chambers street, and running thence along the northerly side of Chambers street north fifty-nine degrees eleven minutes twenty-five seconds west (N. 59° 11' 25" W.) two hundred fifty-three and fifty-six hundredths (253.56) feet to the southerly side of City Hall place; thence along the southerly side of City Hall place north seventy-one degrees twenty-six minutes fifty-five seconds east (N. 71° 26' 55" E.) one hundred thirty-one and sixty-seven hundredths (131.67) feet to the southerly side of Reade street; thence along the southerly side of Reade street south forty-four degrees twenty-three minutes fifty seconds east (S. 44° 23' 50" E.) eighty and seventy-four hundredths (80.74) feet to the westerly side of Duane street; thence along the westerly side of Duane street south eighteen degrees forty-nine minutes twenty-five seconds east (S. 18° 49' 25" E.) one hundred nineteen and seventy hundredths (119.70) feet to the northerly side of Park row; thence along the northerly side of Park row south seventy-one degrees ten minutes thirty-five seconds west (S. 71° 10' 35" W.) two and seventy-five hundredths (2.75) feet to the point of beginning.

Parcel No. 4.

Beginning at a point formed by the intersection of the northerly side of Reade street and the easterly side of Centre street, and running thence along the easterly side of Centre street north thirty-six degrees six minutes east (N. 36° 6' E.) sixty-nine and four hundredths (69.04) feet to the westerly side of Duane street; thence along the westerly side of Duane street south twenty degrees fifty-five minutes fifty-five seconds east (S. 20° 55' 55" E.) sixty-five and seventy-seven hundredths (65.77) feet; thence south thirteen degrees one minute and fifteen seconds east (S. 13° 1' 15" E.) seventy-three and ninety-one hundredths (73.91) feet to the northerly side of Reade street; thence along the northerly side of Reade street north forty-six degrees eight minutes fifteen seconds west (N. 46° 8' 15" W.) one hundred and twelve and six hundredths (112.06) feet to the point of beginning.

Parcel No. 5.

Beginning at a point formed by the intersection of the easterly side of Duane street and the southerly side of Park street and running thence along the southerly side of Park street north sixty-seven degrees forty-one minutes twenty-five seconds east (N. 67° 41' 25" E.) one hundred eighteen and eighty-five hundredths (118.85) feet; thence south twenty-two degrees eighteen minutes thirty-five seconds east (S. 22° 18' 35" E.) ninety-three and sixty-six hundredths (93.66) feet; thence south seventy-two degrees twenty-seven minutes fifty-two seconds west (S. 72° 27' 52" W.) twenty-four (24) feet; thence south twenty-two degrees eighteen minutes thirty-five seconds east (S. 22° 18' 35" E.) sixty-seven hundredths (0.67) feet; thence south sixty-nine degrees twenty-eight minutes thirty-eight seconds west (S. 69° 28' 38" W.) forty-eight and ten hundredths (48.10) feet; thence north twenty-two degrees eighteen minutes thirty-five seconds west (N. 22° 18' 35" W.) one and twenty-six hundredths (1.26) feet; thence south sixty-seven degrees forty-one minutes twenty-five seconds west (S. 67° 41' 25" W.) forty-eight and ninety-two hundredths (48.92) feet to the easterly side of Duane street; thence along the easterly side of Duane street north twenty degrees fifty-five minutes fifty-five seconds west (N. 20° 55' 55" W.) eighty-nine and sixty hundredths (89.60) feet to the point of beginning.

Parcel No. 6.

Beginning at a point formed by the intersection of the northerly side of Park street and the easterly side of Centre street, and running thence along the easterly side of Centre street north thirty-five degrees fifty-seven minutes thirty seconds east (N. 35° 57' 30" E.) one hundred and sixty-five and ninety-six hundredths (165.96) feet to the southerly side of Pearl street; thence along the southerly side of Pearl street south forty-six degrees forty-five minutes fifty seconds east (S. 46° 45' 50" E.) ninety-five and eighty-seven hundredths (95.87) feet to the northerly side of Park street; thence along the northerly side of Park street south sixty-seven degrees forty-one minutes twenty-five seconds west (S. 67° 41' 25" W.) one hundred eighty and eighty-one hundredths (180.81) feet to the point of beginning.

Parcel No. 7.

All the right, title and interest of Frances J. Storms and of all other persons or parties whomsoever of, in and to a certain lease bearing date the 20th day of March, 1893, made and entered into between the Mayor, Aldermen and Commonalty of The City of New York as lessor, and Frances J. Storms as lessee, and of, in and to the lands and premises by said lease demised, and of, in and to the buildings and structures erected and now standing upon said lands and premises, and which said lands and premises are described in said lease as follows:

All that certain lot, piece or parcel of land situate, lying and being on the northerly side of Park row, between Tryon row and Chambers street, in the Sixth Ward of The City of New York, known as No. 78 Park row. Being the lot marked No. 4 on the map annexed to this lease.

Beginning at a point 75 feet easterly from the corner of Tryon row, being in width 25 feet front and rear, and 95 feet 6 inches in depth parallel with Tryon row.

Parcel No. 8.

All the right, title and interest of Anna C. Keane, sole executrix, etc., of James Keane, late of The City of New York, deceased, and of all other persons or parties whomsoever of, in and to a certain lease bearing date the 4th day of December, 1893, made and entered into between the Mayor, Aldermen and Commonalty of The City of New York as lessor, and Anna C. Keane, sole executrix, etc., of James Keane, late of The City of New York, deceased, as lessee, and of, in and to the lands and premises by said lease demised, and of, in and to the buildings and structures erected and now standing upon said lands and premises and which said lands and premises are described in said lease as follows:

All that certain triangular lot, piece or parcel of land situate, lying and being on the southwest corner of Park row (formerly Chatham street) and Chambers street, in the Sixth Ward of The City of New York, the same being part of two lots described on a map of lots belonging to the Mayor, Aldermen and Commonalty as

Lots Nos. 11 and 12; the said piece of ground hereby demised being bounded and containing as follows: Northeastly on Chambers street 56 feet 6 inches, southerly on Park row 37 feet, and on the westerly side thereof 42 feet, as by a map thereof annexed to this lease will appear.

Dated New York, August 14, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
a15,25

FIRST DEPARTMENT.

In matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the widening of THIRD AVENUE, on its easterly side, from Willis avenue to East One Hundred and Forty-ninth street, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 7th day of July, 1905, and duly entered in the office of the Clerk of the County of New York, at his office in the Borough of Manhattan, in The City of New York, on the 11th day of July, 1905, a copy of which order was duly filed in the office of the Register of the County of New York, and indexed in the Index of Conveyances, Block 2293, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of widening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of New York on the 11th day of July, 1905; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be widened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of widening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 17, title 4, of the Greater New York Charter, as amended, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of widening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 14th day of September, 1905, at 2 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto, and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Manhattan, New York City, July 29, 1905.

JOSEPH LIEBERTZ,
WALTER MULLER,
MORRIS ARNSTEIN,
Commissioners.

JOHN P. DUNN,
Clerk.

First Judicial District.

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 the wharfage rights, terms, easements, emoluments and privileges appurtenant to the dock or wharf property known as GOUVERNEUR SLIP, PIER EAST, formerly known as Pier, old No. 52, East river, in the Borough of Manhattan, City of New York, not now owned by The City of New York, and all right, title and interest in and to said pier, or any portion thereof, not now owned by The City of New York, for the improvement of the water-front of The City of New York, on the East river, pursuant to the plan heretofore adopted by the Board of Docks and approved by the Commissioners of the Sinking Fund.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, by virtue of an order of the Supreme Court bearing date the 20th day of February, 1905, and entered and filed in the office of the Clerk of the County of New York on the twentieth day of February, 1905, were appointed Commissioners of Estimate and Assessment in the above entitled proceeding, for the purpose of making a just and equitable estimate of the loss and damage to the respective owners, lessees, parties and persons entitled to or interested in the pier or wharf property, wharfage rights, terms, easements, emoluments and privileges hereinafter described, and not now owned by The City of New York, and situated in the Borough of Manhattan, in The City of New York, to be taken herein for the improvement of the water-front on the East river, in the Borough of Manhattan, and which said pier or wharf property, wharfage rights, terms, easements, emoluments and privileges so to be taken are described as follows, to wit:

All the interest in the pier known as Gouverneur slip, Pier East, formerly known as Pier, old No. 52, East river, in the Borough of Manhattan, City of New York, not now owned by The City of New York, said interest being an undivided half interest. Said pier is bounded and described as follows, to wit:

Beginning at a point in the present bulkhead in the vicinity of the southerly side of South street where the westerly side of said pier, Gouverneur slip, Pier East, formerly known as Pier, old No. 52, intersects the same, the northerly prolongation of the easterly side of said pier intersecting the northerly side of South street 15.5 feet easterly from the northeasterly corner of Gouverneur slip and South street; and run-

ning thence from said point of intersection between the westerly line of said pier and the present bulkhead line 44.4 feet along the inner or northerly end of said pier to the easterly side of said pier; thence southerly and along the easterly side of said pier 219.26 feet; thence westerly and along the outer or southerly end of said pier 44.3 feet to the westerly side of said pier; thence northerly and along the westerly side of said pier 210.94 feet to the point or place of beginning.

All parties and persons interested in the said pier or wharf property, wharfage rights, terms, easements, emoluments and privileges taken or to be taken for the improvement of the waterfront of The City of New York, on the East river, or affected thereby, and having any claim or demand on account thereof, are required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Appraisal, at our office, Room 401, on the fourth floor of the building No. 258 Broadway, in The City of New York, Borough of Manhattan, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice, and we, the said Commissioners, will be in attendance at our office, above specified, on the 21st day of August, 1905, at 11 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto, and at such time and place, or at such other or further times and places as we may appoint, we shall hear such owners in relation thereto and examine the proof of such claimant or claimants, or such additional proofs or allegations as may be then offered by such owners, or on behalf of The City of New York.

Dated New York, July 28, 1905.
A. WELLES STUMP,
EDMOND J. CURRY,
JOSEPH M. SCHENCK,
Commissioners.
Clerk.
jy28,a17

FIRST JUDICIAL DISTRICT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the WESTERLY LINE OF OLIVER STREET, between Water and South streets, in the Borough of Manhattan, in The City of New York, duly selected for the purpose of constructing thereon a pumping station for high pressure fire system, according to law.

NOTICE IS HEREBY GIVEN THAT IT IS the intention of the Corporation Counsel to make application at a Special Term of the Supreme Court, Part I., to be held in the County Court-house, in the Borough of Manhattan, on the 15th day of September, 1905, at the call of the calendar on that day, or as soon thereafter as counsel can be heard, for the appointment of Commissioners of Estimate and Appraisal to ascertain and appraise the compensation to be made to the owners and all persons interested in the real property situated in the Borough of Manhattan, in The City of New York, bounded and described as follows:

Beginning at the point of intersection of the westerly side of Oliver street with the southerly side of Water street, and running thence westerly along the southerly side of Water street 20.83 feet; thence southerly 39.3 feet; thence again westerly 0.8 feet; thence again southerly 121.81 feet to the northerly side of South street; thence easterly along the northerly side of South street 92.04 feet to the northwesterly corner of Oliver and South streets; thence northerly along the westerly side of Oliver street 160.61 feet to the southwest corner of Water and Oliver streets, the point or place of beginning.

said premises being shown on a map entitled "Department of Water Supply, Gas and Electricity; land required for pumping station for high pressure fire system, Southern District, February, 1905," and filed in the office of the Register of the County of New York on the 21st day of July, 1905.

Dated New York, July 13, 1905.
JOHN J. DELANY,
Corporation Counsel.
a4,11,18,25,31,8,15

FIRST JUDICIAL DISTRICT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the SOUTHERLY LINE OF DELANCEY STREET, as widened, between Suffolk and Norfolk streets, in the Borough of Manhattan, duly selected as a site for bridge purposes, according to law.

NOTICE IS HEREBY GIVEN THAT IT is the intention of the Corporation Counsel to make application to the Supreme Court, Special Term, 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 August, 1905, at the opening of Court on that day, or as soon thereafter as counsel can be heard, for the appointment of Commissioners of Estimate and Appraisal to ascertain and appraise the compensation to be made to the owners and all persons interested in certain property situated in the Borough of Manhattan, bounded and described as follows:

Beginning at a point formed by the intersection of the southerly line of Delancey street as widened with the westerly line of Suffolk street; running thence southerly along said westerly line of Suffolk street fifty (50) feet; thence westerly and parallel with Delancey street as widened two hundred (200) feet to the easterly line of Norfolk street; thence northerly along said easterly line of Norfolk street fifty (50) feet to the southerly line of Delancey street as widened; and thence easterly along said southerly line of Delancey street as widened two hundred (200) feet to the point or place of beginning.

Dated New York, August 14, 1905.
JOHN J. DELANY,
Corporation Counsel.
a15,25

SUPREME COURT - SECOND DEPARTMENT.

COUNTY OF KINGS.

In the matter of acquiring title by The City of New York to certain lands and premises bounded by OCEAN PARKWAY, AVENUE Y, EAST SIXTH STREET, CANAL AVENUE AND CONEY ISLAND CREEK, in the Borough of Brooklyn, in The City of New York, excepting therefrom lands now owned by The City of New York, duly selected for the Department of Public Charities, according to law.

NOTICE IS HEREBY GIVEN THAT ALBERT E. RICHARDSON, Paul Weimann and Harry B. Bradbury, Commissioners of Estimate and Appraisal, appointed by an order of the Supreme Court dated August 11, 1905, and filed

in the office of the Clerk of the County of Kings on August 12, 1905, will appear before the Justice of the Supreme Court, sitting at Special Term for the hearing of motions on the 28th day of August, 1905, at 10.30 o'clock in the forenoon, to be examined by the Corporation Counsel, or by any person interested in said proceeding, as to their qualifications to act as such Commissioners.

Dated New York, August 15, 1905.
JOHN J. DELANY,
Corporation Counsel.
a16,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of SECOND STREET (although not yet named by proper authority), from St. John's avenue to Maryland avenue, in the Fourth Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 20th day of May, 1905, and duly entered in the office of the Clerk of the County of Richmond, in The City of New York, on the 22d day of May, 1905, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of Richmond on the 22d day of May, 1905; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 17, title 4, of the Greater New York Charter, as amended, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 12th day of September, 1905, at 2.30 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Manhattan, New York City, July 27, 1905.
FREDERICK S. MULLEN,
DAVID P. SCHWARTZ,
ARTHUR D. GREENFIELD,
Commissioners.

JOHN P. DUNN,
Clerk.
jy27,a19

SECOND JUDICIAL DISTRICT.

In the matter of the application of The City of New York to acquire certain real estate in the Towns of Lewisboro, Poundridge and Bedford, Westchester County, New York, under chapter 490 of the Laws of 1883 and the laws amendatory thereof, for the purpose of a dam and reservoir on Cross River, and for the purpose of supplying The City of New York with an increased supply of pure and wholesome water.

CROSS RIVER DAM AND RESERVOIR - SECOND DIVISION.

NOTICE OF FILING AND OF MOTION TO CONFIRM SECOND SEPARATE REPORT.

PUBLIC NOTICE IS HEREBY GIVEN that the Second Separate Report of Francis Larkin, Charles Brant, Jr., and John J. Brown, Commissioners of Appraisal in the above entitled matter, was filed in the office of the Clerk of the County of Westchester, at White Plains, in said County, on July 8, 1905.

Notice is further given that the Second Separate Report includes and affects the parcels of land designated as Parcels Nos. 52, 53, 60, 71 and 74 in said proceeding.

Notice is further given that an application will be made at a Special Term of the Supreme Court of the State of New York, to be held in and for the Second Judicial District, held at the Court-house in the Borough of Brooklyn, City of New York, on the eleventh day of September, 1905, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard, for such other and further relief as may be just.

Dated New York, August 10, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
a11,18,25,a1,8

SECOND DEPARTMENT.

In 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 RAILROAD AVENUE (although not yet named by proper authority), between Unionport road and Glebe avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by orders of the Supreme Court, bearing date the 15th day of May, 1905, and duly entered in the office of the Clerk of the County of New York, at his office in the Borough of Manhattan, in The City of New York, on the 6th day of June, 1905; in the office of the Clerk of the County of Richmond, on the 6th day of June, 1905, and in the office of the Clerk of the County of Westchester, at his office at White Plains, on the 6th day of June, 1905, a copy of which order was duly filed in the office of the Register of the County of New York, and indexed in the Index of Conveyances, Annexed Territory east of Bronx river, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of New York on the 6th day of June, 1905, in the office of the Clerk of the County of Richmond, on the 6th day of June, 1905, and in the office of the Clerk of the County of Westchester on the 6th day of June, 1905, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 17, title 4, of the Greater New York Charter, as amended, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 11th day of September, 1905, at 12 o'clock noon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Manhattan, New York City, July 27, 1905.
N. J. O'CONNELL,
JAMES REYNOLDS,
CHARLES V. HALLEY,
Commissioners.

JOHN P. DUNN,
Clerk.
jy27,a19

SECOND JUDICIAL DISTRICT.

In the matter of the application of The City of New York to acquire certain real estate in the Towns of Lewisboro, Poundridge and Bedford, Westchester County, New York, under chapter 490 of the Laws of 1883 and the Laws amendatory thereof, for the purpose of a dam and reservoir on Cross River, and for the purpose of supplying The City of New York with an increased supply of pure and wholesome water.

CROSS RIVER DAM AND RESERVOIR - FIRST DIVISION.

NOTICE OF FILING AND OF MOTION TO CONFIRM FIRST SEPARATE REPORT.

PUBLIC NOTICE IS HEREBY GIVEN that the First Separate Report of Daniel Cohalan, John F. Brennan and Benoni Platt, Commissioners of Appraisal in the above entitled matter, was filed in the office of the Clerk of the County of Westchester, at White Plains, in said County, on June 29, 1905.

Notice is further given that the First Separate Report includes and affects the parcels of land designated as Parcels Nos. 3, 4, 5, 7 and 14, in said proceeding.

Notice is further given that an application will be made at a Special Term of the Supreme Court of the State of New York, to be held in and for the Second Judicial District, held at the Court-house, in the Borough of Brooklyn, City of New York, on the eleventh day of September, 1905, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard, for an order confirming said report, and for such other and further relief as may be just.

Dated New York, August 10, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
a11,18,25,a1,8

SECOND DEPARTMENT.

In matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of CHARLES AVENUE (although not yet named by proper authority), from Richmond avenue to Nicholas avenue, in the Third Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 20th day of May, 1905, and duly entered in the office of the Clerk of the County of Richmond at his office in the Borough of Richmond, in The City of New York, on the 22d day of May, 1905, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage,

if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of Richmond, on the 22d day of May, 1905; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 17, title 4, of the Greater New York Charter, as amended, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 19th day of September, 1905, at 11 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Manhattan, New York City, July 27, 1905.

WILLIAM T. CROAK,
JOHN L. DERY,
AUGUSTUS ACKER,
Commissioners.

JOHN P. DUNN,
Clerk.
jy27,a19

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, the 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 inclosed in the envelope containing the bid or estimate, but should be either inclosed in a separate envelope addressed to the head of the Department, President or Board, or submitted personally upon the presentation of the bid or estimate.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work, reference must be made to the specifications, schedules, plans, etc., on file in the said office of the President, Board or Department.

No bid shall be accepted from or contract awarded to any person who is in arrears to The City of New York upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the City.

The contract must be bid for separately. The right is reserved in each case to reject all bids or estimates if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

Bidders are requested to make their bids or estimates upon the blank forms prepared and furnished by the City, a copy of which, with 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.